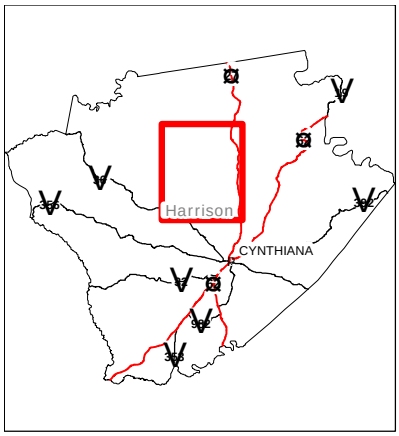
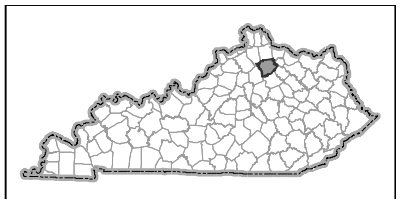
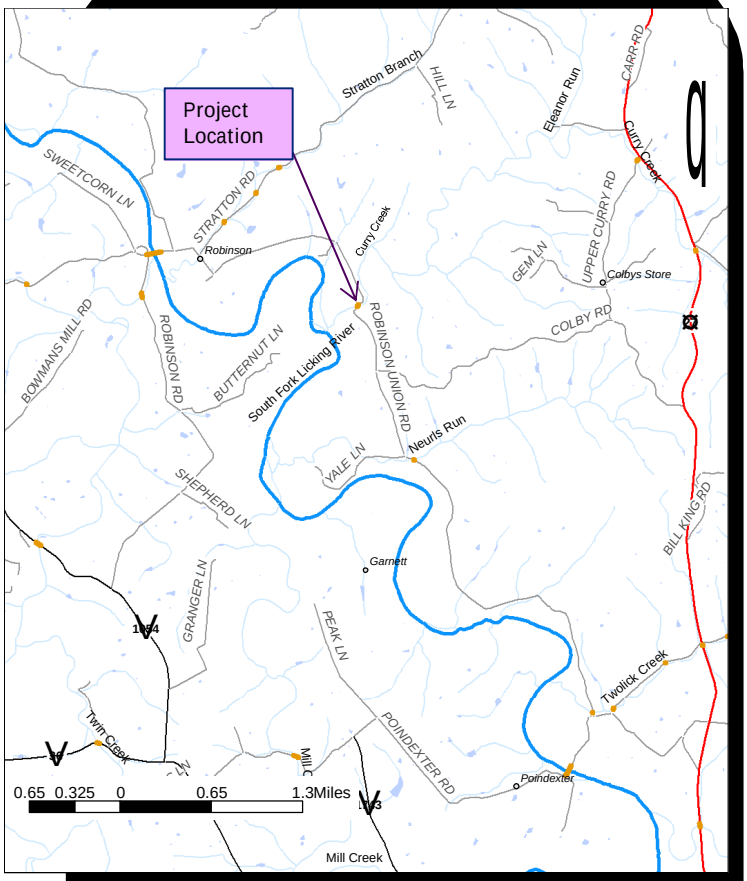
Data Needs Analysis







Scoping Study

CR 1062, Harrison County
Bridge Replacement over
Curry Creek
Item No. 6-8710.00

Prepared by the KYTC
Division of Planning and
KYTC District 6

July 2013

KENTUCKY TRANSPORTATION CABINET

I. PRELIMINARY PROJECT INFORMATION

County:	Harrison	Item No.:	6-8710.00
Route Number(s):	CR 1062	Road Name:	Robinson Union Road
Program No.:	8768701D	UPN:	FD04 049 1062 003-004
Federal Project No.:		Type of Work:	Bridge Replacement

2012 Highway Plan Project Description:

Replace Robinson Union Road Bridge (12CCN) over Curry Creek at MP 3.886

Beginning MP: 3.877 Ending MP: 3.895 Project Length: 0.018

Functional Class.: ☐ Urban ☑ Rural — Local

State Class.: ☐ Primary ☐ Secondary

Route is on: ☐ NHS ☐ NN ☐ Ext Wt

MPO Area: Not Applicable

Truck Class.:

In TIP: ☐ Yes ☐ No

% Trucks:

ADT (current): 65 2006

Terrain: Rolling

Access Control: ☑ None ☐ Permit ☐ Fully Controlled ☐ Partial Spacing:

Median Type: ☑ Undivided ☐ Divided (Type):

Existing Bike Accommodations: Shared Lane

Ped: ☐ Sidewalk

Posted Speed: ☐ 35 mph ☐ 45 mph ☐ 55 mph ☑ Other (Specify): 25 mph

KYTC Guidelines Preliminarily Based on : 30 MPH Proposed Design Speed

Roadway Data:	EXISTING	COMMON GEOMETRIC PRACTICES*
No. of Lanes	1 lane 2-way	2
Lane Width	12' (estimated)	10'
Shoulder Width	1' (estimated)	2'
Max. Superelevation**	N/A	4%
Minimum Radius**	N/A	250'
Maximum Grade	N/A	10%
Minimum Sight Dist.	N/A	200'
Sidewalk Width(urban)	N/A	N/A
Clear-zone***	N/A	7'-10'

