

# SCDOT BRIDGE INSPECTION FORM

(008) BRIDGE ID: 3210002000400			(005) ROUTE: LEXINGTON I-20		
(420) ASSET NO: 4604			(006) CROSSING: SALUDA RIVER		
(419) RAMP NO:			(009) LOCATION: 5MI NW OF COLUMBIA		
(026) FUNCTIONAL CLASS: 11			(016) LAT: 34d 1m 32.16s (017) LON: 81d 7m 41.80s		
GENERAL BRIDGE DATA					
EXISTING REVISED			EXISTING REVISED		
(027) Year Built	1965		(042) Type Serv; On(A) Und(B)	1	5
(106) Year Recon	1991		(028) Lanes; On(A) Und(B)	6	0
(031) Design Load	6		(107) Deck Struct	1	
(36A) Railings	0		(108) Wear Surf/Membrane/Prot	1 8 8	1 0 0
(36B) Transitions	1			MAT-SUP-SUB	MAT-SUP-SUB
(36C) Appr Guard	1		(043) Main Original (A)	5 2 1	
(36D) Appr Guard End	1		Main Reconst (B)	5 02 1	
(037) History	5		(044) Appr Orginal (A)	0 00 0	
(319) Last Paint Date			Appr Reconst (B)	0 00 0	
GEOMETRIC DATA					
EXISTING REVISED			EXISTING REVISED		
(032) Appr Rdway	102		FT IN	FT IN	
(033) Bridge Median	3		(053) Vert Clr Above Deck	99 99	
(034) Skew	25		(54A) Vert Clear Ref	N	
(035) Flared	0		(54B) Vert Clear Right	0 0	0 0
(045) # Main Spans	9		(54C) Vert Clear Left	0 0	0 0
(046) # Appr Spans	0		(10A) Great Min Clr Over/Und	99 99	
(048) Max Span Lgth	73		(10B) Great Min Right	99 99	
(308) Appr Span Lgth	0		(10C) Great Min Left	99 99	
(049) Struct Length	659	657	(55A) Lat Clear Ref	N	
(47A) Horz Clear Right	51		(55B) Lat Clear Right	0	
(47B) Horz Clear Left	51		(056) Lat Clear Left	0	
(47UA) Horz Clear Right	0	0			
(47UB) Horz Clear Left	0	0	(038) Navigation Cont	0	
(50B) Sidewalk Right	0		(039) Nav Vert Clear	0	
(50A) Sidewalk Left	0		(040) Nav Horz Clear	0	
(051) Curb to Curb	102		(111) Nav Pier Port		
(052) Deck Out-Out	108	107.30			
RATINGS DATA					
EXISTING REVISED			EXISTING REVISED		
(58) Deck	7		(041) Traffic Status	A	
(59) Super Str	7		(063) Rating Method	8	
(60) Sub Str	6		(064) Operating Method	1.27	
(061) Channel	8		(065) Rating Method	8	
(062) Culv Ret	N		(066) Inventory Rating	0.77	
(071) Water Adeq	7		(411) Date Rated	02/2020	
(072) Appr Rdway	8		(418) Conditions During Rating	7 7 6	
(113) Scour Critical	6		Freq Mth/Year	Freq Mth/Year	
(067) Structure	6		(091, 090) Routine Insp	24 11/2019	24 11/2021
(068) Deck Geom	9		(92A, 93A) Fracture Critical	N	
(069) Underclear	N		(92B, 93B) Underwater Insp	Y60 10/2017	
(070) Bridge Post	5		(92C, 93C) Special Insp	N 07/2018	N
Inspection Leader: ERIC BEACH, COLLINS ENG			Reviewed By: KEVIN VELLO, COLLINS ENG		
Date:			Date: 2/16/2022		

## **Bridge Element Group Textual Data**

**Bridge ID: 32-1-00020-0-04-00**

16 Feb 2022

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

[2] End Bents with 2.5'x3.6' concrete caps and buried piles

Hairline cracks with efflorescence in headwalls. Minor erosion at Bent 3 and moderate erosion between Bents 7 and 8.

