

# SCDOT BRIDGE INSPECTION FORM

(008) BRIDGE ID: 3270003600200			(005) ROUTE: LEXINGTON S-36		
(420) ASSET NO: 7586			(006) CROSSING: I-26		
(419) RAMP NO:			(009) LOCATION: 6 MI NW OF COLUMBIA		
(026) FUNCTIONAL CLASS: 14			(016) LAT: 34d 2m 40.63s (017) LON: 81d 7m 4.76s		
GENERAL BRIDGE DATA					
		EXISTING	REVISED		
(027) Year Built	1982		1981	(042) Type Serv; On(A) Und(B)	6 1
(106) Year Recon	0			(028) Lanes; On(A) Und(B)	6 8
(031) Design Load	6			(107) Deck Struct	1
(36A) Railings	0			(108) Wear Surf/Membrane/Prot	1 0 0
(36B) Transitions	0				MAT-SUP-SUB MAT-SUP-SUB
(36C) Appr Guard	0			(043) Main Original (A)	3 2 1
(36D) Appr Guard End	0			Main Reconst (B)	
(037) History	4			(044) Appr Orginal (A)	0 00 0
(319) Last Paint Date				Appr Reconst (B)	
GEOMETRIC DATA					
		EXISTING	REVISED		
(032) Appr Rdway	83				FT IN FT IN
(033) Bridge Median	2			(053) Vert Clr Above Deck	99 99
(034) Skew	17			(54A) Vert Clear Ref	H
(035) Flared	0			(54B) Vert Clear Right	16 10
(045) # Main Spans	4			(54C) Vert Clear Left	17 0
(046) # Appr Spans	0			(10A) Great Min Clr Over/Und	99 99 16 11
(048) Max Span Lgth	126			(10B) Great Min Right	16 11 99 99
(308) Appr Span Lgth	0			(10C) Great Min Left	17 2 99 99
(049) Struct Length	352				
(47A) Horz Clear Right	83			(55A) Lat Clear Ref	H
(47B) Horz Clear Left	0			(55B) Lat Clear Right	24
(47UA) Horz Clear Right	70			(056) Lat Clear Left	5.50
(47UB) Horz Clear Left	99.90				
(50B) Sidewalk Right	5			(038) Navigation Cont	N
(50A) Sidewalk Left	5			(039) Nav Vert Clear	0
(051) Curb to Curb	83			(040) Nav Horz Clear	0
(052) Deck Out-Out	91			(111) Nav Pier Port	
RATINGS DATA					
		EXISTING	REVISED		
(58) Deck	6		5	(041) Traffic Status	A
(59) Super Str	7		6	(063) Rating Method	8
(60) Sub Str	6			(064) Operating Method	1.01
(061) Channel	N			(065) Rating Method	8
(062) Culv Ret	N			(066) Inventory Rating	0.78
(071) Water Adeq	N			(411) Date Rated	05/2020
(072) Appr Rdway	8		6	(418) Conditions During Rating	6 7 6
(113) Scour Critical	N				Freq Mth/Year Freq Mth/Year
(067) Structure	6			(091, 090) Routine Insp	24 11/2020 24 11/2022
(068) Deck Geom	5			(92A, 93A) Fracture Critical	N
(069) Underclear	5			(92B, 93B) Underwater Insp	N
(070) Bridge Post	5			(92C, 93C) Special Insp	N
Inspection Leader: MURDZIA, DAN			Reviewed By:		
Date:			Date:		

## **Bridge Element Group Textual Data**

**Bridge ID: 32-7-00036-0-02-00**

16 Feb 2023

### **Abutments and/or Headwalls:**

(2) Reinforced concrete end bents with reinforced concrete wingwalls. (24) Steel piles are hidden under the end bents according to bridge plans.

