Technical Note e-Notification
No. 15
June 15, 2023
Updated: May 2025

Technical Note 15
With Updated Items 2 & 3, Figures 1-6

1. Additional Load Rating QC Requirements

Commentary: *Additional guidance is being provided regarding the load rating QC documentation. The following Load Rating QC Requirements will be added to LRGD Section 3.5.1.*

- The QC Date on the Load Rating Summary Form (LRSF) and QC Checklist date with digital signature shall be the date QC comments were resolved and completed and should be within the 5-week load rating period.
- The QC Engineer shall attach any/all comments generated through the QC process to the QC Checklist.
- A new QC Checklist is required any time revisions are made to the load rating model or LRSF.
- For each load rating, only one individual shall take QC responsibilities and his/her name shall match in the QC Checklist and in the QC box of the LRSF.
- The EOR shall sign the LRSF only after the QC process is completed and the QC Engineer digitally signs the QC Checklist.

2. Load Rating & Posting Evaluation Process (Three Months)

Commentary: *The subsequent language in this section shall **supersede** LRGD Section 19.3 and Technical Note 06 Item 3. These modifications are required to ensure the three-month load rating approval process requirement is met after an inspection is completed in accordance with 2022 FHWA National Bridge Inspection Standards.*

The "Lead QA Consultant" referenced in Sections 2 and 3 of this technical note and supplemental figures refers to the party designated by SCDOT's Bridge Management Office (BMO) to perform load rating program quality assurance management. Figures 1, 2a, and 2b are intended to provide additional guidance on the three-month load rating and posting documentation requirements established by FHWA. The date ranges shown have been allocated to load rating activities based on the shortest span of three months in the calendar year with the end date falling on the weekend. The Day #s provided are guidelines that will allow for the efficiency and predictability of this workflow. Since the Day #s shown may vary depending on weekends, holidays, and other impeding circumstances, the business day counts shown should control over Day #s, but the three-month timeframe shall not be exceeded. In addition, if any step is expected to take longer than shown, coordination should be completed with members of subsequent parties to meet the three-month requirement. Overall, if a Posting Form is required, it shall be signed by the Director of Bridge

Management (or Designee) within three months of the bridge inspection completion date with the NBI data being updated accordingly.

The Load Rating/Posting Process described in this section shall be implemented when the load rating on file no longer reflects the current condition of the bridge. Structures shall undergo a load rating evaluation if the following conditions exist. Examples include, but are not limited to:

- A change is identified that warrants a re-rating such as, changes in condition, reconstruction, new construction, or changes in dead or live loads.
- If the Condition Rating for Deck (NBI Item 58), Superstructure (NBI Item 59), Substructure (NBI Item 60) or Culvert (NBI Item 62) drops to 4 (Poor Condition) or 3 (Serious Condition). An exception to this requirement is for timber substructures: if a timber substructure Condition Rating for NBI Item 60 drops to 5 (Fair Condition)
- If the Condition Rating for either Deck (NBI Item 58), Superstructure (NBI Item 59), Substructure (NBI Item 60), or Culvert (NBI Item 62) is 7 (Good Condition) or below and drops 2 points or more below when the original load rating was performed.
- If additional structural element quantities are placed in Condition State 4.
- When a recently built structure is inspected with no load rating on file or has no as-built alternative in the load rating model.

A Bridge Inspection Team Lead (BITL) or BMO should determine the need for a load rating update or new load rating upon completion of a bridge inspection (Day 1). A Load Rating Request shall be submitted through AASHTOWare Bridge Management (BrM) within five business days (by Day 7). BMO should review the Load Rating Requests and, if approved, distribute to the assigned load rater via BrM within two business days (by Day 9). Load rating, including QC Review should be completed within five weeks (by Day 46) of receiving the load rating assignment.

Critical Findings related to deteriorated structural elements shall prompt a load rating request. The BITL shall submit a load rating request within 24 hours of the finding and determine if temporary traffic restrictions (shoulder or lane closures) can be implemented to remove live load from the structural element. The load rater and all parties shall prioritize load ratings prompted by Critical Findings by expediting the timelines shown in the standard Three-Month Load Rating & Posting Evaluation Process. Deadlines for load rating and QC reviews may be assigned by BMO or designee on a case-by-case basis.

Technical Note e-Notification
No. 15
June 15, 2023
Updated: May 2025

Technical Note 15
With Updated Items 2 & 3, Figures 1-6

Load Rating Submittal

The following documents should be uploaded to the bridge file within two business days (by Day 50) after the LRSF is signed and sealed:

- All required documentation per LRGD 5.2 and 20.2.1.1
- Appendix A20.1: LRSF (in Excel format)
- Posting Rescission Form (if applicable), first published August 31, 2022 (use latest version)

Once the load rating is completed and LRSF is signed and sealed, the BrM Load Ratings and Posting page shall be updated under the Load Rating Inspection Event and submitted for review. Please note, that the previous Field Inspection Event shall be in "Locked" status prior to starting the Load Rating Inspection Event. Coordination between the load rater and BITL may be required to finalize the Field Inspection Event.

The following key dates shown in BrM shall be logged by the load rater (Items 865-869, 871) and Lead QA Consultant (Item 872), as applicable for any initial and updated load ratings, including updates to as-let models after initial inspections:

- Date inspection is completed (Item 865)
- Date of load rating request approval (Item 866)
- Date QC Review is completed (Item 867)
- Date load rating is signed and sealed (Item 868)
- Date load rating documents are uploaded to ProjectWise (Item 869)
- Date QA is completed (Item 871)
- Date Posting Form is signed by Director of Bridge Management (or Designee) (Item 872)

If a posting change (decrease, increase, or rescission) is recommended, the load rater shall send an email to the Lead QA Consultant via SCDOT_LR_BMO_Approval@mbakerintl.com. Email correspondence should be sent no later than 2 days after the files are uploaded to the ProjectWise bridge file. The subject line shall be titled "LR Submittal Asset ID ##### (District #, ___ County).". The email body should contain a short summary of the rating results and a link to the ProjectWise load rating bridge folder.