Existing Rdwy. Plans available? ☐ Yes ☑ No — Year of Plans:

☐ Traffic Forecast Requested — Date Requested:

☑ Mapping/Survey Requested — Date Requested:

Type: Conventional

Project Notes/Design Exceptions?: Based on AASHTO Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT<=400)

*Based on proposed Design Speed, **AASHTO's A Policy on Geometric Design of Highways and Streets, ***AASHTO's Roadside Design Guide

Bridge No.*:	049C00025N	(Bridge #2)
Sufficiency Rating	61.1	
Total Length	91'	
Width, curb to curb	14.6'	
Span Lengths	21'	
Year Built	1965	
Posted Weight Limit	None	
Structurally Deficient?	No	
Functionally Obsolete?	No	
Existing Bridge Type	Reinforced Concrete - Box Beam/Piers	

Existing Geotech data available? ☐ Yes ☑ No

Detour Length(s): 11.2 miles

*If more than two bridges are located on the project, include additions sheets.

II. PROJECT PURPOSE AND NEED

A. Legislation

This project is in the 2012-2018 Highway Plan

Funding	Phase	Year	Amount
SPP	D	2012	$300,000
SPP	R	2012	$150,000
SPP	U	2012	$50,000
SPP	C	2015	$1,000,000

B. Project Status

Work to date is limited to having a survey obtained. Design funds have been authorized.

C. System Linkage

Robinson Union Rd is a 5.327 mile local road which terminates at Poindexter Road to the south and at Robinson Road to the north. It serves farms and residences by connecting with a rural local county road network linking to the community of Cynthiana to the south and Berry to the north.

D. Modal Interrelationships

This route provides access to local residents and farms.

E. Social Demands & Economic Development

This project does not have a direct impact on future economic development.

II. PROJECT PURPOSE AND NEED (cont.)

F. Transportation Demand

CR 1062 Robinson Union Road is a one lane two-way rural local road with an ADT of 65 (2006). The road may experience more traffic during the fall because of a pumpkin patch and corn maze on the adjacent farm. The roadway serves farm and residential use. No future development is foreseen in this location.

G. Capacity

No current capacity issues. Traffic volumes are very low the majority of the year and are not expected to increase.

H. Safety

There has been one crash reported between 2007 to 2012 according to the Kentucky State Police website. This crash was on the southern approach at the abutment of the bridge. The bridge is located in an S-curve. At the southwestern curve there is a cross indicating a fatality occurred at the location, however it does not show on the State Police Report.

I. Roadway Deficiencies

The bridge crossing at Curry Creek is located between two sharp curves along CR 1062. Both the bridge and the roadway are a single lane two-way facility. The approaches on either side of the bridge are narrow and appear to be skewed. The bridge is not structurally deficient or functionally obsolete. It has a sufficiency rating of 61.1.

III. PRELIMINARY ENVIRONMENTAL OVERVIEW

A. Air Quality

Project is in: ☑ Attainment area ☐ Nonattainment or Maintenance Area ☐ PM 2.5 County

STIP Pg.#: TIP Pg.#:

B. Archeology/Historic Resources

☑ Known Archeological or Historic Resources are present

Potential archeological site on hill to the east of the roadway and south of the bridge.

C. Threatened and Endangered Species

The possibility of Running Buffalo Clover, Indiana Bat habitat and mussels may be present in the area.

D. Hazardous Materials

☐ Potentially Contaminated Sites are present ☑ Potential Bridge or Structure Demolition

Bridge demolition required.

E. Permitting

Check all that may apply: ☐ Waters of the US ☐ MS4 area ☐ Floodplain Impacts ☐ Navigable Waters of the US Impacts

Are 401/404 Permits likely to be required? ☑ Yes ☐ No Impacts to: ☐ Wetlands ☑ Stream/Lake/Pond

☑ ACE LON ☐ ACE NW ☐ ACE IP ☐ DOW IWQC ☐ Special Use Waters

Potential impact to Curry Creek.

F. Noise

Are existing or planned noise sensitive receptors adjacent to the proposed project? ☐ Yes ☑ No

Is this considered a "Type I Project" according to the KYTC Noise Analysis and Abatement Policy? ☐ Yes ☑ No

G. Socioeconomic

Check all that may apply: ☐ Low Income/Minority Populations affected ☐ Relocations ☐ Local Land Use Plan available

No impacts to any low income or minority populations.