End Bent 1:

- 1'-0" L vertical hairline crack with efflorescence staining between Girder 1-6 and Girder 1-7. (1 LF = CS2)

End Bent 5:

- (2) 1'-0" L vertical hairline crack with efflorescence staining between Girder 4-6 and Girder 4-7. (1 LF = CS2)
- 1'-0" L vertical hairline crack under Girder 4-8. (1 LF = CS2)

Diagonal hairline cracks with efflorescence staining in headwalls wingwalls. Diagonal hairline cracks in concrete slope protection. Minor spalls in wingwalls at Bent 1, right side. Erosion under concrete slope protection has caused longitudinal hairline cracks and minor settlement at both ends. (20 LF = CS2)

### **Bents and/or Piers:**

Bent 2, Bent 3 and Bent 4 are comprised of 3'-8" x 3'-8" reinforced concrete pier caps with (6) 3'-0" diameter reinforced concrete columns at Bent 2 and Bent 4 and (7) 3'-0" diameter reinforced concrete columns at Bent 3. The columns are founded on spread footings according to the bridge plans. Reinforced concrete diaphragms are in place between columns and under the pier cap at Bent 3.

The pier caps exhibit widespread hairline cracking to vertical faces with widespread minor spalls and isolated moderate spalls as noted below. Minor spalls in the area of snap ties in all pier caps. Dirt and debris have accumulated on the horizontal surface of the pier cap. Hairline cracks are noted at the construction joints in the pier caps and between the stepped portions of the pier caps.

The columns exhibit widespread hairline cracking. Several columns are covered with vegetation. (C Flag)

See Sketch Sheet

### **Bearings:**

(48) Fixed Bearings at Bent 1, Bent 3 and Bent 5.

(48) Movable Bearings at Bent 2 and Bent 4.

50% of bearings exhibit surface rust under failed joints. (44 EA = CS2, 22 EA = CS2 for Fixed Bearings, 22 EA = CS2 for Movable Bearings).

Bent 2, Span 2:

- Girder 9, Left Anchor Rod Nut Loose (1 EA = CS2) (Conn)

Bent 3, Span 2

- Girder 1, Right Anchor Rod Bent Out of Plumb Approximately 1/2" to the north (1 EA = CS2) (Conn)
- Girder 5, Right Anchor Rod Nut Loose (1/8" Gap Under Nut) (1 EA = CS2) (Conn)

Bent 4, Span 3:

- Girder 2, Rocker Rotated East (Less than 5 º ) (1 EA = CS2) (Alignment)

### **Girders/Floor Beams/Stringers and/or Beams:**

(12) Simply supported steel girders in Span 1, Span 2, Span 3 and Span 4. Steel 'K' cross frames at Span 2 and Span 3 and steel 'X' cross frames in the interiors of Span 2 and Span 3. Channel diaphragms in Span 1 and Span 4.

Random, minor surface rust at the ends of steel girders and to steel 'K' cross frames on all spans (Photo 7). (96 LF = CS2)

Surface rust at the connection between the exterior girder and the directional signs above WBL of I-26. (12 LF = CS2)

Beam 2-7, 4'-0" of surface rust along the bottom flange. (4 LF = CS2)

Beam 2-8, 4'-0" of surface rust along the bottom flange (Photo 8). (4 LF = CS2)

Beam 2-9, 4'-0" of surface rust along the bottom flange. (4 LF = CS2)

Beam 2-10, 4'-0" of surface rust along the bottom flange. (4 LF = CS2)

Welded bottom flange cover plate on Beam 1-2, Beam 1-11, Beam 4-2 and Beam 4-11 (Photo 9).

**Truss Members:**

N/A

**Expansion Joints:**

(3) Elastomeric Seal Joints at Bent 2, Bent 3 and Bent 4.

Seal joint material at all joints is cracked, torn or missing (Photo 10) (232 LF = CS4)

The eastbound and westbound structures were built with a longitudinal joint through the deck along the centerline of the bridge. The longitudinal deck joint is cracked, torn or missing (Photo 11).