Bridge Signing/Posting Form

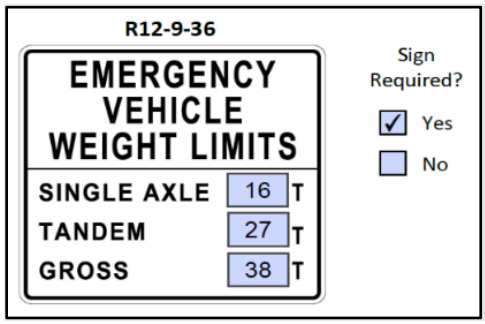
Load posting shall follow the general guidance in Sections 6A.8 and 6B.7 of The Manual for Bridge Evaluation (MBE) supplemented by further considerations as noted in Section 2 of this

technical note. If a posting is recommended, a Bridge Signing/Posting Form is required as part of the load rating submittal. Tips for completing the Posting Form are as follows:

- The "Load Rating Engineer" and "Quality Control Engineer" boxes shall be filled out. Dates shall match those on the LRSF.
- Section 3 of the Posting Form shall include: structure type, year built, design load, any posting avoidance measure(s) which were considered, member(s) controlling the overall bridge posting, and if there is a posting change recommended. An example is as follows:

SECTION 3: COMMENTS
Concrete tee beam bridge, built in 1922, H-15 design load with an 8" thick asphalt wearing surface. Posting avoidance measures in LRGD 19.2 will not have a significant impact on the posting need. Ratings shown above are based on P17-2 (end bent steel pile) which controls the overall bridge posting. The bridge is currently posted based on the superstructure. The above values would result in a posting decrease.

- For "Sign Required?" select "Yes" only for signs requiring posting. For signs that do not require posting, leave all tonnage fields blank, and select "No" for "Sign Required?". An example of a required Emergency Vehicle sign is as follows:



Posting Rescission Form

This section outlines the procedure for documenting the removal of load posting using a Posting Rescission Form. Load postings are typically rescinded when load rating results indicate that posting is no longer necessary. To initiate a posting rescission, the load rater shall include a Posting Rescission Form with the load rating submittal and shall follow the file naming structure: #####-LR_Posting-Rescission-20YY-MM-DD-001. The Document Date shall match the LRSF signed and sealed date. When uploading to ProjectWise, "Rescission" shall be entered as the freeform value to follow proper file naming convention. Refer to the "Posting Sign Removal Process" within Item 3 of this Technical Note once the rescission is approved and signed by the Director of Bridge Management (or Designee).

Posting Avoidance Measures

If the load rating results dictate that a load posting is recommended, the load rater shall determine if posting avoidance measures (structural element repairs, refined methods of analysis, material, or load testing, etc.) would be effective or if they would not significantly impact the need to post the bridge or significantly increase the posting value(s).

Local agency owned bridges are not expected to undergo rigorous posting avoidance measures such as load testing or refined methods of analysis. The owner can elect to pursue independent posting avoidance measures to improve load posting in accordance with the LRGD.

Structural Element Repairs

The load rater shall notify the District Bridge Engineer (DBE) and Lead QA Consultant (by Day 50) to determine if repairs can be made as a posting avoidance measure. This coordination also allows the DBE to prioritize repairs within the District. If the District or contractor plans to repair the bridge elements, the following three scenarios are expected.

The load rating and posting evaluation process consists of a three-month timeframe (as described in Section 2 of this Technical Note). During this three months, the Director of Bridge Management (or Designee) may approve a load posting by signing a Posting Form. The District should install the posting signs within 30 days of the signature date on the Posting Form (as described within Section 3 of this Technical Note).

However, if repairs are completed within the three-month load rating timeline (Example 1 below) or within the 30 days following the Director of Bridge Management's signature date on the Posting Form (Example 2 below), posting signs may no longer be required. However, the repair shall still be load rated and/or evaluated by a Load Rating Engineer as an As-Let Repair Load Rating to confirm it will sufficiently address the structural issue before posting signs are intentionally not placed. Substructure load rating repairs may be prepared as required and described in LRGD Technical Note 14, Item 2.

1) Repairs Completed During Three-Month Load Rating Timeline

   If repairs are expected to be completed during the three-month load rating timeframe, the load rater may (at their own risk) elect to delay the load rating. The three-month calendar turnaround time for the load rating remains the same, regardless of the state of repairs. If

the consultant has started the load rating effort, they should pause the original load rating and document this decision and update any needed fields in BrM. The load rating engineer would initiate the load rating in BrM as an "event" and add load rating notes that could say "Rating not completed due to completed repair to (list specific bridge elements) on (the specific date).". This rating can then move through QC and QA (if selected) to keep the original load rating on time per the original three-month requirement.

For the repaired bridge, BITLs should perform the initial or unscheduled inspection and finalize the associated report. An inspection would take place to document the repair, and the BITL shall request a second (As-built Repair) load rating within 5 days of the inspection. The load rating engineer then uses new bridge data to perform the second (As-built Repair) load rating with a new three-month timeframe.

2) Repairs Completed Within 30 Days of Signed Posting Form

If the DBE is scheduled to repair the controlling structural elements within the 30 days, the load rater and DBE should coordinate (ideally by Day 50) to prepare an As-Let Repair Load Rating which will incorporate the proposed repairs. When repairs are completed, an inspection should take place to document the repair, and the BITL shall request a second (As-built Repair) load rating within 5 days of the inspection. The load rating engineer then uses new bridge data to perform the second (As-built Repair) load rating which should also include a Posting Rescission Form for signature by the Director of Bridge Management (or Designee). The Lead QA Consultant should also be notified that the Posting Rescission Form is available for signature due to repairs being completed.

3) Repairs Completed After Day 30

If the DBE is unlikely to repair the controlling structural elements within 30 days of the signed posting form date, the bridge rating should be presented to BMO for final posting review or considered for further evaluation and interim measures (by Day 50) as discussed below.