H. Section 4(f) or 6(f) Resources

The following are present on the project: ☐ Section 4(f) Resources ☐ Section 6(f) Resources

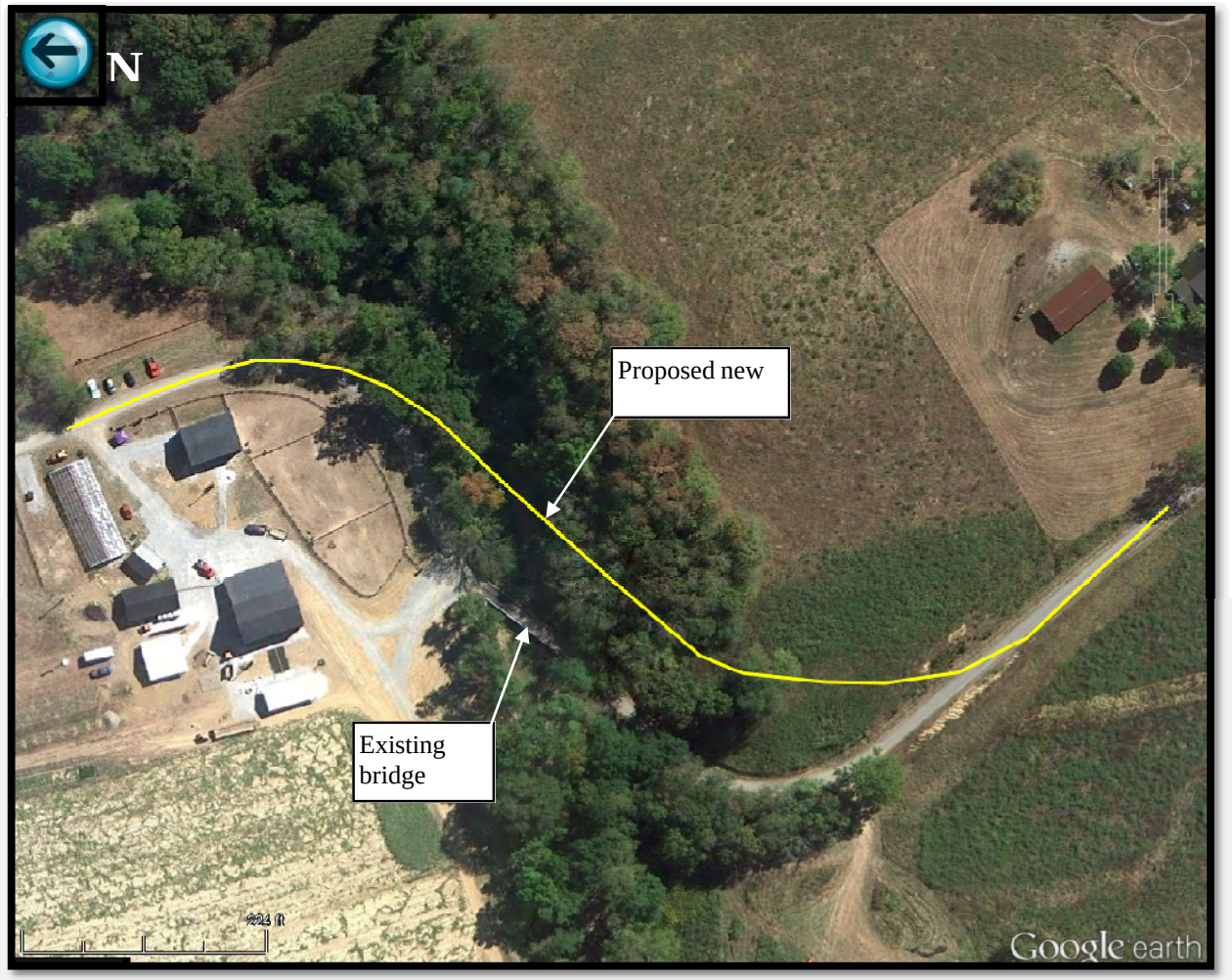
No section 4(f) or 6(f) resources.

Anticipated Environmental Document: None (Completely State funded)

IV. PROJECT SCOPING, NEEDS & PURPOSE

A. Scoping & Need:

Alternate I: The bridge (049C00025N) over Curry Creek is located in a section of roadway with sharp curves and grade. Also the bridge shows impact damage to the guardrail on the bridge in multiple locations. Alternate I would reconstruct the approaches and construct a new bridge crossing to increase safety in the area. This alternate would realign the approach roads to a 30 mph design speed and relocate the bridge to the east of the current bridge.



B. Draft Project Purpose:

The purpose of the project is to increase safety on CR 1062 Robinson Union Road in the vicinity of the bridge over Curry Creek.

