



Kansas Department of Transportation

Kansas Local Bridge Evaluation Program: 106 C-4505-01

A special initiative to update records for bridges on city and county roads.

Federal Highway Administration Findings Resulting from Kansas NBIS Program Review

Upon review of the 2007 and 2008 National Bridge Inspection Standards (NBIS) program in Kansas, the Federal Highway Administration (FHWA) found that Kansas was not in compliance with standards for documenting scour critical and fracture critical bridge inspection and analyses.

The FHWA conducted interviews with KDOT's bridge management section and the Bureau of Local Projects. Additionally, the FHWA researched documentation and reports from earlier reviews. Based upon its work, the FHWA concluded that KDOT was not in full compliance with the NBIS requirements. The findings ultimately resulted in a negotiated settlement between the FHWA and KDOT to address shortcomings and implementation of the Kansas Local Bridge Evaluation Program. The shortcomings were found to have been in four categories: bridge inspection organization; inspection frequency; inspection procedures; and inventory.

This document will summarize the recommendations from the FHWA.

Bridge Inspection Organization:

- Develop a Bridge Inspection Manual with formal, up-to-date policies.
- Develop, document and implement quality control/quality assurance procedures for the local bridge inspection program, addressing: routine and special inspections; inspection reports and files; load ratings; and scour assessments, evaluations and Plans of Action.

Inspection Frequency:

- Recognizing continual changes to inspection data and some structures that necessitate inspections more frequently than every 24 months, develop, document and implement procedures that allow inspections to be completed on time.

Inspection Procedures:

- Develop a database or method to track bridge inspectors and their qualifications, including team leaders who review the inspections and field inspectors actually conducting the inspections.
- Identify the load rating of all local agency bridges, with documented approval by a P.E.
- Verify that local agency bridge files conform with the recommendations in the AASHTO Manual for Condition Evaluation of Bridges Section 2.2 Components of Bridge Records; include this information in the scope of service or in the bridge inspection manual.
- Develop a standard inspection form and require that all inspectors use it.
- All fracture critical structure files should include plans indicating which members of the structure are fracture critical and inspection procedures and equipment that were used.
- Develop an action plan to complete local agency Plans of Action for scour critical bridges.
- As has already been outlined in the inspection frequency section: Recognizing continual changes to inspection data and some structures that necessitate inspections more frequently than every 24 months, develop, document and implement procedures that allow inspections to be completed on time.
- Develop and implement procedures for reporting and follow up of critical findings.

Inventory:

- Develop a process for inclusion in the QC/QA procedures so that local bridge owners can update the bridge inventory when necessary.