**Decks and/or Slabs:**

7.5 inch thick reinforced concrete deck with no asphalt overlay. (5)

Widespread hairline transverse, map cracking across the top of the reinforced concrete deck. (7.5% of deck area (2402 SF) = CS2 and 17.5% of deck area (5606 SF) = CS1)

Random areas of moderate abrasion to the top of the deck over an area of approximately 2% of the top of the deck. (640 SF = CS2)

Reinforced concrete deck exhibits widespread deterioration with concentration on Span 2 in the NBL and heavy concentration on Span 3 in the NBL. Some patches are sound. Approximately 7.5% of the top of the deck is patched in Span 2. Approximately 17.5% of the top of the deck is patched in Span 3 (Photo 12). Some patches have failed and spalls exhibit exposed transverse reinforcement with active corrosion (40 SF = CS3). Failed or poor patches in approximately 10% of the total deck area (Photo 13). Nominal section loss on the reinforcement. The largest spall is 3 feet in diameter with six exposed transfer bars between Lane 1 and Lane 2 on Span 2 in the SBL (Photo 14). (4805 SF = CS2 and 3203 SF = CS3)

Heavy corrosion to the stay-in-place forms on the underside of the deck drains at the 11 deck drains. Corrosion has caused section loss up to 100% of the stay-in-place forms (Photo 15). (11 SF = CS2)

SCDOT performed a deck drag in January 2017 and indicated 15% of the deck was spalled or delaminated. Inspectors note that bridge may be included in future I-26 project. Consider future deck drag in 2027 (10 years following the previous drag).

**Curbs:**

5'-0" wide sidewalk on both sides. See curb reveal measurements below.

Hairline map cracking typical on both curbs and sidewalks, full length. Sidewalk also exhibits transverse hairline cracks in the sidewalks. Moderate vertical displacement in the sidewalk at all four corners of the structure. Displacement exceeds 2 inches at the northwest corner and the southeast corner.

Minor spalls (less than 1" deep) in the concrete median across the full width of the raised concrete median on S-32-36.

**CURB REVEAL:**

- BEG LT: 10.5 inches
- BEG RT: 10.5 inches
- END LT: 10.5 inches
- END RT: 10.5 inches

**Bridge Railing/Parapets and/or Median Barriers:**

36A: 0-STEEL BRIDGE RAIL (3 FEET HIGH) ON 6" HIGH CONCRETE PEDESTAL  
36B: 0-NOT PRESENT  
36C: 0-NOT PRESENT  
36D: 0-NOT PRESENT

Bridge rail in place, no deficiencies noted.

Concrete median barrier at Bent 3 on the under route, no deficiencies noted.

**Paint Systems:**

Coating on steel beams, diaphragms, bearings and railings substantially effective (10%). (6761 SF = CS2)

**Waterway and Scour:**

N/A

**Fender System:**

N/A

**Roadway Alignment:**

A slight reduction in speed from the posted limit for the given section of highway is not required.

**South Approach Slab**

- Slab has asphalt overlay in NBL.
- Slab has hairline to narrow map cracking in SBL (10%) (125 SF = CS1). Several spalls have been patch, patches area sound (2%) (25 SF = CS2).
- Triangular spall (16 inches long x 6 inches wide x 1 inch deep) at the northwest corner of the approach slab (Photo 16). (2 SF = CS2)
- Failed pavement with potholes up to 2 feet long x 4 inches wide x 2 inches deep at the joint between the south approach slab and the south approach pavement in the NBL (Photo 17).

**North Approach Slab**

- Slab has hairline to narrow map cracking (10%) (250 SF = CS1). Several spalls have been patch, patches are sound (2%) (50 SF = CS2).

**Traffic Signs:**

- (2) Delineators on Saint Andrews Road, S-32-36
- (2) Delineators on I-26
- (2) Clearance Signs above I-26. Clearance signs of 17'-0" above WBL and 16'-10" above EBL.

**Encroachments:**

(2) – Overhead directional signs in place above WBL and EBL of I-26.

Above Lane 4 of I-26 EB, overhead side conduit is loose and hanging over roadway below girder bottom flange (Photo 18). (C Flag)

(1) – Metal speed limit sign mounted to the west end of bent cap at Bent 3.

(1) – 3/4" diameter metal conduit attached to bottom flanges of Beam 1-1 and Beam 2-1 with "C" clamps.

(1) – 3/4" diameter metal conduit attached to bottom flanges of Beam 1-12, Beam 2-12 and Beam 3-12 with "C" clamps.

(1) – 3/4" diameter metal conduit attached to bottom flanges of Beams 1-1 to Beam 1-12 with "C" clamps above End Bent 1.

Random surface rusting on 3/4" diameter metal conduit and "C" clamps, typical across bridge (Photo 19).