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

[8] Interior Bents with 3.5'x4' caps and [5] RC columns per bent

Minor abrasions on columns at splash zone. Hairline vertical and diagonal cracks in caps with efflorescence at construction joints. Debris on most all caps. Minor spalls with rust in caps.

FOR LOCATION SPECIFIC NOTES SEE SKETCH SHEET.

### **Bearings:**

No noteworthy defects at the time of inspection.

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

19-Type III PRESTRESSED CONCRETE BEAMS PER SPAN

Hairline cracks and minor spalls at end of beam at and behind bearing area of original structure and in diaphragms.

FOR LOCATION SPECIFIC NOTES SEE SKETCH SHEET.

### **Truss Members:**

N/A

**Expansion Joints:**

Expansion material is cracked, torn, pulled loose, and missing.

FOR LOCATION SPECIFIC NOTES SEE SKETCH SHEET.

**Decks and/or Slabs:**

Hairline to 0.05" transverse and map cracking, and minor spalls, several with rust on deck. Minor spalls at joints. Efflorescence bleeding through at construction joints between Beams 11 and 12, Bent 1 side, on underside of deck. (18) deck drains clogged along left bridge rail.

FOR LOCATION SPECIFIC NOTES SEE SKETCH SHEET.

**Curbs:**

N/A

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

Bridge rail in place, approach rail on 3 corners, not WBL, West end, right side with traffic. Vertical cracking up to full height x 0.016" wide with efflorescence staining throughout bridge rails on both sides. Concrete median barrier separating traffic lanes on I-20.

-Spall up to 8" long x 2" wide x 1/2" deep on left bridge rail in Span 9.

**Paint Systems:**

N/A

**Waterway and Scour:**

See scour sheet.

**Fender System:**

N/A

**Roadway Alignment:**

Hairline transverse, diagonal, and map cracking in approach slabs. Minor spalls in asphalt at approach slabs, both ends.

**Traffic Signs:**

2ea bridge end signs in place.

**Encroachments:**

4-4" plastic pipes right side, mounted to diaphragms w/hangers between Beams 18 and 19 on underside of deck.

2" metal pipe attached to parapet wall, left side.

Water monitoring station mounted to parapet wall, right side, between Bents 4 and 5.

**Miscellaneous Notes:**

I-20 M/M 62.7. Historical marker in place 'William Kinsler Beckham'.

BRIDGE ORIENTATION: Labeling diagram orientation is the same direction as the historic orientation of the bridge (W-E).

Bridge Asset ID is located on the southwest corner of the bridge.

Bridge Inspected on 11/21/2021. Cloudy, 52 degrees.

BITL: Eric Beach, Collins Engineers, Inc.

