KENTUCKY TRANSPORTATION CABINET

2011

Data Needs Analysis

Kentucky UNBRIDLED SPIRIT

Pre-Design Scoping Study

KY 219, Wallins Creek

Harlan County, KY

M.P. 0.73

District 11 Highway Design

I. INTRODUCTION

This study is a Data Needs Analysis (DNA) of the bridge replacement project located on KY 219 over Wallins Creek at Milepoint 0.73 in Harlan County.

A. STUDY PURPOSE

The purpose of this Preliminary Scoping Analysis is to illustrate with discussion the nine elements of Purpose and Need as defined by the National Environmental Policy Act (NEPA), which will aid in determining the purpose and need for this bridge replacement project. This analysis will provide detail concerning project estimates, existing transportation corridors in the system region, possible alternatives, specific project details and classifications, environmental concerns and considerations, transportation demand, safety considerations, and other issues that will be required to assist the project design team in the preliminary stage of this project.

B. LOCATION

This bridge replacement project is located on KY 219 in Harlan county in Southeast Kentucky, approximately 4.5 miles south of the KY 219 and US 119 intersection. This bridge is located at Milepoint 0.73 crossing Wallins Creek in the Wallins community.

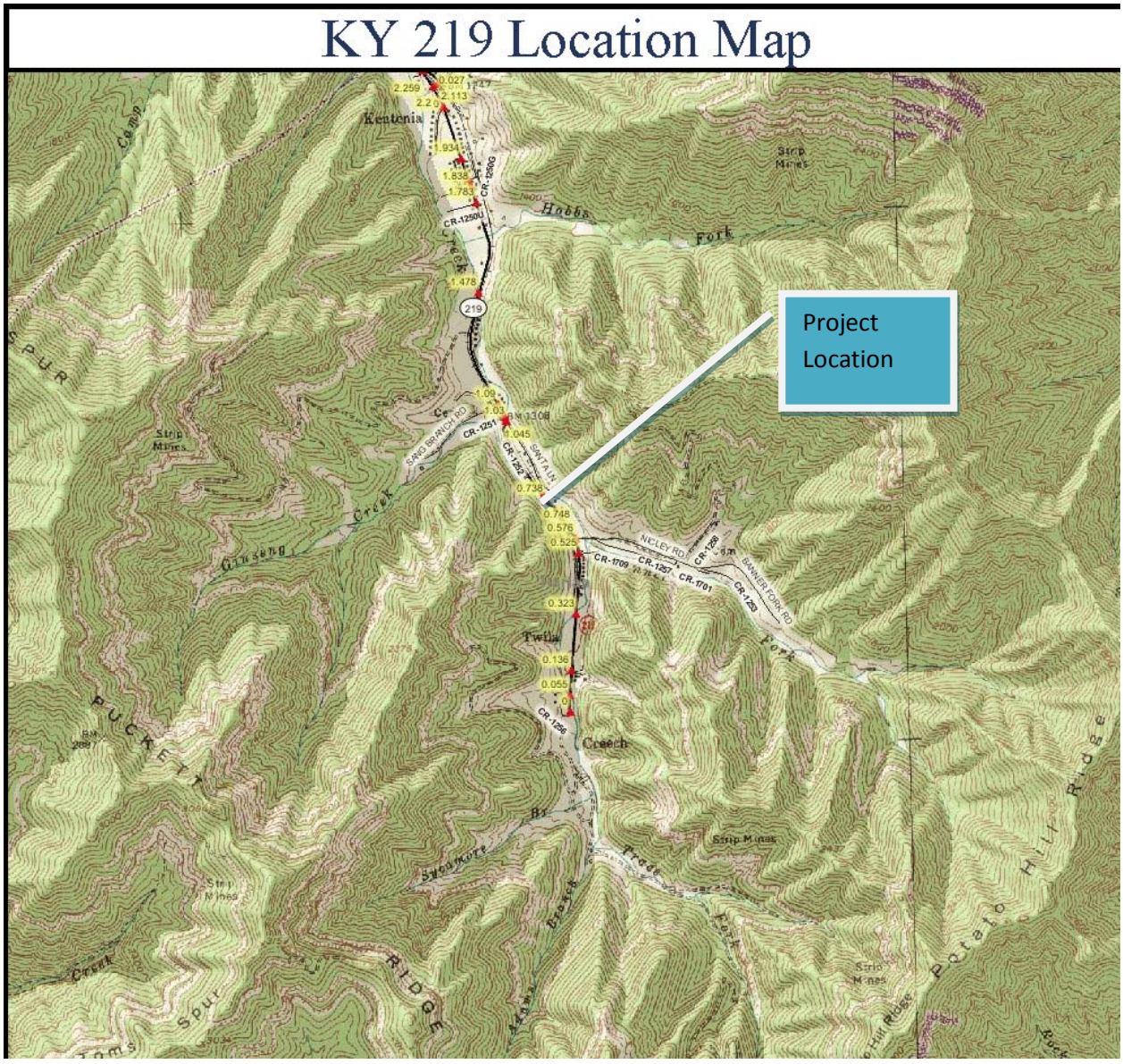

FIGURE 1: PROJECT LOCATION MAP

II. PROJECT PURPOSE AND NEED

A. LEGISLATION

This project is not listed in the 2006-2012 Six Year Highway Plan, the 2010 Recommended Highway Plan, or the Statewide Transportation Improvement Plan. However, existing conditions of the bridge structure are significant to the need for this report.