V. PROJECT ESTIMATE & METHODOLOGY

Estimate Methodology:	Current Estimate	
Cost estimate is based on the cost history of similar projects of size and scope. 6-1050 bridge replacement on KY 435 in Bracken County. Total length of project was 900' with bridge size of 24'x124'. Total cost of project was $1.4M.	Phase	Estimate
	Planning	$0
	Design	$150,000
	R/W	$250,000
	Utilities	$100,000
	Const	$1,000,000
	Total	$1,500,000

The new bridge would be 150'x20' located approx 100 feet to the east of the existing structure. Total length of project is about 1,100 ft. Design elements are based on Rural local road with very low volumes. Roadway will have a total width of 24' including shoulders and curves will have a design speed of 30 mph. Bridge estimate (150'x20'): $400,000; Roadway approaches and grading (900'x24'): $600,000

VI. UTILITIES POTENTIALLY AFFECTED - CONTACT INFORMATION

Company Name -	Columbia Gas
Contact -	
Address -	2001 Mercer Rd. Lexington, KY 40511
Phone No. -	1-800-432-9345
Company Name -	Kentucky Utilities Co.
Contact -	
Address -	1 Quality Street, Lexington, KY 40507
Phone No. -	(859) 255-2100
Company Name -	Harrison County Water Association
Contact -	
Address -	2167 US 27, Cynthiana, KY 41031
Phone No. -	(589) 234-4284
Company Name -	Bell South Telephone
Contact -	
Address -	305 Chambers Ave, Georgetown, KY 40324
Phone No. -	(502) 863-9356
Company Name -	
Contact -	
Address -	
Phone No. -	
Company Name -	
Contact -	
Address -	
Phone No. -	

VII. PRECONSTRUCTION STATUS REPORT

02-Apr-2013 **Preconstruction Status Report** Page 200 of 207

Auth No. / Date 87687 14-Mar-2013 **Project No.** 06 8710.00 **Parent No.** 06 8710.00
County Name HARRISON
BMP / EMP 3.877 / 3.895
Route CR-1062-

Desc REPLACE UNION ROBINSON ROAD BRIDGE.(61.1)(049C00025)(12CCN)

Type Of Work BRIDGE REPLACEMENT(P) **No. Lanes** **Length** **Measurement Type** E

Road Eng. DEPARTMENT-D06 **Bridge Eng.**
Proj Mgr kytc\eric.hackworth **Bridge No.** C00025 **Suff. Rating**

Letting Status / Date *****

Final Plans **Contractor Notice**

Environmental	Name	Date	Type	Sched. Comp.	Actual Comp.	Expire Date
Assigned:						
Requested:						

Concerns

EMARS PROGRAM CODE

Phase Code	D	R	U	C	
Stage	AUTHORIZED	ESTIMATED	ESTIMATED	ESTIMATED	8768701D
Fund Code	SPP	SPP	SPP	SPP	
Escalated Cost	0	150,000	50,000	1,000,000	
Fiscal Year		2012	2012	2015	

Auth Amt. 300,000
Auth Date 14-Mar-2013
Current Cost
Date Of Current Cost
Year of Proj Auth Date
Program Code FD04
Remaining Balance 300,000.00

Right Of Way Parcel Information **Utility Information**

Total Parcels: **Completion Date** **Completion Date**

Appraisals	**of**		**Negotiated Starts**	**of**	
Relocated	**of**		**Agreement**	**of**	
Deeds Signed			**Relocated**	**of**	
Suits Filed					
Right Of Entry					
Parcels Cleared					

Milestone	Remarks	Status	Date	Scheduled
PRELIMINARY LINE AND GRADE		UNKNOWN	21-May-2012	
DRAINAGE INSPECTION		UNKNOWN	21-May-2012	
JOINT INSPECTION		UNKNOWN	21-May-2012	
GEOTEC ENGINEERING - ROADWAY		UNKNOWN	21-May-2012	
GEOTEC ENGINEERING - BRIDGES		UNKNOWN	21-May-2012	
BRIDGE AND STRUCTURE PLANS TO CENTRAL OFFICE		UNKNOWN	21-May-2012	
ADVANCE SITUATION TO CENTRAL OFFICE		UNKNOWN	21-May-2012	
RIGHT OF WAY PLANS TO CENTRAL OFFICE		UNKNOWN	21-May-2012	
ROAD PLANS TO CENTRAL OFFICE		UNKNOWN	21-May-2012	
TRAFFIC PLANS - SIGNING		UNKNOWN	21-May-2012	
TRAFFIC PLANS - LIGHTING		UNKNOWN	21-May-2012	
TRAFFIC PLANS - SIGNALS		UNKNOWN	21-May-2012	
TRAFFIC PLANS - TRAFFIC CONTROL		UNKNOWN	21-May-2012	