Assistants: Jonathan Little, Mikayla Young, Charlie Stephens

## Bridge Element Level Data

16 Feb 2022

Element No	Element Name/Description	Units	Env	Defect	Quantity in Each Condition State				Total Qty
					<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	
109	Prestressed Concrete Open Girder/Beam	feet	1	Yes					
109	Delamination/Spall/Patched Area	feet	1	1080	0	5	4	0	9
109	Exposed Rebar	feet	1	1090	0	2	2	0	4
109	Exposed Prestressing	feet	1	1100	0	0	2	0	2
109	Cracking (PSC)	feet	1	1110	0	18	0	0	18
109	Prestressed Concrete Open Girder/Beam	feet	1	Yes	12450	25	8	0	12483
12	Reinforced Concrete Deck	sq feet	1	Yes					
12	Delamination/Spall/Patched Area	sq feet	1	1080	0	12	0	0	12
12	Exposed Rebar	sq feet	1	1090	0	28	0	0	28
12	Efflorescence/Rust Staining	sq feet	1	1120	0	6264	0	0	6264
12	Cracking (RC and Other)	sq feet	1	1130	22695	10676	3559	0	36930
12	Reinforced Concrete Deck	sq feet	1	Yes	49979	16980	3559	0	70518
205	Reinforced Concrete Column	each	1	Yes					
205	Abrasion/Wear (PSC/RC)	each	1	1190	0	8	0	0	8
205	Reinforced Concrete Column	each	1	Yes	32	8	0	0	40
215	Reinforced Concrete Abutment	feet	3	No	232	0	0	0	232
234	Reinforced Concrete Pier Cap	feet	1	Yes					
234	Delamination/Spall/Patched Area	feet	1	1080	0	8	0	0	8
234	Exposed Rebar	feet	1	1090	0	9	0	0	9
234	Reinforced Concrete Pier Cap	feet	1	Yes	911	17	0	0	928
301	Pourable Joint Seal	feet	1	Yes					
301	Seal Adhesion	feet	1	2320	0	0	154	0	154
301	Pourable Joint Seal	feet	1	Yes	70	0	154	0	224
302	Compression Joint Seal	feet	1	Yes					
302	Seal Damage	feet	1	2330	0	0	248	0	248
302	Compression Joint Seal	feet	1	Yes	648	0	248	0	896
310	Elastomeric Bearing	each	1	No	304	0	0	0	304
313	Fixed Bearing	each	1	No	38	0	0	0	38
321	Reinforced Concrete Approach Slab	sq feet	1	Yes					
321	Cracking (RC and Other)	sq feet	1	1130	2480	648	0	0	3128

321	Reinforced Concrete Approach Slab	sq feet	1	Yes	5472	648	0	0	6120
331	Reinforced Concrete Bridge Railing	feet	1	Yes					
331	Delamination/Spall/Patched Area	feet	1	1080	0	1	0	0	1
331	Efflorescence/Rust Staining	feet	1	1120	0	46	0	0	46
331	Cracking (RC and Other)	feet	1	1130	49	0	0	0	49
331	Reinforced Concrete Bridge Railing	feet	1	Yes	1924	47	0	0	1971