B. PROJECT STATUS

This bridge structure sustained a significant failure on March 18, 2011. Portions of the structure girders collapsed, causing this bridge to be examined for replacement. See Picture 1 below for further illustration.

C. SYSTEM LINKAGE AND ROADWAY DESCRIPTION

KY 219 is a rural secondary roadway connecting residents of the Twila and Banner Fork communities to Wallins and US 119, a major arterial in Southeastern Kentucky. Residents in these communities have only KY 219 to travel to the nearby city of Harlan, US 119, and US 421 via US 119. Figure 2 below illustrates the system linkage map.

Picture 1: Bridge Substructure

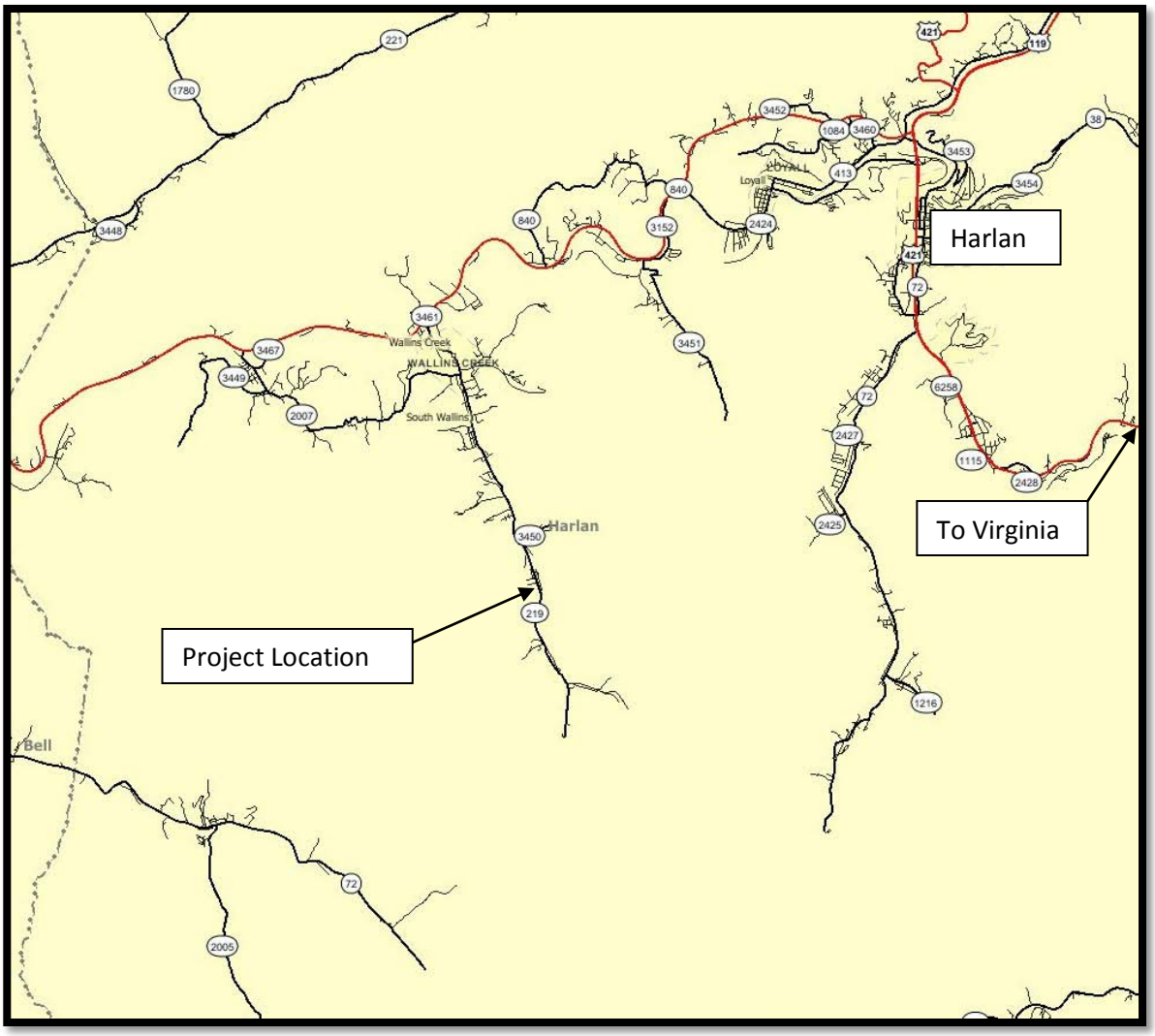

FIGURE 2: SYSTEM LINKAGE MAP

Table 1 below lists the roadway classification and project specific data:

Table 1: Roadway Classification and Information

State Classification System - Rural Secondary	**AASHTO Classification System - Rural Minor Collector**
Roadway is NOT on National Truck Network	**Roadway is NOT on National Highway Network**
Roadway is a Kentucky Coal Haul Route with 941,382 tons hauled annually	**Truck Weight Classification - Class A**
Roadway is NOT a designated Bike Route	**Bridge Identification Number (BIN) - 048B00050N**

D. MODAL INTERRELATIONSHIPS

KY 219 does not have any public transit along this route. There are no railroads located near the project.

