

**Technical Note
e-Notification**

No. 05
December 17, 2019

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1. Use of Standard Plans

Standard plans may be used to generate bridge labeling diagrams and load ratings if all of the following conditions are satisfied:

- All means and methods to obtain the existing bridge plans have been exhausted. (e.g. contacting district offices, searching roadway plans, etc.)
- The date of the original signed standard plan precedes the date of NBI Item 27, Year Built.
- The structure has been site assessed and deemed to have been constructed according to the standard plan(s) in question using engineering judgment.

Indicate the standard plan used in the appropriate column of the Load Rating Tracker spreadsheet.

2. Use of Sister Structure Plans

When no plans are available and sister structure plans are used to generate the labeling diagram, schematic and load rating, indicate that plans are not available and do not populate the “As-Built #, As-Let #, Standard, other?” column in the Load Rating Tracker spreadsheet. Instead, add a note in the “Comments” column which states the load rating was generated based on sister structure plans and denote the Asset ID of the sister structure.

3. Data Correction Form

Items 6 & 7 – Update per the standardized naming guidance for Feature(s) Intersected and Facility Carried. See Appendix O of the Bridge Inspection Guidance Document for coding guidelines.

Item 33 ‘Bridge Median’ – See Help Desk e-Notification No. 036 for culvert coding guidelines.

Item 52 ‘Bridge Length’ – for Culverts, code this item as the length of the culvert from headwall to headwall or barrel end to barrel end as shown below, whichever is greater.

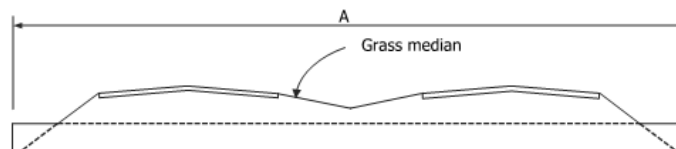


Figure 36. Illustration. Bridge Width Out-to-Out. Pipe bridge under fill.

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Items 63-66 – Items 63 and 65 should generally be coded ‘8’ and Items 64 and 66 should be coded with three integers and a decimal representing the rating (e.g. ‘1.58’).

Item 418 ‘Conditions During Rating’ – code each element a ‘9’ for structures currently under design (not yet under construction).

Extra Lines – Use the extra six lines as needed for added NBI items (e.g. 92 & 93). Refer to the NBI Coding Guide for further clarification on how these options were developed and should be utilized.

Drop Down Menus – Please note drop down menus have been added to enhance proper entries.

Please visit the ProjectWise site to download the latest Data Correction Form.

4. Prestressed Girder Losses: Elastic Gains

For this load rating contract, prestress losses shall be computed by the Approximate Method (as stated in LRGD Section 10.2.1.2 - #7) and the effect of elastic gains shall be neglected. Therefore, the toggle shown below shall remain unchecked for all BrR ratings.

General P/S Data | Loss Data - Lump Sum | Loss Data - PCI

P/S strand material: 1/2" (7W-270) LR

Loss method: AASHTO Approximate

Loss Data - AASHTO

Percentage DL: 0.0 %

Include elastic gains

Inclusion of elastic gains will be considered as a posting avoidance option in cases where ignoring Service III is either not permissible (i.e., in coastal or mountainous regions) or where it has been rejected by the Bridge Maintenance Office.

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5. Project Documents

Reminder: Check the SCDOT ProjectWise project site periodically (at least monthly) for updates to all project documents (e.g. Data Correction Form, Culvert Guidance, etc.) throughout the project. The date in the filename will indicate when the current version was posted for each file. As the project evolves adjustments are required for various reasons.

Please direct any questions concerning the above to:

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