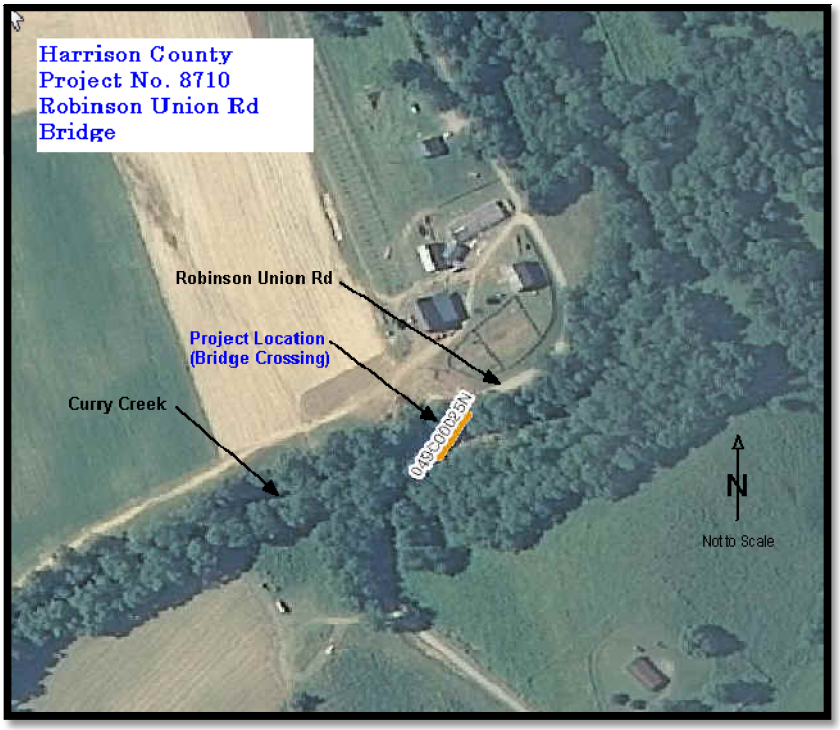
Page: 200

VIII. TABLES AND EXHIBITS

Crash Information from Kentucky State Police Website

Criteria: Collision Date is between 12/31/2007 and 12/31/2012 ***And*** Roadway Name is Robinson Union ***And*** County Name is one of: HARRISON ***And*** Milepoint Derived is between 3 and 4

http://crashinformationky.org/KCAP/Mapping/CollisionMap.aspx?QueryCount=1 6/14/2013



A fatality that doesn't appear on the crash history report occurred in the sharp curve in the south approach to the bridge.

VIII. TABLES AND EXHIBITS (Continued)

North of Bridge, facing South

South of Bridge, facing North

Vertical post #3 along the left side of the structure was found to be broken away from the slab.

2

Sharp curve on south approach to bridge where fatality occurred

South approach to bridge facing away from bridge

North approach to bridge facing away from bridge

NATIONAL BRIDGE INVENTORY

KENTUCKY INVENTORY AND APPRAISAL REPORT

Use of this document subject to 23 USC SEC 409

(8) STRUCTURE NUMBER: 049C00025N

*******IDENTIFICATION*******	
(1) STATENAME:	**KENTUCKY**
(5) INVENTORY ROUTE (ON/UNDER):	**141010620**
(2) DISTRICT AGENCY DISTRICT:	**6**
(3) COUNTY CODE: **49** (4) PLACECODE:	**0000**
(6) FEATURES INTERSECTED:	**CURRY CREEK**
(9) LOCATION:	**1.6 MI S OF JCT CR 5052**
(11) MILE POINT:	**3.89**
(7) FACILITY CARRIED:	**ROBINSON UNION**
(12) BASE HIGHWAY NETWORK:	**0 Not on the Base Network**
(13) LRS INVENTORY ROUTE & SUBROUTE	
(16) LATITUDE:	**38.486350592 N DEGREES**
(17) LONGITUDE:	**-84.32811517 W DEGREES**
(98) BORDER BRIDGE STATECODE	%SHARED: **Unknown**
(99) BORDER BRIDGE STRUCTURE NUMBER	
*******STRUCTURE TYPE AND MATERIAL*******	
(43) STRUCTURE TYPE MAIN:	**1 Concrete / 01 Slab**
(44) STRUCTURE TYPE APPR:	**Not Applicable (0)**
(45) NUMBER OF SPANS IN MAIN UNIT:	**4**
(46) NUMBER OF APPROACH SPANS:	**0**
(107) DECK STRUCTURE TYPE:	**9 Other**
(108) WEARING SURFACE/PROTECTIVE SYSTEM	
(108A) TYPE OF WEARING SURFACE:	**6 Bituminous**
(108B) TYPE OF MEMBRANE:	**8 Unknown**
(108C) TYPE OF DECK PROTECTION:	**8 Unknown**
*******AGE AND SERVICE*******	
(27) YEAR BUILT:	**1965**
(106) YEAR RECONSTRUCTED:	**0**
(42A) TYPE OF SERVICE-ON:	**1 Highway**
(42B) TYPE OF SERVICE-UNDER:	**5 Waterway**
(28) LANES ON STRUCTURE: **1** NDER STRUCTURE:	**0**
(29) AVERAGE DAILY TRAFFIC:	**65**
(30) YEAR OF ADT: **2006** (109) TRUCK ADT%:	
(19) BYPASS DETOUR LENGTH:	**11.2 MI.**
*******GEOMETRIC DATA*******	
(48) LENGTH OF MAXIMUM SPAN:	**21 ft.**
(49) STRUCTURE LENGTH:	**91.2 ft.**
(50) CURB OR SIDE WALK LEFT: **0 ft.** RIGHT:	**0 ft.**
(51) BRIDGE ROADWAY WIDTH CURB TO CURB	**14.6 ft.**
(52) DECK WIDTH OUT TO OUT:	**14.6 ft.**
(32) APPROACH ROADWAY WIDTH (W/SHOULDEI	**12.1 ft.**
(33) BRIDGE MEDIAN:	**0 No median**
(34) SKEW **45** (35) STRUCT FLARE	**0 No flare**
(10) INVENTORY ROUTE MIN VERT CLEAR:	**99.99 FT.**
(47) INVENTORY ROUTE TOTAL HORIZ CLEAR:	**10.1 ft.**
(53) MIN VERT CLEAR OVER BRIDGE RDWY:	**99.99 FT.**
(54) MIN VER UNDER CLEAR REF: **N** **0 ft.**	
(55) MIN LAT UNDER CLEAR RT REF: **N** **0 ft.**	
(56) MIN LAT UNDER CLEAR LEFT:	**0 ft.**
*******NAVIGATION DATA*******	
(38) NAVIGATION CONTROL:	**Permit Not Required**
(111) PIER PROTECTION:	**Not Coded**
(39) NAVIGATION VERTICAL CLEARENCE:	**0 ft.**
(116) VERT-LIFT BRIDGE NAV MIN VERT CLEARE	**ft.**
(40) NAVIGATION HORIZONTAL CLEARENCE:	**0 ft.**
SUFFICIENCY RATING:	**61.1**
STATUS:	**0 - Not Deficient**