E. SOCIAL DEMANDS & ECONOMIC DEVELOPMENT

KY 219 is a secondary roadway used to allow residents and coal companies access to US 119, a major arterial in Southeast Kentucky. KY 219 serves as the only access for residents and coal trucking services located south of this bridge. Also, active coal mining sites are located south of this bridge. As mentioned above, this bridge serves as a direct corridor for almost *1,000,000* tons annually of coal to be delivered throughout Kentucky.

F. TRANSPORTATION DEMAND

Based upon the 2010 traffic forecast map provided by KYTC, below is the traffic summary for KY 219. Also shown in Picture 2 are existing traffic conditions on the narrow bridge.

TABLE 2 TRAFFIC SUMMARY KY 219

M.P. 0.73

DESCRIPTION	YEAR 2011
ADT	1025
% TRUCKS	4.2

Picture 2: Existing Traffic

G. SAFETY

Collision data for KY 219 was obtained using the Kentucky State Police database for the years ranging from 2001 to 2010. No accidents or collisions were reported during this period for the project location. The bridge has a Narrow Bridge warning sign on the south end of the northbound lane. Also shown in Picture 4 is the steel deck panel that was placed over the existing concrete deck due to the failure of the original deck member, and the existing mangled guardrail. Pictures 3 and 4 below show the existing site conditions.

Picture 3: Narrow Bridge Posting

Picture 4: Existing Deck Conditions

H. UTILITY COORDINATION

There are existing utilities present on this project, including water and overhead electric. Existing overhead electric lines are present to the east and west of the existing bridge, and water lines are located nearby to the existing structure.

I. ROADWAY DEFICIENCIES

a. Mainline Geometries

The current posted speed limit for this project is 55 mph. Currently, immediately upon exiting the bridge northbound on KY 219, Santa Lane intersects KY 219 at approximately 90 degrees from the East. Santa Lane is a rural local access road. The existing curve on the southern approach to the structure is of substandard radius.

Picture 5: Southern Approach Curve

b. Bridge

As mentioned earlier, this bridge has a Narrow Bridge warning sign on the southern end. As can be seen from the pictures below, the existing surface has deteriorated to the extent that the concrete beams beneath the deck are visible. Also, portions of the existing substructure have experienced failure. KYTC maintenance crews have placed temporary steel deck plates to allow traffic access to the bridge.

Picture 6: Existing Bridge Conditions

Picture 7: Existing Deck Conditions

Picture 8: Existing Substructure Conditions

Table 3 lists some general characteristics from the latest bridge inspection performed March 2011. Some comments include: Beam #3 in south span has almost completely failed due to heavy coal truck traffic, guardrail not connected @ pier. See Appendix A for full structure report.

TABLE 3: STRUCTURE REPORT DATA

BIN	048B00050N
S.R.	34.4
Desc.	44’ -2 Span Concrete Beams / Girders
M.P.	0.73
Age	41 Yrs
Out to Out Width	18.0’
Skew	0.0
Curb to Curb Width	17.4

III. PRELIMINARY ENVIRONMENTAL OVERVIEW

Based upon existing environmental information, there appears to be no existing mapped environmental resources near the bridge project area. This includes, but not limited to: special use waters, bat habitat, and archaeological and historic sites.

IV. PRELIMINARY PROJECT INFORMATION

A. Existing Conditions

Below is a table showing the project descriptions for KY 219

TABLE 4: KY 219 WALLINS CREEK BRIDGE PROJECT DESCRIPTION

KY 219 REDBIRD CREEK BRIDGE REPLACEMENT	
County	Harlan
County Code	048
Milepoint	0.73
Project Length	0.1 Miles
Posted Speed	55 MPH

Table 5 lists Existing and Design Criteria Roadway Data, as per KYTC's "Common Geometric Practices for Rural Collector Roads"

TABLE 5: KY 219 EXISTING ROADWAY DATA

Item	Existing Data	Typical	Project Team Recommendation
Speed	55 MPH (Posted)	35	30
No. Lanes	2	2	2
Lane Width	9'	11'	11'
Shoulder Width	2'-varies	5' – 8%	2' – 2%
Minimum Radius (south curve)	314*	314*	300'

*KYTC Design Guidelines list the Minimum Radius of a 55 MPH horizontal curve to 965'. Maximum Superelevation Rate = 8%

V. PURPOSE AND NEED STATEMENT

The purpose of this project is to replace the structurally deficient bridge. This project is needed because the existing structure is considered structurally deficient and endangers residents and emergency respondent personnel. There is also concern over the economic impact for the amount of coal hauled (approximately 941,000 tons annually).

KY 219 allows residents and economy-fueling industries of the Wallins and Twila communities access to US 119 in Harlan county. This rural roadway also provides residents and emergency personnel vital access to remote areas of Harlan County. Without this bridge, residents would be trapped with no access to US 119 and nearby city of Harlan. The existing bridge has numerous substandard issues. This project will provide an adequate bridge structure for the residents of this rural region of Southeast Kentucky while also improving the geometrics, safety, and overall highway performance.