Further Evaluation (Finite Element Modeling, Material or Load Testing) & Interim Measures

If refined methods of analysis, material, or load testing are viable posting avoidance measures, the load rater shall notify the DBE and Lead QA Consultant (by Day 50) for assessment. The

DBE may provide input on the importance of the testing for prioritization based on the needs of the District.

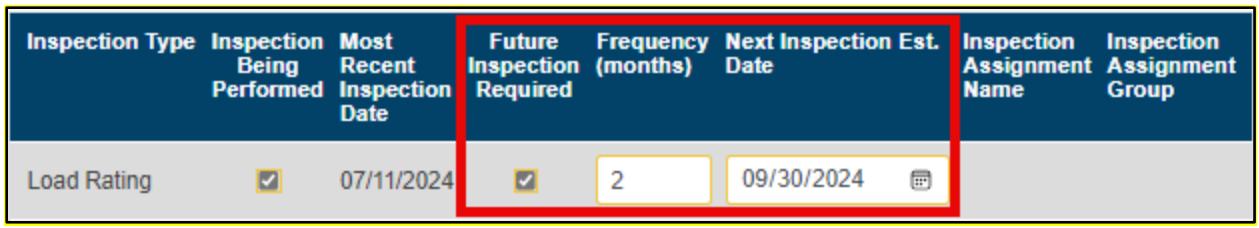
A BMO Approvals Form shall also be included within the load rating submittal documents in the bridge file. The form shall state the posting avoidance method to be used with the estimated date of completion of the posting avoidance measure and load rating (through QA). If the date shown on the BMO Approvals Form requires an extension for any reason (load or material testing has taken longer than expected, etc.), the BMO Approvals Form date of completion shall be revised and resubmitted to BMO for approval.

Due to complex modeling procedures or scheduling of testing, posting avoidance measures may exceed the 5-week load rating timeframe, leaving insufficient time to incorporate the testing results into the load rating within three months. In this case, the load rater shall also recommend an interim measure on the BMO Approvals Form by selecting "Other" with "Interim Measure" as the reasoning. Examples of interim measures may include:

- An alternative load rating method could be used if applicable such as documented Engineering Judgement with supporting calculations (if eligible) to prove a posting is not required or matches the current posting. In this case, the Load Rating Methods (Items 63 & 65) field shall be coded as "Field Evaluation and Documented Engineering Judgement". Engineering Judgement load ratings are not eligible for steel superstructures, as they can be field measured.
- Closing the bridge or shoulder to traffic until repairs can be completed. Traffic configuration shall also be updated in the load rating.
- Load posting the bridge per the load rating until posting avoidance measures or further evaluation is completed

Interim measures will be taken on a bridge if BMO determines that the safety of the traveling public is a concern at any time.

It is important to note that interim measures are only temporary until further evaluation is completed. The interim measure should include an estimated timeframe for completing the further evaluation, which can take as long as necessary to achieve results while the interim measure is in place. If an interim measure is approved and implemented, a signed and sealed LRSF (with appropriate quality checks) and an NBI data update are still required no later than three months after the bridge inspection completion date. The BrM interim measure load rating event should be used to request a future load rating inspection which will include the further evaluation measure results. The next inspection date (and corresponding frequency) shall match the expected completion date specified on the BMO Approvals Form.



Inspection Type	Inspection Being Performed	Most Recent Inspection Date	Future Inspection Required	Frequency (months)	Next Inspection Est. Date	Inspection Assignment Name	Inspection Assignment Group
Load Rating	☑	07/11/2024	☑	2	09/30/2024		

Once the further evaluation measure is completed, the results shall be incorporated into the follow-up load rating. QC shall be completed on the updated load rating with new signatures on all documentation (LRSF, QC checklist, Posting Form, etc.) and submitted to the Lead QA Consultant via SCDOT_LR_BMO_Approval@mbakerintl.com. If the posting avoidance measure(s) still results in the need to post the bridge, the load rater shall include the Posting Form in their submittal to the Lead QA Consultant within two business days of the LRSF being signed.

QA Process

Once the load rating is submitted in BrM, it may automatically be selected for QA. If selected, the QA Engineer should review, prepare QA comments, and return them to the load rater within five business days (by Day 57). The load rater should address QA comments within five business days of receiving comments (by Day 64) and resubmit to the QA Engineer. Once the QA Engineer backchecks and approves the rating, the load rater should resubmit the load rating to the Lead QA Consultant within four business days (by Day 70). It is important to note that at this point of the load rating process, the three-month deadline becomes most critical over the business day counts.

Final Posting Review

The Lead QA Consultant should review all documents, present posting recommendations, and present noteworthy findings to BMO within three weeks (by Day 73) upon receipt. During scheduled posting review meetings, the bridges designated with a recommended posting change shall be reviewed. The Lead QA Consultant shall document posting decisions made by BMO, and format documentation as follows.

Post per Load Rating

If BMO elects to post per the load rating, the Lead QA Consultant should assist to develop load posting documentation within five business days (by Day 80) of the posting decision. The Director of Bridge Management (or Designee) should sign the Posting Form within five business

days upon receipt (by Day 86) and no later than three months after the bridge inspection completion date. The Lead QA Consultant should update the BrM Load Ratings and Posting Page Traffic Status (Item 41) to "B – Posting Recommended", Date BMO Posting Form Signed (Item 872), Approved Posting Values, and BMO Posting Decision fields within two business days (by Day 88), no later than three months after the bridge inspection completion date.

Rescind per Load Rating

If BMO elects to rescind the posting per the load rating, the Lead QA Consultant should assist to develop posting rescission documentation within five business days (by Day 80) of the decision. The Director of Bridge Management (or Designee) should sign the Posting Rescission Form within five business days upon receipt (by Day 86) and no later than three months after the bridge inspection completion date. The Lead QA Consultant should update BMO Posting Decision fields within two business days (by Day 88), no later than three months after the bridge inspection completion date. Traffic Status (Item 41) shall remain "P - Posted for Load" until a sign inspection is performed by a BITL confirming the signs have been removed upon which the traffic status shall be updated to "A – Open, No Restriction".