(1) – Metal electrical box attached to soffit under Span 1, left side.

(1) – Metal electrical box attached to northwest wingwall at Bent 1, left side.

Box at northwest wingwall is open with internal components exposed (Photo 20).

## Miscellaneous Notes:

Sunny, 74°

BITL: D. Murdzia, PE

Assistant Inspector: H. Cobb

Inspection Date: 10/25/2022

Bents are numbered from south to north.

Inventory route (Saint Andrews Road, S-32-36) is south to north.

Under route (Interstate 26) is east to west.

Columns/beams are numbered from left to right in the direction of inventory.

Asset ID plaque is at northeast corner, adjacent to Bent 5. (C Flag)

Inventory photos dated November 2020 are located in the Bridge File.

Year built corrected to 1981 per as-built plans.

Divided Highway

Vertical Clearance Measurements per BIGD 7.3.8

VERT CL EB (54B):

- AT LEFT: 16'-11"

- AT RIGHT: 16'-10"

VERT CL WB (54C):

- AT LEFT: 17'-0"

- AT RIGHT: 17'-2"

Divided Highway

Lateral Clearance Measurements per BIGD 7.3.8

LAT CL AT RIGHT (55B):

- EB LANE TO GUARDRAIL: 24'-0"

- WB LANE TO GUARDRAIL: 24'-0"

LAT CL AT LEFT (56):

- EB LANE TO BARRIER: 5'-6"

- WB LANE TO BARRIER: 5'-6"



## **Bridge Element Level Data**

16 Feb 2023

<b>Element No</b>	<b>Element Name/Description</b>	<b>Units</b>	<b>Env</b>	<b>Defect</b>	<b>Quantity in Each Condition State</b>				<b>Total Qty</b>
					<b><u>1</u></b>	<b><u>2</u></b>	<b><u>3</u></b>	<b><u>4</u></b>	
107	Steel Open Girder/Beam	feet	4	Yes					
107	Corrosion	feet	4	1000	0	124	0	0	124
107	Steel Open Girder/Beam	feet	4	Yes	4128	124	0	0	4252
12	Reinforced Concrete Deck	sq feet	4	Yes					
12	Delamination/Spall/Patched Area	sq feet	4	1080	0	4805	3203	0	8008
12	Exposed Rebar	sq feet	4	1090	0	0	40	0	40
12	Cracking (RC and Other)	sq feet	4	1130	5606	2402	0	0	8008
12	Abrasion/Wear (PSC/RC)	sq feet	4	1190	0	640	0	0	640
12	Damage	sq feet	4	7000	0	11	0	0	11
12	Reinforced Concrete Deck	sq feet	4	Yes	20931	7858	3243	0	32032
205	Reinforced Concrete Column	each	4	Yes					
205	Delamination/Spall/Patched Area	each	4	1080	0	4	0	0	4
205	Abrasion/Wear (PSC/RC)	each	4	1190	1	0	0	0	1
205	Reinforced Concrete Column	each	4	Yes	15	4	0	0	19
215	Reinforced Concrete Abutment	feet	3	Yes					
215	Efflorescence/Rust Staining	feet	3	1120	0	2	0	0	2
215	Cracking (RC and Other)	feet	3	1130	0	1	0	0	1
215	Reinforced Concrete Abutment	feet	3	Yes	181	3	0	0	184
234	Reinforced Concrete Pier Cap	feet	4	Yes					
234	Delamination/Spall/Patched Area	feet	4	1080	0	21	0	0	21
234	Efflorescence/Rust Staining	feet	4	1120	0	16	8	0	24
234	Cracking (RC and Other)	feet	4	1130	0	27	0	0	27
234	Reinforced Concrete Pier Cap	feet	4	Yes	278	64	8	0	350
301	Pourable Joint Seal	feet	1	Yes					
301	Seal Damage	feet	1	2330	0	0	0	348	348
301	Pourable Joint Seal	feet	1	Yes	0	0	0	348	348
302	Compression Joint Seal	feet	3	Yes					
302	Seal Damage	feet	3	2330	0	0	0	232	232
302	Compression Joint Seal	feet	3	Yes	0	0	0	232	232
311	Movable Bearing	each	3	Yes					
311	Corrosion	each	3	1000	0	22	0	0	22