VI. POSSIBLE ALTERNATES

The following segments display the four alternates, including a no-build alternate, which was discussed by the project team. The proposed new alignment is shown in red. Since both West Alternates (including building a western diversion) will most likely require the taking of residential homes while other alternates are not anticipated to impact homes directly, only one Western Alternate will be discussed below.

Two structure alternate estimates will be considered for each alternate. A traditional bridge structure will be considered, along with a precast concrete structure from the prequalified products list, such as a CONTECH structure.

A. **Alternate #1 - No Build**

Leave this substandard bridge as is and do not perform any operations to bridge or approach.

B. **Alternate # 2 - West Alternate**

Construct a new bridge to the west of the existing bridge, while keeping the existing bridge open for traffic while new bridge construction is taking place. This alternate will have the maximum Right of Way impact which will most likely include the taking of multiple residential homes. This alternate requires approach work on the north and south side on the proposed bridge, with heavy emphasis on the south end. Approach work will also be needed for Santa Lane (rural local road). Utilities will also be impacted. See figure 3 below for Alternate #2.

Alternate # 2 – West Alternate Estimate

Phase	Estimate
ROW	$380,000
Utilities	$72,000
Construction(diversion &traditional structure)	$224,000
Total	**$676,000**

Phase	Estimate
ROW	$380,000
Utilities	$72,000
Construction(diversion & precast structure)	$158,000
Total	**$610,000**

Figure 3 : West Alternate

C. **Alternate # 3 – East Alternate**

Construct a new bridge to the east of the existing structure will keeping the existing bridge open to traffic during construction. This alternate will require Right of Way purchase for the structure; however no homes are expected to be impacted. Utilities will also be impacted. See figure 4 below for East Alternate.

Alternate # 3 – East Alternate Estimate

Phase	**Estimate**
ROW	$41,000
Utilities	$38,000
Construction(traditional structure)	$240,000
Total	**$319,000**

Alternate # 3 – East Alternate Estimate

Phase	**Estimate**
ROW	$41,000
Utilities	$38,000
Construction(& precast structure)	$150,000
Total	**$229,000**