Maintain Existing Posting

If BMO elects to maintain the existing posting, the Lead QA Consultant should generate a Posting Form formatted for "Keep Existing" for the bridge file within five business days (by Day 80) of the posting decision. The Posting Form tonnage values shall remain the recommended load rating values, and "Sign Required?" shall be checked "No". A "Keep Existing" stamp shall be placed over the Bright Weight Limit and Emergency Vehicle Weight Limit signs. The Director of Bridge Management (or Designee) should sign the Posting Form within five business days upon receipt (by Day 86) and no later than three months after the bridge inspection completion date. Traffic Status (Item 41) shall remain "P - Posted for Load". The lead QA Consultant should update the Date BMO Posting Form Signed (Item 872), Approved Posting Values, and BMO Posting Decision fields within two business days (by Day 88), no later than three months after the bridge inspection completion date.

Do Not Post

If BMO elects to pursue further evaluation measures or alternative load rating methods, the Lead QA Consultant should generate a Posting Form formatted for "Do Not Post" for the bridge file within five business days (by Day 80) of the posting decision. In this case, the Posting Form tonnage values shall remain, "Sign Required?" shall be checked "No", and comments added to

Section 3 stating the reasoning why the posting is not needed. The Lead QA Consultant shall assist with documentation of interim and further evaluation measures within five business days (by Day 80). Once further evaluation measures are obtained, the load rater shall request a load rating update to incorporate the results.

3. Posting Sign Tracking and Installation Process (30 Days)

Commentary: *The subsequent language in this section shall **supersede** LRGD Technical Note 10 Item 5 and is required to ensure the 30-day posting sign installation requirements are met in accordance with FHWA SNBI (2022) and Code of Federal Regulations Title 23, Part 650. Posting sign installation time frame is applicable to all publicly owned highway bridges longer than 20 feet.*

Figures 3-6 are intended to provide additional guidance on the 30-day posting installation requirement established by FHWA. Figures 3 and 4 are applicable to SCDOT owned bridges. Figures 5 and 6 are applicable to local agency owned Bridges. The Day #s provided are guidelines that will allow for the efficiency and predictability of this workflow. Since the Day #s shown may vary depending on weekends, holidays, and other impeding circumstances, the business day counts shown should control over the Day #s, but 30-day timeframe shall not be exceeded. In addition, if any step is expected to take longer than shown, coordination should be completed with members of subsequent parties to meet the 30-day posting installation requirement.

Once the Director of Bridge Management (or Designee) signs the Posting Form, the posting signs shall be installed within 30 days through the following process. The Lead QA Consultant shall distribute the forms to the District Bridge Inspection Supervisor (DBIS), DBE, BMO, and load rating firm within four business days (by Day 7). The Lead QA Consultant should also upload the Posting Form to the bridge file within two weeks (by Day 15). For new posting forms signed by the Director of Bridge Management (or Designee), the DBIS should create the Highway Maintenance Management System (HMMS) flag. If an HMMS flag already exists, it shall be edited using the comments section.

BMO has implemented an updated reporting procedure for all approved bridge postings in BrM. Outstanding postings shall be reviewed through an automated status report and tracked on a weekly basis. BMO shall provide weekly notifications to all applicable SCDOT personnel on any signs not installed that are nearing the 30-day posting requirement (as early as Day 21).

Posting Sign Installation Process

If the District or local agency owner elects to implement a more conservative posting than required by the rating, then this decision shall be documented in the bridge file with a Posting Form for future inspections, load ratings, and general understanding. The decision should be made within three business days of notification (by Day 12). A District-initiated Posting Form with the elected posting shall be created and signed by the DBE (or their Designee) or local agency owner. The DBE is considered a Designee of the Director of Bridge Management only when the District elects to post lower than the rating requires. No other signatures on the form are required. A note should be included in the comment section indicating the decision was made by the District or local agency owner to post at lower value(s) than required by the rating. Detailed justification assists subsequent inspectors and load raters determine the reason for the conservative posting, especially if condition ratings change.

In coordination with the District, the Lead QA Consultant shall upload the signed Posting Form in the bridge file to document the decision(s). Any email correspondence should also be included in the bridge file for documentation. The District shall edit the existing HMMS flag, if one exists, using the comments section. Otherwise, the District shall create a new HMMS flag to initiate the bridge posting sign installation.

The District should coordinate with the sign crew or local agency owner (by Day 15) to ensure the posting signs are installed within 30 days after the Director of Bridge Management (or Designee) signs the Posting Form. Once signs are installed, the BITL shall update the appropriate NBI data and include pictures of the signs within 3 months of the installation date and follow all requirements of the BIGD.

Posting Sign Removal Process

If a bridge is posted and load rating results indicate it does not need to be posted, then the BITL, load rater, or Lead QA Consultant shall coordinate with the District to determine if the posting sign should be removed.

The District or local agency owner may elect to retain a load posting despite the load rating or BMO originated Posting Rescission Form. In this case, this decision shall be documented in the bridge file with a Posting Form for future inspections, load ratings, and general understanding. The decision should be made within three business days of notification (by Day 12). A District-initiated Posting Form with the elected posting shall be created and signed by the DBE (or their Designee) or local agency owner. The DBE is considered a Designee of the Director of Bridge Management only when the District or local agency owner elects to post lower than the rating requires. No other signatures

on the form are required. A note should be included in the comments section indicating the decision was made by the District or local agency owner to retain the load posting. Detailed justification assists subsequent inspectors and load raters determine the reason for retaining the posting, especially if the condition of the structure or an adjacent structure changes. The Posting Form Document Date shall be the date of approval. If the DBE or local agency owner agrees to the posting removal, no further action is necessary.

If the District or local agency confirms the posting sign will be removed, the BITL shall update the NBI traffic status (Item 41) to "Open, with No Restrictions" once it is confirmed the signs have been removed. If the District or local agency owner elects to leave the posting sign in place, then no further action is needed. If the District or local agency owner elects to post at a higher value than the existing sign, the BITL shall update the posting values once it is confirmed the posting values have been changed.