311	Connection	each	3	1020	0	1	0	0	1
311	Alignment	each	3	2220	0	1	0	0	1
311	Movable Bearing	each	3	Yes	24	24	0	0	48
313	Fixed Bearing	each	3	Yes					
313	Corrosion	each	3	1000	0	22	0	0	22
313	Connection	each	3	1020	0	2	0	0	2
313	Fixed Bearing	each	3	Yes	23	24	1	0	48
321	Reinforced Concrete Approach Slab	sq feet	2	Yes					
321	Delamination/Spall/Patched Area	sq feet	2	1080	0	2	0	0	2
321	Cracking (RC and Other)	sq feet	2	1130	375	75	0	0	450
321	Reinforced Concrete Approach Slab	sq feet	2	Yes	4513	77	0	0	4590
330	Metal Bridge Railing	feet	3	No	488	216	0	0	704
515	Steel Protective Coating	sq feet	1	Yes					
515	Peeling/Bubbling/Cracking (Steel Protective Coatings)	sq feet	1	3420	0	6761	0	0	6761
515	Steel Protective Coating	sq feet	1	Yes	60853	6761	0	0	67614

ASSET ID NUMBER (NBI 08):	INSPECTION DATE:	BITL:
TITLE:		

## Bent 2 Cap:

- 1'-0" L hairline crack between Girder 1-1 and Girder 1-2, south side. (1 LF = CS2)
- (2) 1'-0 L vertical hairline cracks between Column 2-1 and Column 2-2, south side and (2) 1'-0 L vertical hairline cracks between Column 2-1 and Column 2-2, north side. (1 LF = CS2)
- (2) 6" diameter imminent spalls on bottom of cap between Column 2-1 and Column 2-2 (Photo 1). (2 LF = CS2)
- 1'-0" L hairline crack under Girder 2-3, north side. (1 LF = CS2)
- (2) 2'-6" vertical 1/16" wide cracks between Column 2-2 and Column 2-3, south side and (2) 2'-6" vertical 1/16" wide cracks between Column 2-2 and Column 2-3, north side. (1 LF = CS2)
- 2'-6" L x 5" W imminent spall on bottom of cap between Column 2-4 and Column 2-5. (3 LF = CS2)
- (4) 2'-0" diameter imminent spalls on bottom of cap between Column 2-4 and Column 2-5 (Photo 2). (8 LF = CS2)
- 1'-0" L hairline crack between Girder 2-4 and Girder 2-5, north side. (1 LF = CS2)
- 1'-0" L hairline crack between Girder 2-5 and Girder 2-6, north side. (1 LF = CS2)
- Multiple horizontal and vertical 1/16" wide cracks up to 2'-0" long between Column 2-4 and Column 2-5. (2 LF = CS2)
- Multiple hairline, horizontal cracks with rust staining and efflorescence staining under Girder 1-7, north face (Photo 3). (5 LF = CS3)
- 2'-6" L x 12" W imminent spall on bottom of cap between Column 2-5 and Column 2-6 (3 LF = CS2).

## Bent 3 Cap:

- 1'-0" L hairline cracks between Girder 3-1 and Girder 3-2, north side. (1 LF = CS2)
- 3'-0" L vertical hairline crack under Girder 2-2 and Girder 3-2. (1 LF = CS2)
- 3'-0" L vertical hairline crack above Column 3-2, north side. (1 LF = CS2)
- 1'-0" L hairline crack under Girder 2-2, south side. (1 LF = CS2)
- 3'-0" L hairline crack between Column 3-2 and Column 3-3, south side. (3 LF = CS2)
- (2) 2'-0" L vertical hairline cracks under Girder 2-3, south side and 3'-0" L vertical hairline crack under Girder 3-3, north side. (2 LF = CS2)
- 1'-0" L hairline crack above Column 3-3, north side and 3'-0" L vertical hairline crack above Column 3-3, north side. (1 LF = CS2)
- 3'-0" L vertical hairline crack under Girder 3-4, north side and 1'-0" L hairline crack under Girder 2-4, south side. (1 LF = CS2)
- (2) 2'-0" L hairline cracks with efflorescence staining between Column 3-4 and Column 3-5, north side and (2) vertical hairline cracks with efflorescence staining between Column 3-4 and Column 3-5, north side. (2 LF = CS2)
- (2) 1'-0" vertical hairline cracks between Girder 3-4 and Girder 3-4, north side and 6" vertical hairline crack between Girder 3-4 and Girder 3-4, north side. (2 LF = CS2)
- 3'-0" L hairline crack with efflorescence staining under Girder 2-5, south side and 2'-0" vertical hairline crack under Girder 2-5, south side. (3 LF = CS2)
- 6" W x 4" L spall (less than 1" deep) on the bottom of the pier cap between Column 3-6 and Column 3-7. (1 LF = CS2)