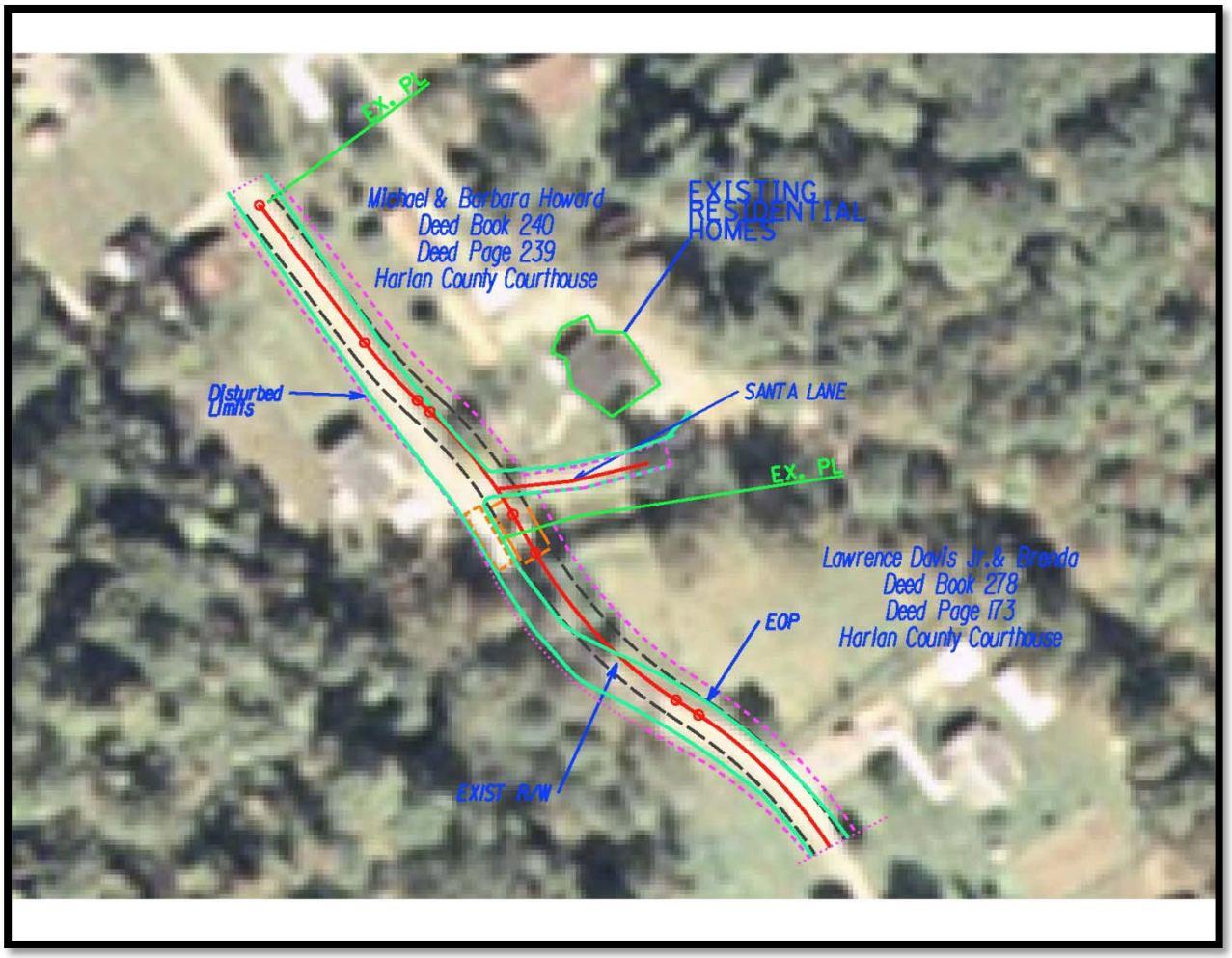

Figure 4: East Alternate

D. **Alternate #4 – Existing Alignment with East Diversion**

This alternate requires the construction of an onsite diversion for traffic while the existing structure is removed and a new structure is constructed in place. The proposed diversion was analyzed using a 15 MPH design speed to conform to KYTC design standards. Right of way impact will be minimal, including temporary easements. Utilities will again be affected. Figure 5 shows the alternate with diversion.

Alternate # 4 – Existing Alternate with Onsite Diversion

Phase	Estimate
ROW (Temp. Easement)	$2,000
Utilities	$18,000
Construction (diversion &traditional bridge)	$224,000
Total	**$244,000**

Alternate # 4 – Existing Alternate with Onsite Diversion

Phase	Estimate
ROW (Temp. Easement)	$2,000
Utilities	$18,000
Construction (diversion & precast structure)	$158,000
Total	**$178,000**

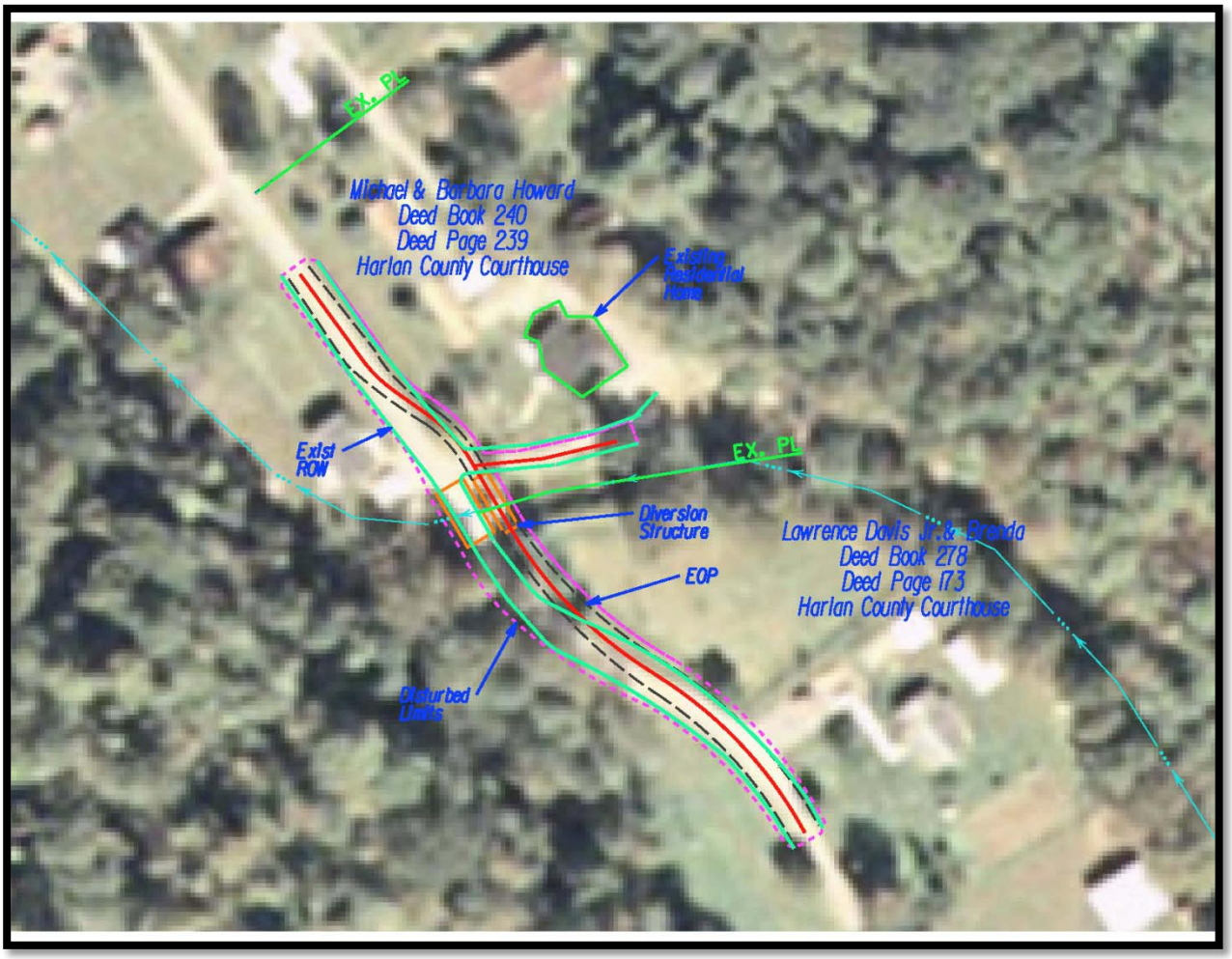

Figure 5: Alternate # 4 – Existing Alternate with East Diversion

VII. SUMMARY

The purpose of this Data Needs Analysis (DNA) is to collect data for the scoping phase of this project in order for current and future design team members to have access to complete project information. This project is a bridge replacement project located at Milepoint 0.73 on KY 219 over Wallins Creek in Harlan County. This rural minor collector serves as access for residents of the Wallins and Twila communities and is a link to US 119. This rural secondary roadway provides residents and emergency personnel vital access to remote areas of Harlan County in Southeast Kentucky.