REQUIRED INFORMATION			
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## Beams

- Beam 2, Span 2 has shallow rebar up to 6"L x less than 1/2" deep at mid-span
- Beam 14, Bent 2, Span 2 has cracks in filler behind bearing.
- Beam 15, Bent 2, Span 2 has cracks in filler behind bearing.
- Beam 6, Span 3 has shallow rebar up to 6"L x less than 1/2" deep at mid-span
- Beam 3, Bent 3, Span 3 has a spall up to 12"L x 12" tall x full width
- Beams 5-7 & 13-15, Bent 3, Span 3 have cracks in filler behind bearings.
- Beam 5, Bent 4, Span 3 has a spall up to 12"L x 12" tall x full width
- Beams 2-3, 6, 13-14, & 17, Bent 4, Span 3 have cracks in filler behind bearings.
- Beam 14, Span 4 has shallow rebar up to 6"L x less than 1/2" deep
- Beam 5, Bent 4, Span 4 has a spall up to 2"L x 3"W x 5" tall
- Beams 14-15, & 17, Bent 4, Span 4 have cracks in filler behind bearings.
- Beam 18, Bent 4, Span 4 has:
  - 6" diag. h/l crack at bearing area, left side.
  - Cracks in filler behind bearing.
- Beams 3, 5-6, 13-14, & 16-17 Bent 5, Span 5 have cracks in filler behind bearings.
- Beam 4, Bent 5, Span 5 has a spall up to 3" tall x 2"L x 6"W
- Beam 2, Bent 6, Span 5 has cracks in filler behind bearing.
- Beam 4, Bent 6, Span 5 has a:
  - Spall up to 12"L x 12" tall x full width
  - Minor spall in filler behind bearing.
- Beams 2-3, 5-7, & 14-16, Bent 6, Span 6 have cracks in filler behind bearings.
- Beam 4, Bent 6, Span 6 has a spall up to 12"L x 12" tall x full width at beam end
- Beams 3-5 & 17-18, Bent 7, Span 6 have cracks in filler behind bearings.
- Beam 13, Bent 7, Span 6 has a spall up to 12"L x 11"W x 4" deep w/exp. rebar at the beam end past bearing
- Beams 2-4, 6, 13-15, & 17, Bent 7, Span 7 have cracks in filler behind bearing.
- Beam 3, Bent 7, Span 7 has a spall up 12" tall x 3"L x 3"W
- Beam 13, Bent 7, Span 7 has a spall up to 12"W x 4"L x 2" deep w/corros. staining at the beam end past bearing
- Beam 18, Bent 7, Span 7 has a spall up to 12" x 12" x 12" w/exp. rebar at the beam end past bearing
- Beam 13, Bent 8, Span 7 has a spall up to 5"L x 8" tall x 2" deep w/ (3) exp. prestressed strands at the beam end past bearing