*******CLASSIFICATION*******	
(112) NBIS BRIDGE LENGTH:	**Y**
(104) HIGHWAY SYSTEM:	**0 Not on NHS**
(26) FUNCTIONAL CLASS:	**09 Rural Local**
(100) STRAHNET HIGHWAY:	**0 Not a STRAHNET hwy**
(101) PARALLEL STRUCTURE:	**No || bridge exists**
(103) TEMPORARY STRUCTURE:	**Not Applicable**
(102) DIRECTION OF TRAFFIC:	**3 1-lane Br for 2-way**
(105) FEDERAL LANDS HIGHWAYS:	**0 N/A (NBI)**
(110) DESIGNATED NATIONAL NETWORK:	**0 Not part of natl netwo**
(20) TOLL:	**3 On free road**
(21) MAINTAIN:	**County Hwy Agency**
(22) OWNER:	**County Hwy Agency**
(37) HISTORICAL SIGNIFICANCE:	**5 Not eligible for NRHP**
*******CONDITION*******	
(58) DECK:	**7 Good**
(59) SUPERSTRUCTURE:	**7 Good**
(60) SUBSTRUCTURE:	**6 Satisfactory**
(61) CHANNEL AND CHANNEL PROTECTION:	**6 Bank Slumping**
(62) CULVERTS:	**N N/A (NBI)**
*******LOAD RATING AND POSTING*******	
(31) DESIGN LOAD:	**0 Other or Unknown**
(63) OPERATING RATING METHOD:	**2 AS Allowable Stress**
(64) OPERATING RATING:	**18 Tons**
(65) INVENTORY RATING METHOD:	**2 AS Allowable Stress**
(66) INVENTORY RATING:	**18 Tons**
(70) BRIDGE POSTING:	**4 0.1-9.9%below**
(41) STRUCTURE OPEN, POSTED OR CLOSED:	**A Open, no restriction**
*******APPRAISAL*******	
(67) STRUCTURAL EVALUATION:	**5 Above Min Tolerable**
(68) DECK GEOMETRY:	**6 Equal Min Criteria**
(69) UNDERCLEARENCE, VERT & HORIZ:	**N Not applicable (NBI)**
(71) WATERWAY ADEQUACY:	**7 Above Minimum**
(72) APPROACH ROADWAY ALIGNMEN	**6 Equal Min Criteria**
(36) TRAFFIC SAFETY FEATURES:	**0000**
(113) SCOUR CRITICAL BRIDGES:	**8 Stable Above Footing**
*******PROPOSED IMPROVEMENTS*******	
(75) TYPE OF WORK:	**341**
(76) LENGTH OF STRUCTURE IMPROVEMENT:	**8.9 ft.**
(94) BRIDGE IMPROVEMENT COST:	**116,000**
(95) ROADWAY IMPROVEMENT COST:	**0**
(96) TOTAL PROJECTION COST:	**115,000**
(97) YEAR OF IMPROVEMENT COST ESTIMATE:	**1994**
(114) FUTURE ADT:	**79**
(115) YEAR OF FUTURE ADT:	**2026**
*******INSPECTIONS*******	
(90 INSPECTION DATE:	**4/18/12**
(92) CRITICAL FEATURE INSPECTION:	
(92A) FRACTURE CRITICAL DETAIL:	**N**
(92B) UNDERWATER INSPECTION:	**N**
(92C) OTHER SPECIAL INSP:	**N**
(91) FREQUENCY:	**24 months**
(93) CFI DATE:	
(93A):	**1/1/1901**
(93B):	**5/1/2004**
(93C):	**1/1/1901**