ASSET ID NUMBER (NBI 08):	INSPECTION DATE:	BITL:
TITLE:		

## Bent 4 Cap:

- 1'-0" L hairline crack with efflorescence staining between Column 4-1 and Column 4-2, south side. (1 LF = CS2)
- 1'-0" L hairline crack with efflorescence staining above Column 4-2, south side. (1 LF = CS2)
- 2'-0" L hairline crack with efflorescence staining between Column 4-2 and Column 4-3, south side. (2 LF = CS2)
- 3'-0" L hairline crack on the bottom of the pier cap between Column 4-2 and Column 4-3. (3 LF = CS2)
- 4'-0" L x 3'-0" W imminent spall on bottom of cap between Column 4-2 and Column 4-3 (4 LF = CS2).
- 1'-0" L hairline crack with efflorescence staining above Column 4-2, north side. (1 LF = CS2)
- 1'-0" L hairline crack with efflorescence staining between Column 4-3 and Column 4-4, south side and 1'-0" L hairline crack with efflorescence staining between Column 4-3 and Column 4-4, north side. (1LF = CS2)
- 3'-0" L hairline crack with efflorescence staining on the bottom of the pier cap between Column 4-3 and Column 4-4. (3LF = CS2)
- 2'-0" L vertical hairline crack in cap build-up between Girder 4-3 and Girder 4-4, north side. (1LF = CS2)
- 2'-0" L vertical hairline crack in cap build-up between Girder 4-5 and Girder 4-6, north side. (1LF = CS2)
- 3'-0" L 1/8" wide crack with efflorescence and rust staining between Column 4-4 and Column 4-5, north side (Photo 4). (3LF = CS3)
- 1'-0" L hairline crack with efflorescence staining at Column 4-6, south side (Photo 5) (1 LF = CS2)
- 3'-0" L vertical hairline crack in cap build-up under Girder 4-8, north side. (1LF = CS2)
- 2'-0" L vertical hairline crack with efflorescence in cap build-up between Girder 4-9 and Girder 4-10, north side. (1LF = CS2)

## Column 2-3 (1 EA = CS2) (Spall)

- 3'-0" H x 12" W imminent spall on the west side of the column (Photo 6).

## Column 3-4 (1 EA = CS2) (Spall)

- 3'-0" H x 12" W spall at the top of the column, west side.
- (3) 2'-0" vertical hairline cracks at the top of the column, west side.

## Column 3-5 (1 EA = CS1) (Abr.)

- Minor scrape marks, west side.

## Column 3-6 (1 EA = CS2) (Spall)

- 1'-0" L vertical hairline crack at the top of the column, west side.
- 1'-0" H x 2'-0" W spall at the top of the column, west side.

## Column 4-4 (1 EA = CS2) (Spall)

- 3'-6" H x 2'-0" W imminent spall, east side.

## Bent 3 Concrete Diaphragms:


- 3'-0" L vertical hairline crack in diaphragm between Column 3-4 and Column 3-5, both sides.
- 3'-0" L vertical hairline crack in diaphragm between Column 3-5 and Column 3-6, both sides.
- 3'-0" L hairline crack in diaphragm between Column 3-5 and Column 3-6, both sides.