REQUIRED INFORMATION		
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## Beams (cont.)

- Beam 6, Bent 7, Span 8 has a:
  - Spall up to full width x 11"L x 8" deep
  - Diaphragm spall w/exp. rebar
- Beam 4, Bent 8, Span 8 has a minor spall in filler behind bearing.
- Beam 6, Bent 8, Span 8 has a spall up to 12" x 12" x 12" at the beam end
- Beam 13, Bent 8, Span 8 has a spall up to 6" x 6" x 2.5" deep w/ (2) exp. prestressed strands at the beam end past bearing
- Beam 16, Bent 9, Span 8 has a spall up to 3" x 3" x 3" deep w/exp. prestressed strand at the beam end past bearing
- Beam 4, Bent 8, Span 9 has cracks in filler behind bearing.
- Beam 7, Bent 9, Span 9 has a spall up to 9"L x 5"W x 1" deep in front of bearing
- Beams 7 & 13, Bent 9, Span 9 has cracks in filler behind bearing.
- Beam 13, Bent 9, Span 9 has a spall up to 24" x 12" x 12" deep at the beam end past bearing
- Beams 9-13, Bent 10, Span 9 have spalls up to 1'L x 8" tall x 1" deep w/(2) exp. prestressed strands

## Caps

Cap Bent 2 has:

- (3) minor spalls w/rust under Beam 13, East side.
- Minor spall w/corros. under Beam 14, East side.

Cap Bent 3 has a:

- Minor spall w/corros. under Beam 3, East side, 3"x3".
- Minor spalls at pop-outs, both sides.

Cap Bent 4 has minor spalls at pop-outs, both sides.

Cap Bent 5 has minor spalls at pop-outs, both sides.

Cap Bent 6 has:

- Minor spall w/corros. under Beam 3, West side, 2'x3".
- Minor spall w/corros. under Beam 6, West side, 2'x6".
- Minor spalls at pop-outs, both sides.

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Top of Deck

Bent 1, Approach Slab:

- Long. & trans. cracking up to 0.031" wide x 6' long at approach slab

Span 1:

- Long. & trans. cracks up to 0.04" wide x 10' long

Span 2:

- (4) spalls up to 1.5'L x 1.5'W x 1" deep w/exp. rebar at WB lane
- Long. & trans. cracks up to 0.04" wide x 10' long

Span 3:

- (3) spalls up to 1.5'W x 1'L x 1" deep w/(2) exp. rebars at WB lane
- Long. & trans. cracks up to 0.05" wide x 10' long

Span 4:

- Long. & trans. cracks up to 0.04" wide x 10' long

Span 5:

- Long. & trans. cracks up to 0.04" wide x 10' long

Span 6:

- Long. & trans. cracks up to 0.04" wide x 10' long

Span 7:

- Long. & trans. cracks up to 0.04" wide x 10' long

Span 8:

- Long. & trans. cracks up to 0.04" wide x 10' long

Span 9:

- Spall up to 8"L x 8"W x 1" deep at Bent 10
- Long. & trans. cracks up to 0.031" wide x 10' long

Bent 10, Approach Slab:

- Long. & trans. cracks up to 0.02" wide x 5' long

Joints

Bent 2 Joint:

- Seal adhesion failure up to 5' long x 1/2" wide w/debris impaction in 5 areas

Bent 3 Joint:

- Seal adhesion failure up to 4' long x 1/2" wide in 5 areas

Bent 4 Joint:

- Seal adhesion failure up to 4' long x 1/2" wide in 10 areas

Bent 5 Joint:

- Seal adhesion failure up to 4' long x 3/4" wide in 3 areas

Bent 6 Joint:

- Seal adhesion failure up to 3' long x 1/2" wide in 9 areas



# Blank Inspection Sketch Sheet

**BIGD Attachment 5.10**  
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## REQUIRED INFORMATION

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### Joints (cont.)

Bent 6 Joint:

-Seal adhesion failure up to 3' long x 1/2" wide in 9 areas

Bent 7 Joint:

-Seal adhesion failure up to 2' long x 1/2" wide in 8 areas

Bent 8 Joint:

-Seal adhesion failure up to 2' long x 1/2" wide in 3 areas

Bent 9 Joint:

-Bent 6 Joint:


-Seal adhesion failure up to 2' long x 1/2" wide in 6 areas

Complete Form

Undo

Save

Print






Asset ID Number: 4604		Bridge Inspection Date: 11/21/2021	
			
1	Top of Deck from Downstation Approach (Looking Upstation)	2	Top of Deck from Upstation Approach (Looking Downstation)
			
3	West Approach Roadway	4	East Approach Roadway
			
5	Intersecting Feature Looking North	6	Intersecting Feature Looking South

Save This Document

PDF This Form

Add Page (Works on Pg 1 Only)






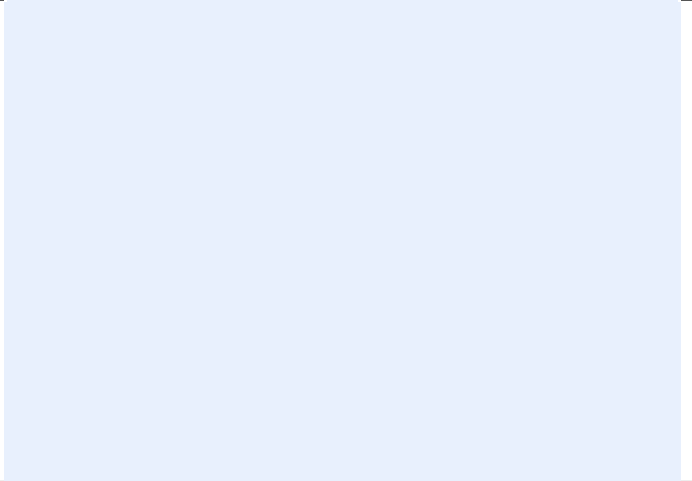
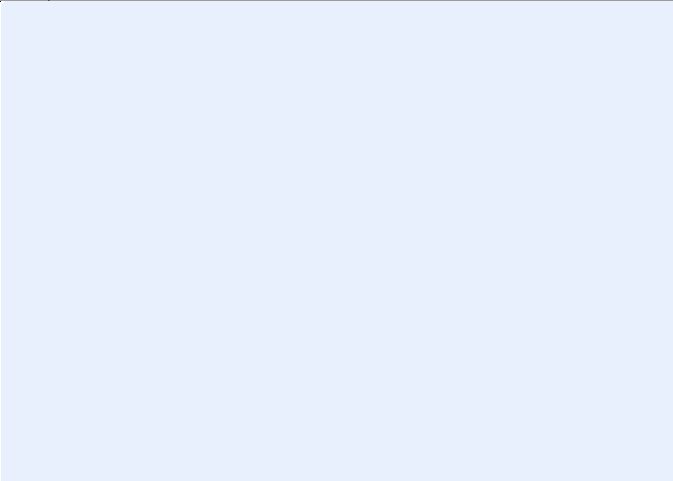
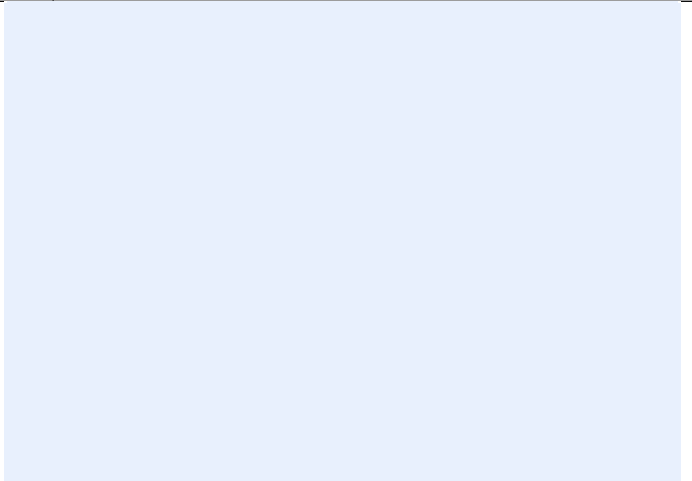
Asset ID Number: 4604		Bridge Inspection Date: 11/21/2021	
			