As can be seen in this report, NEPA guidelines were followed for this project, including the consideration of roadway geometries (existing and proposed) and environmental considerations. Multiple onsite investigations were performed. Below are a few key notes that the project team considered while developing this report.

A. Develop a plan to replace the existing structure while minimizing approach work.
B. Minimize impact to existing homes.

The purpose of this project is to replace the existing structurally deficient bridge. This project is needed because the existing structure has experienced structural failure and is dangerous to residents and emergency responders. Based on the information provided in this report, the project team recommends that **Alternate #4** be considered for construction. Below are some examples of Alternate #4's positive impacts:

a) Right of Way impacts will be minimal and residential homes are not anticipated to be significantly impacted for this alternate
b) Alternate #4 is cost effective while maintaining the "bridge replacement" concept

If further discussion of this project is needed, please contact:

Taylor Davis, Highway Design / Planning Branch

Kentucky Transportation Cabinet

603 Railroad Ave.

Manchester, KY 40965

APPENDIX A – STRUCTURE REPORT

Structure Inventory and Appraisal Sheet (English Units)

Bridge Key: 5563 Agency ID: 048B00050N SR: 34.4 SD/FO: SD

IDENTIFICATION

State 1:	21 Kentucky	Struc Num 8:	048B00050N
Facility Carried 7:	KY-219	Location 9:	3.2 MI S OF JCT KY 2007
Rte.(On/Under)5A:	Route On Structure	Rte. Signing Prefix 5B:	3 State Hwy
Level of Service 5C:	1 Mainline	Rte. Number 5D:	00219
Directional Suffix 5E:	0 N/A (NBI)	% Responsibility :	Unknown
SHD District 2:	District 11	County Code 3:	Harlan (048)
Place Code 4:	FIPS 0000	Mile Post 11:	0.736 mi
Feature Intersected 6:	WALLINS CREEK		
Latitude 16:	36d 46' 42"	Longitude 17:	083d 23' 45"
Border Bridge Code 98:	Unknown (P)		
Border Bridge Number 99:			

STRUCTURE TYPE AND MATERIALS

Number of Approach Spans 46: 0 Number of Spans Main Unit 45: 2

Main Span Material/Design 43A/B:

5 Prestressed Concrete 05 Multiple Box Beam

Deck Type 107:	2 Concrete Precast Panel
Wearing Surface 108A:	0 None
Membrane 108B:	0 None
Deck Protection 108C:	None

AGE AND SERVICE

Year Built 27:	1970	Year Reconstructed 106:	Unknown		
Type of Service on 42A:	1 Highway				
Type of Service under 42B:	5 Waterway				
Lanes on 28A:	2	Lanes Under 28B:	0	Detour Length 19:	199.0 m
ADT 29:	1,020	Truck ADT 109:	%	Year of ADT 30:	2010

GEOMETRIC DATA

Length Max Span 48:	22.0 ft	Structure Length 49:	44.0 ft
Curb/Sdwlk Width L 50A:	0.0 ft	Curb/Sidewalk Width R 50B:	0.0 ft
Width Curb to Curb 51:	17.4 ft	Width Out to Out 52:	18.0 ft
Approach Roadway Width 32: (w/ shoulders)	14.1 ft	Median 33:	0 No median
Deck Area:	791.9 sq. ft		
Skew 34:	0.00 °	Structure Flared 35:	0 No flare
Vertical Clearance 10:	99.99 ft	Horiz. Clearance 47:	17.39 ft

Minimum Vertical Clearance Over Bridge 53: 328.1 ft

Minimum Vertical Underclearance Reference 54A: N Feature not hwy or RR

Minimum Vertical Underclearance 54B: 0.0 ft

Minimum Lateral Underclearance Reference R 55A: N Feature not hwy or RR

Minimum Lateral Underclearance R 55: 0.0 ft

Minimum Lateral Underclearance L 56: 0.0 ft

INSPECTION

Frequency 91:	12 months	Inspection Date 90:	3/24/2011	Next Inspection:	03/24/2012
FC Frequency 92A:	NA	FC Inspection Date 93A:	NA	Next FC Inspection:	NA
UW Frequency 92B:	NA	UW Inspection Date 93B:	NA	Next UW Inspection:	NA
SI Frequency 92C:	NA	SI Date 93C:	NA	Next SI:	NA
Element Frequency:	12 months	Element Inspection Date:	03/24/2011	Next Elem. Insp. Due:	03/24/2012