In addition to the documentation required for situations where existing postings are removed or revised as described above, the final deliverables presented in Section 20.2.1.1 of the LRGD shall also be submitted to the bridge file, as is customary for each load rating.

Please direct any questions concerning the above to:
Michael Baker International
email: SCDOT_LR_Help_Desk@mbakerintl.com

Approved: Chris R. Lacy Digitally signed by Chris R. Lacy Date: 2025.05.15 08:22:46 -04'00' _____ 5/15/25

Director of Bridge Management — Date

LRGD Technical Note 01, August 9, 2019
LRGD Technical Note 02, January 17, 2020
LRGD Technical Note 03, April 17, 2024
LRGD Technical Note 04, January 17, 2020
LRGD Technical Note 05, December 17, 2019
LRGD Technical Note 06, July 13, 2021
LRGD Technical Note 07, November 7, 2023
LRGD Technical Note 08, April 13, 2020
LRGD Technical Note 09, July 13, 2021
LRGD Technical Note 10, October 5, 2020
LRGD Technical Note 11, February 22, 2021
LRGD Technical Note 12, May 2025
LRGD Technical Note 13, August 25, 2021

Technical Note e-Notification
No. 15
June 15, 2023
Updated: May 2025

Technical Note 15
With Updated Items 2 & 3, Figures 1-6

LRGD Technical Note 14, August 31, 2022
LRGD Technical Note 15, May 2025
LRGD Technical Note 16, May 2025