Asset ID Number:	7586	Bridge Inspection Date:	10/25/2022
	1		2
Bent 2 Cap: (2) 6" diameter imminent spalls on bottom of cap between Column 2-1 and Column 2-2.		Bent 2 Cap: (4) 2'-0" diameter imminent spalls on bottom of cap between Column 2-4 and Column 2-5.	
	3		4
Bent 2 Cap: Multiple hairline cracks w/ rust staining & efflorescence staining under Girder 1-7.		Bent 4 Cap: 3'-0" L 1/8" wide crack w/ efflorescence and rust staining b/t Columns 4-4 & 4-5, north side	
	5		6
Bent 4 Cap: 1'-0" L hairline crack with efflorescence staining at Column 4-6, south side.		Column 2-3: 3'-0" H x 12" W imminent spall on the west side of the column.	



Asset ID Number:	7586	Bridge Inspection Date:	10/25/2022
	7		8
Random, minor surface rust at the ends of steel girders and to steel 'K' cross frames on all spans.		Beam 2-8, 4'-0" of surface rust along the bottom flange.	
	9		10
Welded bottom flange cover plate on Beam 1-2, Beam 1-11, Beam 4-2 and Beam 4-11.		Seal joint material at all joints is cracked, torn or missing.	
	11		12
The longitudinal joint through the deck along the centerline of the bridge is cracked, torn or missing.		Reinforced Concrete Deck: Approximately 17.5% of the top of the deck is patched in Span 3.	



Asset ID Number:	7586	Bridge Inspection Date:	10/25/2022
13		14	
	Reinforced Concrete Deck: Failed or poor patches in approximately 10% of the total deck area.		The largest spall is 3' in diameter with 6 exposed transfer bars b/t Lane 1&2 on Span 2 in the SBL.
15		16	
	At deck drains corrosion has caused section loss up to 100% of the stay-in-place forms.		South Approach Slab: Triangular spall (16"L x 6"W x 1"D) at the northwest corner of the approach slab.
17		18	
	Failed pavement w/ potholes up to 2'Lx4"Wx2"D at joint b/t south approach slab & approach pavement.		Above Lane 4 of I-26 EB, overhead side conduit is loose & hanging over roadway below bottom flange.

Asset ID Number: 7586		Bridge Inspection Date: 10/25/2022	
			
19	Random surface rusting on 3/4" diameter metal conduit and "C" clamps, typical across bridge.		
20	Metal electrical box attached to northwest wingwall at Bent 1, left side. Box at northwest wingwall is open with internal components exposed.		

Save This Document

PDF This Form

Add Page (Works on Pg 1 Only)



Part I – Bridge Data <i>Complete at all times with bridge data.</i>					
Asset ID (NBI 08):		Facility Carried (NBI 07):		Inspection Date:	
Structure Number:		Feature Intersected (NBI 06):		Consultant:	
District # (NBI 02):		Bridge Owner (NBI 22):		Consultant BITL:	
County (NBI 03):		Consultant BITL Email:		Photo Format Used:	
	BRIDGE ORIENTATION: Labeling diagram orientation is same direction as the historic orientation of the bridge.				
	BRIDGE ORIENTATION: Labeling diagram orientation is opposite direction from the historic orientation of the bridge.				
	BRIDGE ORIENTATION: Asset ID placard is moved during inspection by consultant to Bent 1.				

[illegible]

<b>Part III – Repair Recommendations Transmittal</b>	
<ol style="list-style-type: none"> <li>1. This transmittal section shall be used to transmit repair recommendations from a consultant inspector to the DBIS.</li> <li>2. Prior to the submittal of this form, the form should be reviewed by the reporting party.</li> <li>3. The reporting party shall electronically sign below using the reporting party signature line prior to submitting.</li> <li>4. The reporting party shall submit the signed form using the "Transmit Repair Recommendations" button.</li> </ol>	<div style="border: 1px solid black; height: 40px; margin-top: 10px;"></div>
<b>ProjectWise Link to Photos for Repair Recommendations (if used):</b>  <b>ELECTRONIC SIGNATURE (Reporting Party):</b>	<div style="border: 1px solid black; height: 40px; margin-top: 10px;"></div>