CLASSIFICATION

Defense Highway 100:	0 Not a STRAHNET hwy	Parallel Structure 101:	No || bridge exists
Direction of Traffic 102:	2 2-way traffic	Temporary Structure 103:	T Temporary
Highway System 104:	0 Not on NHS	NBIS Length 112:	Long Enough
Toll Facility 20:	3 On free road	Functional Class 26:	08 Rural min Collector
Defense Hwy 110:	0	Historical Significance 37:	5 Not eligible for NRHP
Owner 22:	01 State Highway Agency		
Custodian 21:	01 State Highway Agency		

CONDITION

Deck 58:	1 Imminent failure	Super 59:	1 Imminent Failure	Sub 60:	7 Good
Culvert 62:	N N/A (NBI)	Channel/Channel Protection 61:		3 Bank Prot Failed	

LOAD RATING AND POSTING

Inventory Rating Method 65:	2 AS Allowable Stres	Operating Rating Method 63:	2 AS Allowable Stress
Inventory Rating 66:	HS11.1	Operating Rating 64:	HS11.1
Design Load 31:	4 M 18 (H 20)	Posting 70:	4 0.1-9.9% below
Posting status 41:	D Open, temp shored		

APPRAISAL

Bridge Rail 36A:	0 Substandard	Approach Rail 36C:	0 Substandard
Transition 36B:	0 Substandard	Approach Rail Ends 36D:	0 Substandard
Str. Evaluation 67:	5	Deck Geometry 68:	2 Intolerable - Replace
Underclearance, Vertical and Horizontal 69:	N Not applicable (NBI)		
Waterway Adequacy 71:	8 Equal Desirable	Approach Alignment 72:	6 Equal Min Criteria
Scour Critical 113:	8 Stable Above Footing		

PROPOSED IMPROVEMENTS

Bridge Cost 94:	$ 96,000	Type of Work 75:	34 Widen w/ Deck Rehs
Roadway Cost 95:	$ 0	Length of Improvement 76:	4.3 ft
Total Cost 96:	$ 96,000	Future ADT 114:	1,244
Year of Cost Estimate 97:	1994	Year of Future ADT 115:	2030

NAVIGATION DATA

Navigation Control 38:	0 0		
Vertical Clearance 39:	0.0 ft	Horizontal Clearance 40:	0.0 ft
Pier Protection 111:	Not Applicable (P)	Lift Bridge Vertical Clearance 116:	0.0 ft

ELEMENT CONDITION STATE DATA

Str Unit	Elm/Env	Description	Units	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4	% in 5	Qty. St. 5
1	12/1	Bare Concrete Deck	(SF)	792	0 %	0	0 %	0	0 %	0	100 %	792	0 %	0
1	104/1	P/S Conc Box Girder	(LF)	264	42 %	110	24 %	64	11 %	30	23 %	60	0 %	0
1	210/1	R/Conc Pier Wall	(LF)	24	33 %	8	67 %	16	0 %	0	0 %	0	0 %	0
1	215/1	R/Conc Abutment	(LF)	68	100 %	68	0 %	0	0 %	0	0 %	0	0 %	0
1	301/1	Pourable Joint Seal	(LF)	18	0 %	0	0 %	0	100 %	18	0 %	0	0 %	0
1	334/1	Metal Rail Coated	(LF)	85	24 %	20	6 %	5	24 %	20	12 %	10	35 %	30

Structure Inventory and Appraisal Sheet (English Units)

Str Unit	Elm/Env	Description	Units	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4	% in 5	Qty. St. 5
1	358/1	Deck Cracking SmFlag	(EA)	1	0 %	0	0 %	0	0 %	0	100 %	1	0 %	0
1	363/1	Section Loss SmFlag	(EA)	1	0 %	0	0 %	0	100 %	1	0 %	0	0 %	0
1	608/1	Long. Shear Keys	(EA)	1	0 %	0	0 %	0	0 %	0	100 %	1	0 %	0
1	610/1	Chan Drift	(EA)	1	0 %	0	0 %	0	100 %	1	0 %	0	0 %	0
1	611/1	Embankment Erosion	(EA)	1	100 %	1	0 %	0	0 %	0	0 %	0	0 %	0
1	612/1	Chan Algn	(EA)	1	0 %	0	0 %	0	100 %	1	0 %	0	0 %	0
1	614/1	Eros Contr	(EA)	1	100 %	1	0 %	0	0 %	0	0 %	0	0 %	0