Three-Month Load Rating & Posting Evaluation Calendar

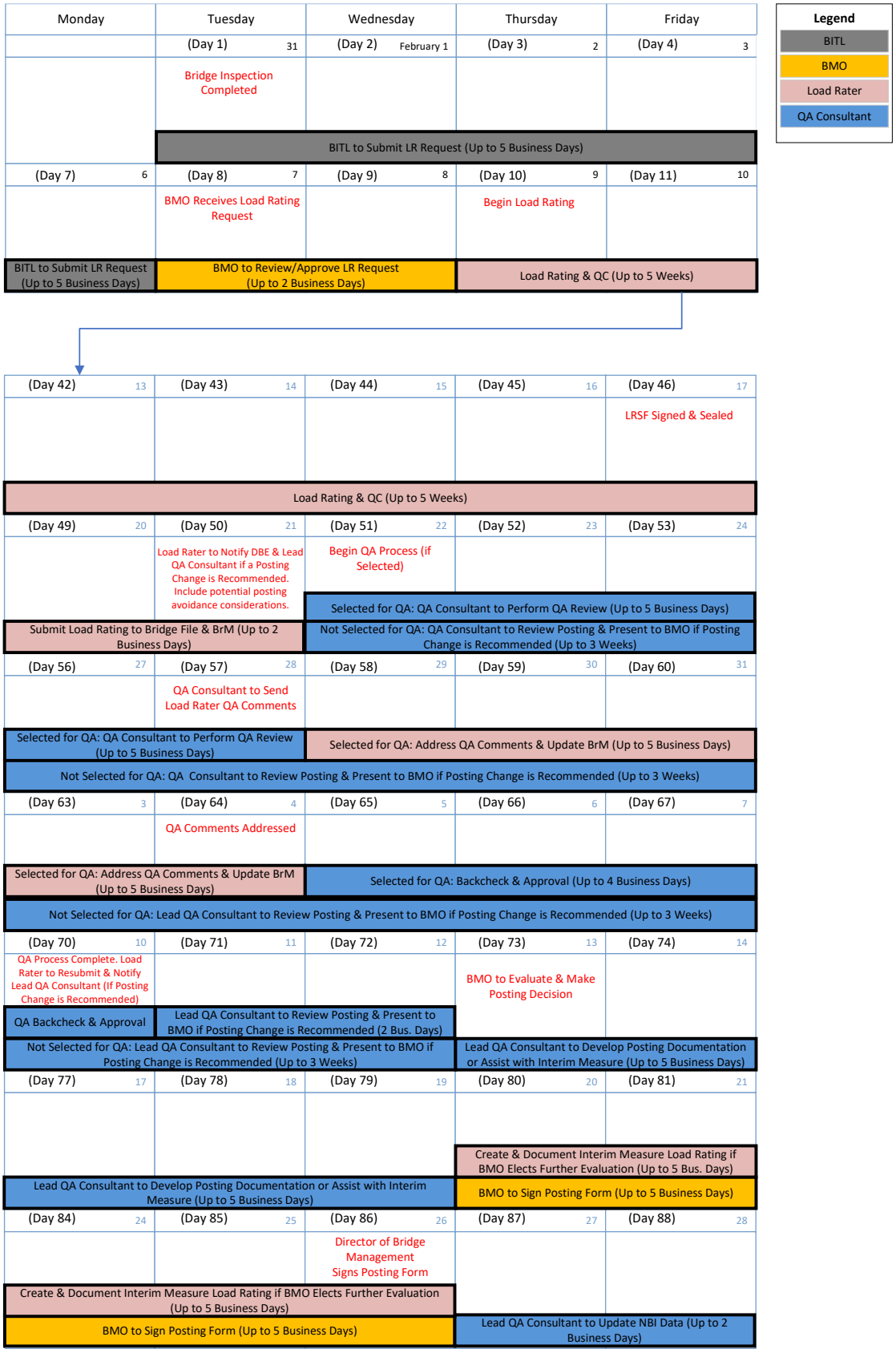


Figure 1

Three-Month Load Rating and Posting Evaluation Flowchart

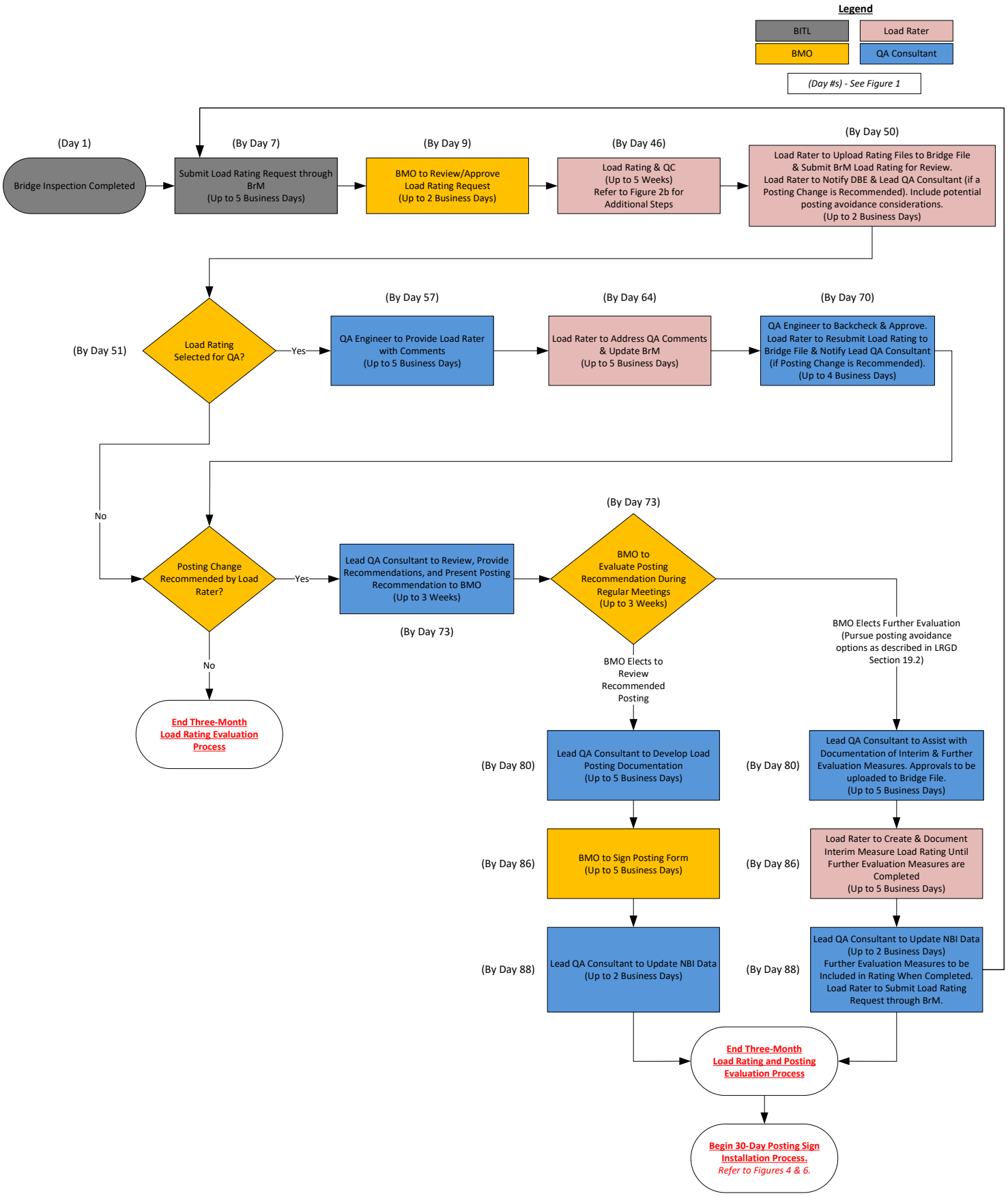


Figure 2a

SCDOT Load Rating Procedure Flowchart

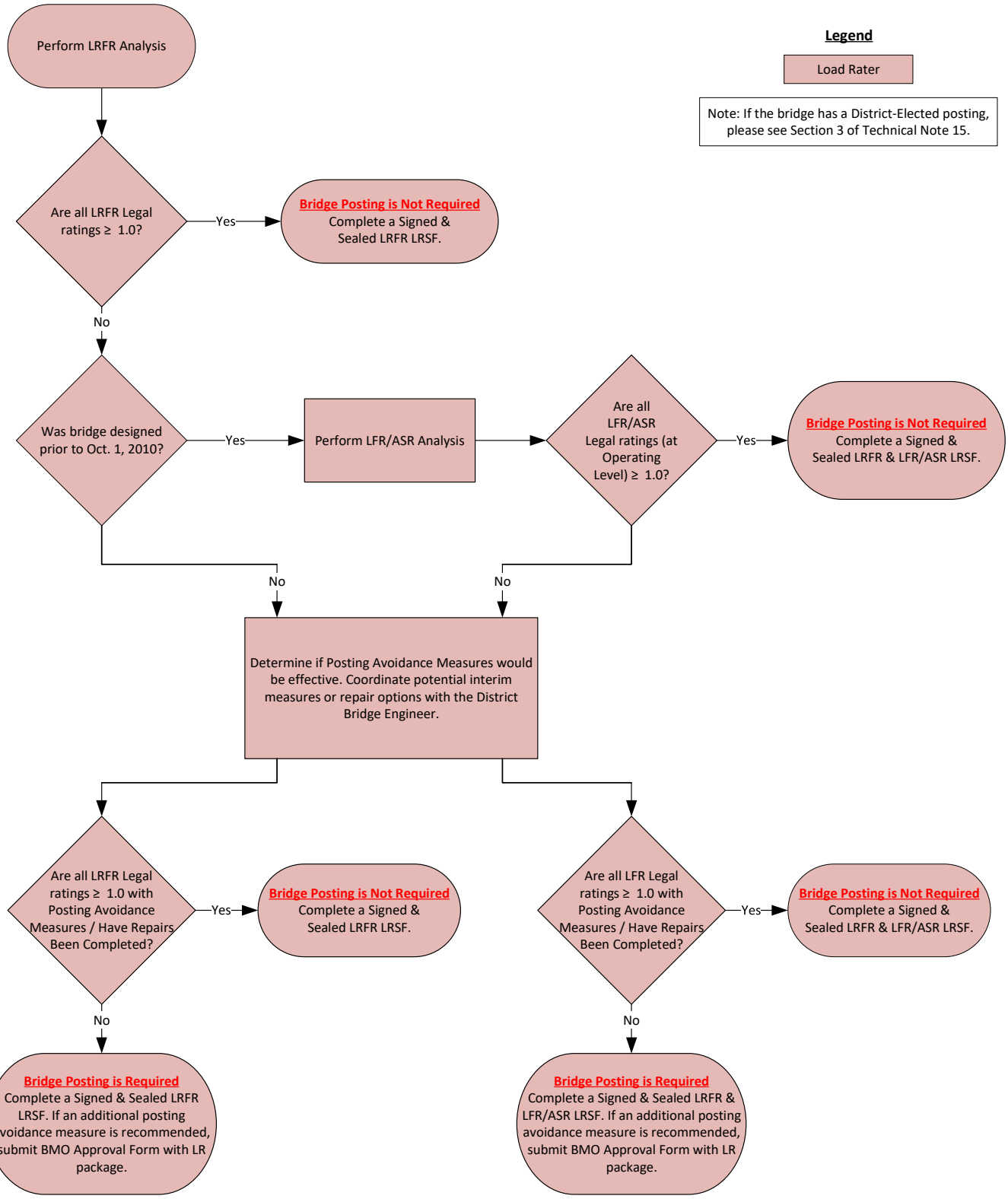


Figure 2b

30-Day Posting Sign Installation Process Calendar (SCDOT Owned Bridges)

Monday	Tuesday	Wednesday	Thursday	Friday
24	25	26	27	(Day 1) 28
				Director of Bridge Management Signs Posting Form
(Day 4) May 1	(Day 5) 2	(Day 6) 3	(Day 7) 4	(Day 8) 5
			District Receives Posting. DBIS to Generate HMMS Flag.	
Lead QA Consultant to Notify ABIPM & District of Signature (Up to 4 Business Days)				Optional District Posting Reduction
(Day 11) 8	(Day 12) 9	(Day 13) 10	(Day 14) 11	(Day 15) 12