7	North Elevation	8	South Elevation
			
9	Deck Condition Photograph	10	Bridge Joint Condition Photograph
			
11	Superstructure Condition Photograph	12	Substructure Condition Photograph

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Add Page (Works on Pg 1 Only)



Asset ID Number: 4604		Bridge Inspection Date: 11/21/2021	
			
13	Bridge Barrier/Railing	14	Rail Transitions
			
15	Approach Guardrail	16	End Guardrail Treatment (N/A)
			
#	Choose an item or enter a caption.	#	Choose an item or enter a caption.

Save This Document

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Add Page (Works on Pg 1 Only)



Asset ID Number:	4604	Bridge Inspection Date:	11/21/2021
	1	Element (109) in CS3, Spall at Beam 6, Span 8	
	3	Element (109) in CS3, Spall with exposed prestressed strands at Beam 13, Span 7	
	5	Element (301) in CS3, Seal adhesion failure at Bent 4 Joint	
	6	Choose an item or enter a caption.	

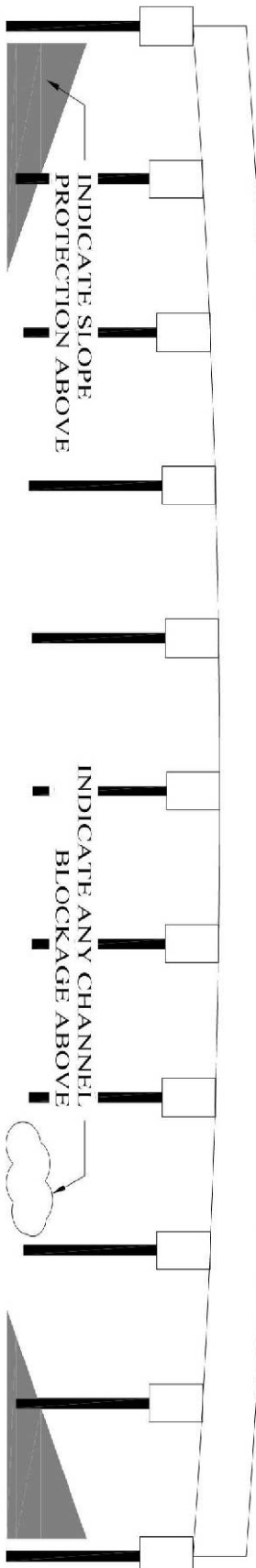


# SCOUR STREAM & GROUND PROFILE (Any Span)

ASSET ID (08): 4604	ROUTE CARRIED (07): I-20	CROSSING (06): Saluda River	INSPECTION TIME: Tidal Bridge Only	METHOD TO MEASURE SCOUR: Weighted Tape	UPSTREAM SIDE OF BRIDGE: Left Side
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GATHER TOPSIDE BRIDGE INFORMATION:			GATHER UNDER BRIDGE INFORMATION:			
ASSUMED BENCHMARK: (vertical datum)	STATION DIRECTION: (roadway)	MAXIMUM HEIGHT OF SUPERSTRUCTURE: H = 7.20'	VERTICAL BLOCKAGE (%)	0	HORIZONTAL BLOCKAGE (%)	0
Top of Barrier	Increasing		RECORD BLOCKAGE ON THIS FORM OR IN INSPECTION REPORT (BETGD)			
OFFSET BENCHMARK: (horizontal datum)	BENT DIRECTION: Increasing		SLOPE PROTECTION (1) Type: Rip Rap FROM STATION: 0+00 TO STATION: 0+36			
C/L Deck or Roadway	Increasing		SLOPE PROTECTION (2) Type: Rip Rap FROM STATION: 5+84 TO STATION: 6+57			
OFFSET DISTANCE UPSTREAM: 53'-8"	OFFSET DISTANCE DOWNSTREAM: 53'-8"					

MIDSTREAM MUDDLINE AND WATER SURFACE:	
Inspector to determine in field, use field judgment to determine location for midstream sounding. 1 Water Surface Measurement Needed per Upstream/Downstream.	
<b>UPSTREAM SIDE OF BRIDGE</b> STA: 2+92 WATER SURFACE: 31.2' or NO WATER: <input type="checkbox"/> PREV. WATER SURFACE: 30.0' MUDDLINE (ML) 35.7' PREV. ML: 37.0'	<b>DOWNSTREAM SIDE OF BRIDGE</b> STA: 2+92 WATER SURFACE: 31.2' or NO WATER: <input type="checkbox"/> PREV. WATER SURFACE: 30.3' MUDDLINE (ML) 32.9' PREV. ML: 35.8'
<b>ALL SOUNDINGS TO MUDDLINE</b> (UW INSPECTION MAY BE REQUIRED IF UNABLE TO MEASURE)	
NOTES: 11/21/2021	



NUMBER OF SPANS ON BRIDGE: 9

PAGE: 1 OF 2

BENT NUMBER	STATION	UPSTREAM MUDDLINE	UPSTRM ML (PREV)	DOWNSTREAM MUDDLINE	DWSTRM ML (PREV)
1	0+00	5.8	0.0	8.8	0.0
2	0+73	21.7	22.0	21.5	21.8
3	1+46	34.0	34.2	31.7	32.1
4	2+19	33.7	33.9	32.8	33.1





### SCOUR STREAM & GROUND PROFILE (*Any Span*)

## BIGD Attachment 5.7

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ASSET ID (08): <b>4604</b>	NUMBER OF SPANS ON BRIDGE: <b>9</b>	<i>SEE PREVIOUS PAGE FOR ADDITIONAL INFORMATION</i>	PAGE: <b>2</b> OF <b>2</b>
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[illegible]