049C00025N

KYTC Bridge Inspection Report

Summary:
Inspection Date: 4/18/12
Inspector: GCADY (213)
Primary Type: Standard (24 Months)

Types of Inspections Performed:

National Bridge Inventory:	Y
Element:	Y
Fracture Critical:	N
Underwater:	N
Other Special:	N

Inspector Signature:

District Review Date: 7/2/12
District Reviewer: BSEITER (55)

IDENTIFICATION

Bridge ID (8):	049C00025N	**District Number:**	6
Route Carried (7):	ROBINSON UNION	**County (3):**	49 Harrison
Mile Point:	3.886	**Feature Intersected (6):**	CURRY CREEK
Location (9):	1.6 MI S OF JCT CR 5052	**Road Name:**	ROBINSON UNION RD
Structure Description:	91.2 Foot - 4 Span Concrete Slab		

NBI CONDITION

Deck (58):	7
Superstructure (59):	7
Substructure (60):	6
Culverts (62):	N
Channel/Protection (61):	6

SCHEDULE TAB

Schedule:	Required (Y/N)	Last Date	Frequency	Next Date
NBI (90):		4/18/12	**(91):** 24 mos	4/18/14
Fracture Critical (92A):	N	**(93A):** 1/1/01	**(92A):** mos	1/1/01
Underwater (92B):	N	**(93B):** 5/1/04	**(92B):** mos	1/1/01
Other Special (92C):	N	**(93C):** 1/1/01	**(92C):** mos	1/1/01
Elemental:	NA		24 mos	4/18/14

Load Rating and Posting

Truck Type	Typ I	Typ II	Typ III	Typ IV	Gross
Recomm. Posting:	18	18	18	18	18
Field Posting:	-1	-1	-1	-1	0

Posting Status (41): A Open, no restriction
Signs Posted: **Cardinal:** N **Non-Cardinal:** N

WATERWAY

Scour Critical (113):	8
Observed 113 Rating:	5
Waterway Adeq. (71):	7

DECK/WEARING SURFACE

Deck Type (107):	9 Other						
Wearing Surface/Protective System (108):	**Type:**	6	**Membrane:**	8	**Protection:**	8	
Traffic Safety Features (36):	**Bridge Rail:**	0	**Transition:**	0	**Appr. Rail:**	0	**Rail Ends:** 0
Overlay:	Y						
Overlay Type:	Asphalt		**(34) Skew:**	45			
Overlay Thickness:	2.99		**(51) Curb-to-Curb Width:**	14.6			

Vertical Clearances

Minimum Vertical Overclearance (53):	99.99
Minimum Vertical Underclearance (54):	0.00
Maximum Vertical Clearance (10):	99.99
Minimum Vertical Clearance:	99.99

Sufficiency Ratings

SR: 61.1 **SD/FO:** 0 Not Deficient

Element Condition State Data

Elm/Env	Description	Units	Total QTY	QTY CS1	QTY CS2	QTY CS3	QTY CS4	QTY CS5
104/3	P/S Conc Box Girder	LF	91.19	91.19	0.00	0.00	0.00	0.00
13/3	Unp Conc Deck/AC Ovl	SF	364.80	364.80	0.00	0.00	0.00	0.00

049C00025N

KYTC Bridge Inspection Report

Summary:

Inspection Date: 4/18/12
Inspector: GCADY (213)
Primary Type: Standard (24 Months)

Types of Inspections Performed:

National Bridge Inventory:	Y
Element:	Y
Fracture Critical:	N
Underwater:	N
Other Special:	N

Element Condition State Data

Elm/Env	Description	Units	Total QTY	QTY CS1	QTY CS2	QTY CS3	QTY CS4	QTY CS5
210/3	R/Conc Pier Wall	LF	72.75	47.75	25.00	0.00	0.00	0.00
215/3	R/Conc Abutment	LF	72.85	47.85	25.00	0.00	0.00	0.00
301/3	Pourable Joint Seal	LF	8.49	8.49	0.00	0.00	0.00	0.00
334/3	Metal Rail Coated	LF	182.40	152.40	20.00	0.00	0.00	10.00
359/3	Soffit Smart Flag	EA	1.00	0.00	1.00	0.00	0.00	0.00
361/3	Scour Smart Flag	EA	1.00	1.00	0.00	0.00	0.00	0.00
39/3	Unp Conc Slab/AC Ovl	SF	962.20	962.20	0.00	0.00	0.00	0.00
504/3	Wearing Surface	SQ FT	1327.00	1327.00	0.00	0.00	0.00	0.00
608/3	Long. Shear Keys	EA	1.00	1.00	0.00	0.00	0.00	0.00
610/1	Chan Drift	EA	1.00	1.00	0.00	0.00	0.00	0.00
611/1	Embankment Erosion	EA	1.00	1.00	0.00	0.00	0.00	0.00
612/1	Chan Algn	EA	1.00	1.00	0.00	0.00	0.00	0.00