	Posting Reduction or Documented (if Desired by District)			District Sign Crew Receives Posting Form
Optional District Posting Reduction (Up to 3 Business Days)		DBE to Distribute Posting Form to Sign Crew (Up to 3 Business Days)		
(Day 18) 15	(Day 19) 16	(Day 20) 17	(Day 21) 18	(Day 22) 19
District Sign Crew to Install Posting Signs (Up to 2 Weeks)				
(Day 25) 22	(Day 26) 23	(Day 27) 24	(Day 28) 25	(Day 29) 26
				Posting Signs Installed. (BITL to Complete Sign Inspection & Update NBI Data within 3 Months of Sign Installation)
District Sign Crew to Install Posting Signs (Up to 2 Weeks)				

Legend

- QA Consultant
- DBE
- District Sign Crew

Figure 3

30-Day Posting Sign Installation Process Flowchart
(SCDOT Owned Bridges)

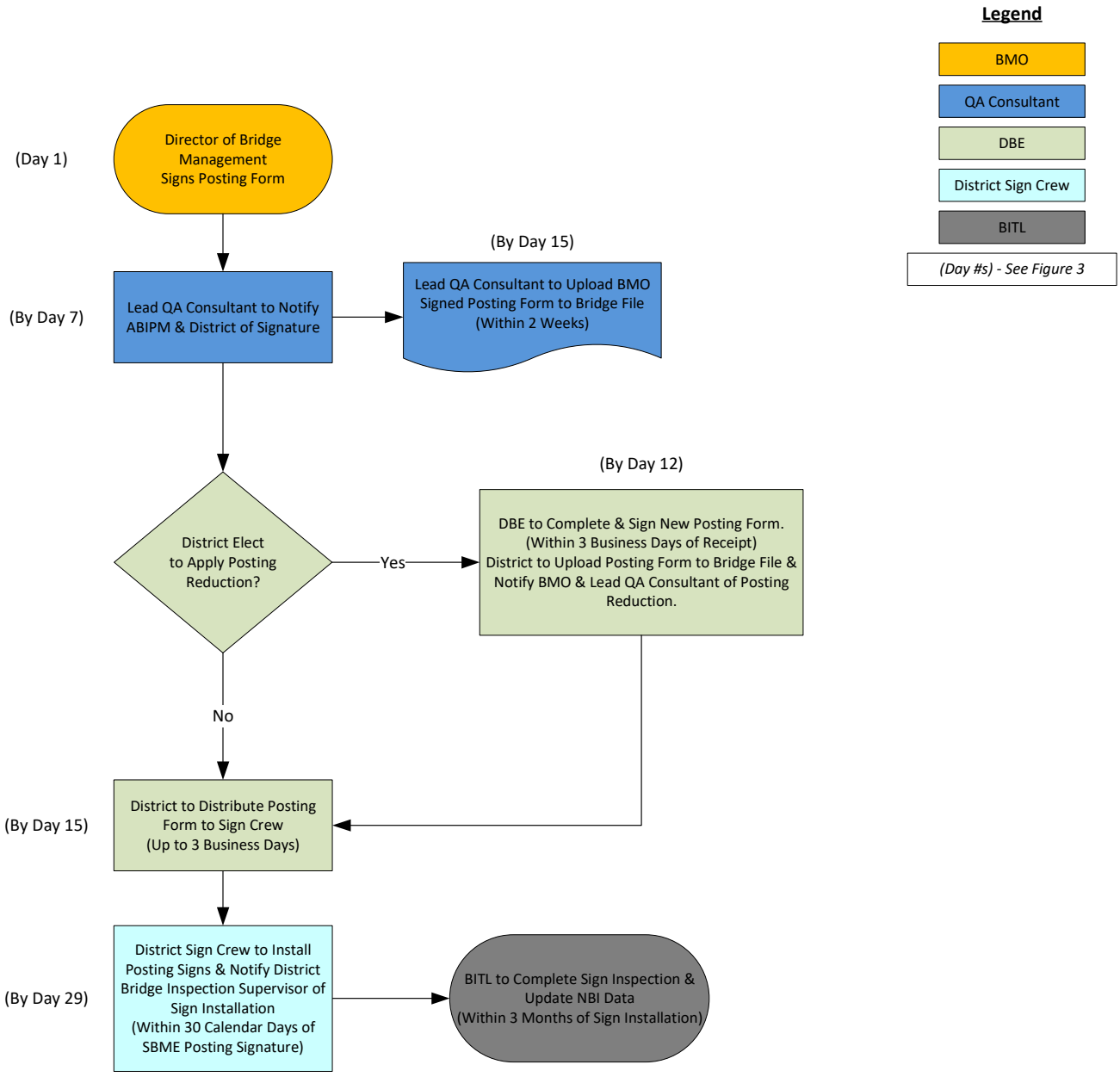


Figure 4

30-Day Posting Sign Installation Process Calendar (Local Agency Owned Bridges)