# Repair Recommendations Form

BIGD Attachment 5.6

Version 1.1, DEC2020

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Part I – Bridge Data <i>Complete at all times with bridge data.</i>					
Asset ID (NBI 08):	4604	Facility Carried (NBI 07):	I-20	Inspection Date:	11/21/2021
Structure Number:	321000200400	Feature Intersected (NBI 06):	Saluda River	Consultant:	Collins Engineers, Inc
District # (NBI 02):	District 1	Bridge Owner (NBI 22):	01 - SCDOT	Consultant BITL:	Eric Beach
County (NBI 03):	Lexington	Consultant BITL Email:	ebeach@collinsengr.com	Photo Format Used:	Photos on This Form
<input checked="" type="checkbox"/>	BRIDGE ORIENTATION: Labeling diagram orientation is same direction as the historic orientation of the bridge.				
<input type="checkbox"/>	BRIDGE ORIENTATION: Labeling diagram orientation is opposite direction from the historic orientation of the bridge.				
<input type="checkbox"/>	BRIDGE ORIENTATION: Asset ID placard moved during inspection by consultant to Bent 1.				
Part II – Repair Recommendations					
Flag Type (A, B or C)	HMMS Deficiency Code	Deficiency Description <i>(include approximate quantity &amp; location for maintenance to be aware of the deficiency)</i>	Pile Repair Report Needed? (A5.27)	Photo Number (if used)	DBIS: Already in HMMS?
C	805	Replace expansion joint material (Approx 150 LF)	<input type="checkbox"/>	1	<input type="checkbox"/>
C	807	Patch spalls in concrete caps (Approx 15 LF)	<input type="checkbox"/>	2	<input type="checkbox"/>
C	803	Patch spalls in concrete beams (Approx 25 LF)	<input type="checkbox"/>	3	<input type="checkbox"/>
C	803	Patch spalls in concrete diaphragms	<input type="checkbox"/>	4	<input type="checkbox"/>
-			<input type="checkbox"/>		<input type="checkbox"/>
-			<input type="checkbox"/>		<input type="checkbox"/>
-			<input type="checkbox"/>		<input type="checkbox"/>
-			<input type="checkbox"/>		<input type="checkbox"/>
-			<input type="checkbox"/>		<input type="checkbox"/>
-			<input type="checkbox"/>		<input type="checkbox"/>
-			<input type="checkbox"/>		<input type="checkbox"/>
-			<input type="checkbox"/>		<input type="checkbox"/>
Part III – Repair Recommendations Transmittal					
<ol style="list-style-type: none"><li>1. This transmittal section shall be used to transmit repair recommendations from a consultant inspectors 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>					
ProjectWise Link to Photos for Repair Recommendations (if used):			<input type="text"/>		
ELECTRONIC SIGNATURE (Reporting Party):			Transmit Repair Recommendations:		
<div>Kevin A. Vello, P.E. Digitally signed by Kevin A. Vello, P.E. Date: 2021.12.23 09:53:34 -05'00'</div>					
Part VI – DBIS Confirmation of Repair Recommendation Entry into HMMS					
<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>					
ELECTRONIC SIGNATURE (DBIS or designee):			Return Form to Consultant:		
<input type="text"/>					

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

Asset ID (NBI 08):	4604	Structure Number:	321000200400	Inspection Date:	11/21/2021
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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 #: 1 Caption: Expansion joint damage

 Photo #: 2 Caption: Spalls in concrete cap

 Photo #: 3 Caption: Spalls in concrete beams

 Photo #: 4 Caption: Spalls in concrete diaphragms

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

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

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

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



# Bridge Inspection QC Form (Consultant Inspection)

BIGD Attachment 5.25  
Version 1.0, MAY2020  
Page 1 of 1

REQUIRED STRUCTURE AND INSPECTION INFORMATION	
ASSET ID (08): 4604	TEAM LEADER: Eric Beach
INSPECTION TEAM MEMBERS: Jonathan Little, Mikayla Young, Charlie Stephens	INSPECTION TYPE: Routine
CONSULTANT NAME: Collins Engineers, Inc.	
QUALITY CONTROL REVIEWER (QCR): (Print Name): Kevin Vello, P.E.	

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

**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, procedure followed, required access gained  
**UW Inspection Only:** ☐ Correct documentation was included, procedure followed, required access gained  
**Complex Bridge Only:** ☐ Bridge with complex component(s) procedure followed

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

1	QC Subject: See comments in text QC Comment: Address comments BITL Response to Comment: All comments addressed QC Comment Closed? <input checked="" type="checkbox"/>
2	QC Subject: - QC Comment: - BITL Response to Comment: - QC Comment Closed? <input type="checkbox"/>
3	QC Subject: - QC Comment: - BITL Response to Comment: - QC Comment Closed? <input type="checkbox"/>
4	QC Subject: - QC Comment: - BITL Response to Comment: - QC Comment Closed? <input type="checkbox"/>

**QC Review Complete**

Signed and Dated by QC Reviewer: Kevin A. Vello, P.E. Digitally signed by Kevin A. Vello, P.E.  
Date: 2021.12.31 14:54:30 -05'00' (Upload to BIO)