<b>Part IV – DBIS Confirmation of Repair Recommendation Entry into HMMS</b>	
<ol style="list-style-type: none"> <li>1. This section shall be used to confirm the entry of consultant repair recommendations into HMMS by the DBIS (or designee).</li> <li>2. The DBIS (or designee) shall electronically sign below using the DBIS signature line after entering this document into HMMS.</li> <li>3. The DBIS (or designee) shall return the signed form to the consultant inspector.</li> </ol> <p><b>ELECTRONIC SIGNATURE (DBIS or designee):</b></p> <div style="border: 1px solid black; height: 60px; margin-top: 10px;"></div>	<p style="text-align: right;"><b>Return Form to Consultant:</b></p>



# Repair Recommendations Form (Photos)

**BIGD Attachment 5.6**  
MAR2022, V3  
Page 2 of 2

## Part I – Bridge Data *Completed on Page 1*

Asset ID (NBI 08):		Structure Number:		Inspection Date:	
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## Repair Recommendations Form Photographs

Consultants may:

1. Add photos to the Photograph Form (Attachment 5.20) or another form with captioned photographs and upload the document to ProjectWise. See instructions on Attachment 5.6 instructions page. Link the ProjectWise location of the document on Page 1.
2. Add photos to this form and send to the DBIS.

Photo #: \_\_\_\_ Caption:

Photo #: \_\_\_\_ Caption:

Photo #: \_\_\_\_ Caption:

Photo #: \_\_\_\_ Caption:

Photo #: \_\_\_\_ Caption:

Photo #: \_\_\_\_ Caption:

Photo #: \_\_\_\_ Caption:

Photo #: \_\_\_\_ Caption:

## Bridge Deficiency Report

REQUIRED STRUCTURE AND INSPECTION INFORMATION	
ASSET ID (08):	TEAM LEADER:
INSPECTION TEAM MEMBERS:	INSPECTION TYPE:
CONSULTANT NAME:	
QUALITY CONTROL REVIEWER (QCR): (Print Name):	

INSPECTION REPORT	1)	<b>SI&amp;A:</b> Reviewed Report Form SI&A Data (specifically ratings for NBI 58, 59, 60, 62, 71, 72
	2)	<b>Textual:</b> Reviewed the textual sections of the report for consistency and errors
	3)	<b>Element-Level:</b> Element Condition States/Defects reviewed and are consistent with NBI Items
	4)	<b>Photographs:</b> Reviewed photographs included in report, all included per BIGD 5.4.4.2
	5)	<b>Previous Inspection Report:</b> Reviewed against previous inspection, if there is no previous: N/A:
	6)	<b>Sketch Sheets/Attachments:</b> Required items are included (BIGD 5.4.4.2) & reviewed, or if N/A:
	7)	<b>Condition Rating (58, 59, 60 or 62) 5 or Less:</b> A photograph or attachment is included, or if N/A:
OTHER	8)	<b>Repair Recommendations:</b> Repair Recommendation Form completed and sent to DBIS, or if N/A:
	9)	<b>Critical Finding(s):</b> If critical finding found, the Critical Findings Form was submitted, or if N/A:
	10)	<b>Requests to BMO (HQ):</b> Load Rating and/or Scour Re-Evaluation Request(s) sent, or if N/A:
	11)	<b>Posting:</b> Need for load posting / weight restriction signs were coded as "Priority A Flag" - if N/A:
	12)	<b>Signs:</b> Need for height clearance or narrow bridge signs were coded as "Priority A Flag" - if N/A:

**Initial Inspection Only:**

QCR has reviewed initial element quantities for Element-Level

**Initial Inspection Only:**

QCR has reviewed inventory photos, correctly stored in Bridge File

**FCM Inspection Only:**

Correct documentation was included, BSIP followed, required access gained

**UW Inspection Only:**

Correct documentation was included, BSIP followed, required access gained

**Complex Bridge Only:**

BSIP followed

**QC Review Comments:** (use another page if additional comments)

1	QC Subject: _____ QC Comment: _____ BITL Response to Comment: _____ QC Comment Closed?
2	QC Subject: _____ QC Comment: _____ BITL Response to Comment: _____ QC Comment Closed?
3	QC Subject: _____ QC Comment: _____ BITL Response to Comment: _____ QC Comment Closed?
4	QC Subject: _____ QC Comment: _____ BITL Response to Comment: _____ QC Comment Closed?

**QC Review Complete**

Signed and Dated by QC Reviewer:  (Upload to BIO)