Monday	Tuesday	Wednesday	Thursday	Friday
24	25	26	27	(Day 1) 28
				Director of Bridge Management Signs Posting Form
(Day 4) May 1	(Day 5) 2	(Day 6) 3	(Day 7) 4	(Day 8) 5
			District Receives Posting	DBE to Distribute Posting Form to Local Agency Owner
Lead QA Consultant to Notify ABIPM & District of Signature (Up to 4 Business Days)				DBE to Distribute Posting (Up to 2 Business Days)
(Day 11) 8	(Day 12) 9	(Day 13) 10	(Day 14) 11	(Day 15) 12
Local Agency Owner Receives Posting				Posting Reduction Documented (if Desired by Local Agency Owner)
DBE to Distribute Posting (Up to 2 Business Days)	DBE to Coordinate Optional Posting Reduction (Up to 4 Business Days)			
(Day 18) 15	(Day 19) 16	(Day 20) 17	(Day 21) 18	(Day 22) 19
Posting Signs to be Installed (Up to 2 Weeks)				
(Day 25) 22	(Day 26) 23	(Day 27) 24	(Day 28) 25	(Day 29) 26
				Posting Signs Installed. (BITL to Complete Sign Inspection & Update NBI Data within 3 Months of Sign Installation)
Posting Signs to be Installed (Up to 2 Weeks)				

Legend

- QA Consultant
- DBE
- Bridge Owner

Figure 5

30-Day Posting Sign Installation Process Flowchart
(Local Agency Owned Bridges)

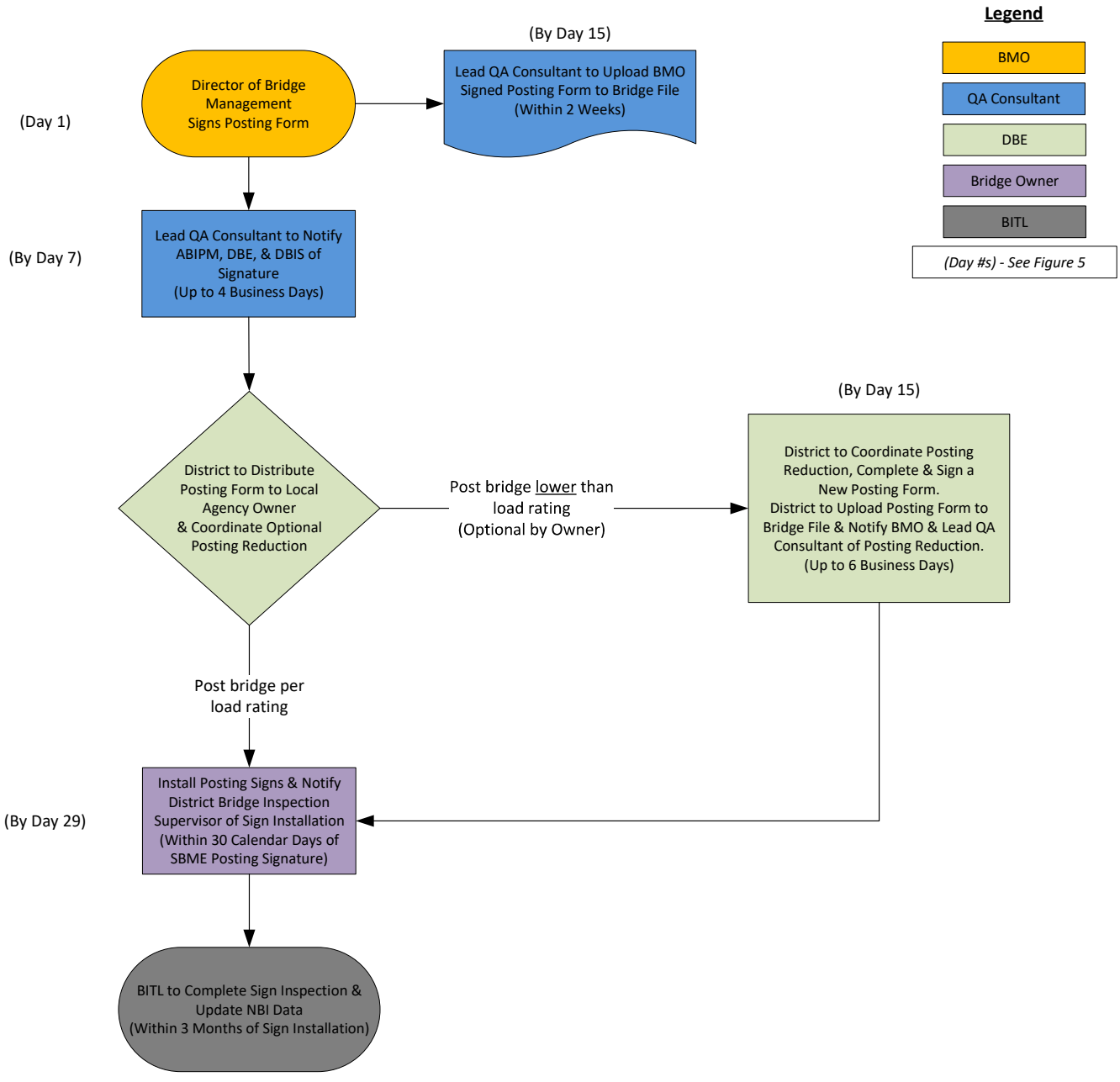


Figure 6