Element Condition State Data

Str Uni	Elm/Env	Description	Description
1	104/3	P/S Conc Box Girder	Box Beam* There is one precast prestressed box beam that has been added next to left side of slab in order of widen the structure. Along the bottom interior portion of this beam is a longitudinal joint that is allowing some staining and efflorescence along the bottom of the beam and slab elements. The tie rod ends along the left exterior portion of the beam is in place. See Photos
1	13/3	Unp Conc Deck/AC Ovl	Deck* The top side of the deck could not be viewed for inspection due to asphalt overlay. See Photos
1	210/3	R/Conc Pier Wall	Pier Walls* Efflorescence and staining was found throughout all pier wall elements. Areas of horizontal cracking with efflorescence were found along the top portions of the # 3 pier wall. The right side of the piers have been extended rightward to support the additional width of one box beam element added during a widening project. During the widening project the a concrete slurry was poured out along the right forward side of the pier # 2 extension that is now undermined up to 18" See Photos
1	215/3	R/Conc Abutment	Abutments* A minor amount of staining and efflorescence was noted on the abutment breast walls due to seepage from above. The abutment breast walls were also found to have random areas of vertical hairline cracking. The right side of the abutments have been extended leftward to support the additional width of one box beam element added during a widening project. See Photos
1	301/3	Pourable Joint Seal	Pourable Joint* The pourable joints are located only between the box elements over the pier locations. Joints could not be viewed from top side due to asphalt overlay.

049C00025N

KYTC Bridge Inspection Report

Summary:

Inspection Date: 4/18/12
Inspector: GCADY (213)
Primary Type: Standard (24 Months)

Types of Inspections Performed:

National Bridge Inventory:	Y
Element:	Y
Fracture Critical:	N
Underwater:	N
Other Special:	N

Element Condition State Data

Str Uni	Elm/Env	Description	Description
1	334/3	Metal Rail Coated	Bridge Railing* Both of the rear and forward bridge railing end treatments were found to have been damaged by roadway traffic impact The bridge railing was noted to have multiple scrapes and scratches from traffic impact as well. The bridge railing post located in the third position from the rear end along the left side of the structure was found to have the concrete around the anchor bolts broken completely away, giving the post no support. Two bolts were found to be missing from the top portion of the right side bridge railing system at approximately mid span. See Photos
1	359/3	Soffit Smart Flag	Soffit* Longitudinal cracking with efflorescence was noted randomly throughout the deck soffit. See Photos
1	361/3	Scour Smart Flag	Scour* Underpinning along the forward portion of the # 2 pier wall was found to be undermined up to 18".
1	39/3	Unp Conc Slab/AC Ovl	Deck* The top side of the deck could not be viewed for inspection due to asphalt overlay. See Photos
1	504/3	Wearing Surface	Wearing Surface* The top side of the deck could not be viewed for inspection due to asphalt overlay. The asphalt wearing surface was found to have a minor amount of vegetation growth along with roadway dirt and debris along the exterior edges. See Photos
1	608/3	Long. Shear Keys	Longitudinal Joint* Along the bottom interior portion of the beam is a longitudinal joint that is allowing some staining and efflorescence along the bottom of the beam and slab elements. See Photos
1	610/1	Chan Drift	Channel Drift* A minor amount of channel drift and debris was found to be lodged along the left most portions of piers # 2, 3 and 4. See Photos
1	611/1	Embankment Erosion	Erosion* A minor amount of soil erosion was found behind all four wingwall elements. See Photos
1	612/1	Chan Algn	Channel Alignment* Minor aggredation and vegetation build-up noted to be causing the stream to migrating toward the rear of the structure, and the majority of the streams energy is going through only the second span. See Photos

Structure Notes

Linear feet of pourable joint material should be measured during next inspection.

Inspection Notes

May want to consider replacing scour protection system along the forward portion of the # 2 pier.

Work Candidates

Inspector Candidates:

Candidate ID:	Status	Priority	Assigned	Action	Elem	Date Recommended
049-C00025N-1	Approved	Medium	Unassigned	40	610	4/18/12
049-C00025N-2	Approved	Medium	Unassigned	24	361	4/18/12
049-C00025N-3	Approved	High	Unassigned	31	334	4/18/12

049C00025N

KYTC Bridge Inspection Report

Summary:

Inspection Date: 4/18/12
Inspector: GCADY (213)
Primary Type: Standard (24 Months)

Types of Inspections Performed:

National Bridge Inventory:	Y
Element:	Y
Fracture Critical:	N
Underwater:	N
Other Special:	N

Work Candidates

Inspector Candidates:

Candidate ID:	Status	Priority	Assigned	Action	Elem	Date Recommended
049-C00025N-4	Approved	High	Unassigned	33	504	4/18/12
049-C00025N-5	Approved	Medium	Unassigned	40	612	4/18/12