Str Unit	Elm/Env	Description	Element Notes
1	12/1	Concrete Deck - Bare	SPALLED @ JOINTS. PATCHED SPOTS, CRKS, WORN
1	104/1	P/S Conc Closed Web/Box Girder	BM #3 IN SOUTH SPAN HAS ALMOST COMPLETELY FAILED DUE TO HEAVY COAL TRUCK TRAFFIC. SPAN HAS BEEN CRIBBED UNDER, AND STEEL PLATE PLACED ON BEAMS. LARGE SPALL (4"X30"X6") IN BOTTOM OF BM 4 OF SPAN 1 BROKEN LOOSE AND HANGING BY PRESTRESSING STRAND. NUMEROUS LARGER THAN HL TRANS STRESS CRKS THRUOUT.
1	210/1	Reinforced Conc Pier Wall	DUE TO STREAMWEAR
1	215/1	Reinforced Conc Abutment	NO BAD PROBLEMS. SUPERFICIAL STREAMWEAR N. ABUT.
1	301/1	Pourable Joint Seal	NEED REPLACED @ PIER
1	334/1	Metal Bridge Railing - Coated	RAILS NOT CONNECTED @ PIER. LOOSE, WEAK. IMPACT THRUOUT
1	358/1	Deck Cracking	DECK (PCPS SLAB BEAMS) HAVE CRACKED DUE TO HEAVY COAL TRAFFIC
1	363/1	Section Loss	Prestressing strands rusted. Bm Broken.
1	608/1	Longitudinal Shear Keys	LEAKING IN SPAN #2(NORTH SPAN). BROKEN BETWEEN BMS 2, 3, & 4 IN SPAN #1 ALLOWING BM 3 TO SAG.
1	610/1	Channel Drift	@ INLET. SEDIMENT S. SPAN
1	611/1	Embankment Erosion	EROSION @ SE CORNER, UPSTREAM
1	612/1	Channel Alignment	N. SPAN CARRIES ALL FLOW
1	614/1	Erosion Control/Protection	NO BAD PROBLEMS

BRIDGE NOTES

9.3

PAST INSPECTION

Inspection Date: 03/24/2011 Type: 3 Substandard (12 months)

Inspector: MWEST Pontis User Key: MWEST - Mike W

Scope:

NBI: ☑ Other: ☐ Element: ☑

Underwater: ☐ Fracture Critical: ☐

INSPECTION NOTES

POSTED FOR TY.2,3-38,40T EACH SIDE & FOR "NARROW BRIDGE" EACH SIDE AS REQUIRED. BRIDGE HAS BEEN TEMPORARILY CRIBBED UP WITH TIMBER CRIBBING UNDER BMS IN SPAN #1. ALSO, 7/8 INCH STEEL PLATE PLACED OVER BEAMS. SEE PHOTOS.

Structure Inventory and Appraisal Sheet (English Units)

PAST INSPECTION

Inspection Date: 11/29/2010 Type: 3 Substandard (12 months)

Inspector: MWEST Pontis User Key: MWEST - Mike W

Scope:

NBI: ☑ Other: ☐ Element: ☑

Underwater: ☐ Fracture Critical: ☐

INSPECTION NOTES

POSTED FOR TY.2,3-38,40T EACH SIDE & FOR "NARROW BRIDGE" EACH SIDE AS REQUIRED.

PAST INSPECTION

Inspection Date: 11/05/2009 Type: 3 Substandard (12 months)

Inspector: TFARMER Pontis User Key: TFARMER - Terry

Scope:

NBI: ☑ Other: ☐ Element: ☑

Underwater: ☐ Fracture Critical: ☐

INSPECTION NOTES

POSTED FOR TY.2,3-38,40T EACH SIDE & FOR "NARROW BRIDGE" EACH SIDE AS REQUIRED.

Structure Inventory and Appraisal Sheet (English Units)

PAST INSPECTION

Inspection Date: 10/09/2008 Type: 3 Substandard (12 months)

Inspector: TFARMER Pontis User Key: TFARMER - Terry

Scope:

NBI: ☑ Other: ☐ Element: ☑

Underwater: ☐ Fracture Critical: ☐

INSPECTION NOTES

POSTED FOR TY.3,4-38,40T EACH SIDE & FOR "NARROW BRIDGE" EACH SIDE. THE WEIGHT LIMIT POSTINGS SHOULD BE TY.2,3-38,40T EACH SIDE.

PAST INSPECTION

Inspection Date: 10/24/2007 Type: 2 Standard (24 months)

Inspector: TFARMER Pontis User Key: TFARMER - Terry

Scope:

NBI: ☑ Other: ☐ Element: ☑

Underwater: ☐ Fracture Critical: ☐

INSPECTION NOTES

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Structure Inventory and Appraisal Sheet (English Units)

PAST INSPECTION

Inspection Date: 09/01/2006 Type: 1 SIA (Initial Inventory)

Inspector: TFARMER Pontis User Key: TFARMER - Terry

Scope:

NBI: ☑ Other: ☐ Element: ☐

Underwater: ☐ Fracture Critical: ☐

INSPECTION NOTES

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INSPECTOR WORK CANDIDATES

Work Candidate ID	Action	Object	Agency Status	Agency Priority	Assigned to a Project	Rec. Date
A-KYTC-0EB4A5E6-0000005B	Min Repair	Pourable Joint Seal	Under review	High	No	10/24/2007
A-KYTC-0EB4A5E6-00000059	Rehab Elem	Wearing Surface	Under review	High	No	10/24/2007
A-KYTC-0EB4A5E6-0000005F	Min Repair	Chan Drift	Under review	High	No	10/24/2007
A-KYTC-0EB4A5E6-00000061	Pr Maint	Embankment Erosion	Under review	High	No	10/24/2007
A-KYTC-0EB4A5E6-00000063	Min Repair	Chan Algn	Under review	High	No	10/24/2007
A-KYTC-12B0CEB9-00000065	Ovly Deck	Bare Concrete Deck	Under review	High	No	11/5/2009
A-KYTC-0EB4A5E6-0000005D	Min Repair	Long. Shear Keys	Under review	High	No	10/24/2007