

SCDOT BRIDGE INSPECTION FORM

(008) BRIDGE ID: 3210002600400			(005) ROUTE: LEXINGTON I-26		
(420) ASSET NO: 3022			(006) CROSSING: SALUDA RIVER		
(419) RAMP NO:			(009) LOCATION: 4 MI W OF COLA		
(026) FUNCTIONAL CLASS: 11			(016) LAT: 34d 1m 25.46s (017) LON: 81d 6m 13.04s		
GENERAL BRIDGE DATA					
EXISTING REVISED			EXISTING REVISED		
(027) Year Built	1959		(042) Type Serv; On(A) Und(B)	1	5
(106) Year Recon	1985		(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	132	114		FT IN	FT IN
(033) Bridge Median	3		(053) Vert Clr Above Deck	99 99	
(034) Skew	50	40	(54A) Vert Clear Ref	N	
(035) Flared	0		(54B) Vert Clear Right	0 0	0 0
(045) # Main Spans	10		(54C) Vert Clear Left	0 0	0 0
(046) # Appr Spans	0		(10A) Great Min Clr Over/Und	99 99	
(048) Max Span Lgth	70		(10B) Great Min Right	99 99	
(308) Appr Span Lgth	0		(10C) Great Min Left	99 99	
(049) Struct Length	702	700			
(47A) Horz Clear Right	42	40	(55A) Lat Clear Ref	N	
(47B) Horz Clear Left	42	40.41	(55B) Lat Clear Right	0	
(47UA) Horz Clear Right	0	0	(056) Lat Clear Left	0	
(47UB) Horz Clear Left	0	0			
(50B) Sidewalk Right	0		(038) Navigation Cont	0	
(50A) Sidewalk Left	0		(039) Nav Vert Clear	0	
(051) Curb to Curb	138	114.50	(040) Nav Horz Clear	0	
(052) Deck Out-Out	148	122.820010	(111) Nav Pier Port		
RATINGS DATA					
EXISTING REVISED			EXISTING REVISED		
(58) Deck	7	6	(041) Traffic Status	A	
(59) Super Str	6		(063) Rating Method	8	
(60) Sub Str	7	6	(064) Operating Method	0.89	
(061) Channel	8		(065) Rating Method	8	
(062) Culv Ret	N		(066) Inventory Rating	0.68	
(071) Water Adeq	9		(411) Date Rated	05/2020	
(072) Appr Rdway	8		(418) Conditions During Rating	7 6 7	
(113) Scour Critical	5			Freq Mth/Year	Freq Mth/Year
(067) Structure	5		(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	
Inspection Leader: ERIC BEACH, COLLINS ENG			Reviewed By: KEVIN VELLO, COLLINS ENG		
Date:			Date: 2/16/2022		

Bridge Element Group Textual Data

Bridge ID: 32-1-00026-0-04-00

16 Feb 2022

Abutments and/or Headwalls:

44" x 30" RC abutment.

Water seeping through construction joints between top of cap and bottom of headwall. Spall with exposed rebar in wingwall, North end, right side [5"L x 5"W x 1/2" deep]

Bents and/or Piers:

up to 4' x 5' RC cap with [6] RC columns at each interior bent. Pier walls between columns 1 through 3.

Hairline to 0.04" cracks several with efflorescence and spalls, several with rust and exposed rebar in caps, (see sketch sheet). Throughout Pier walls diagonal hairline cracks with efflorescence staining. Throughout pier walls abrasion up to 1/8" with no loose aggregate. Dirt and debris on caps. Throughout Columns abrasion up to 1/8" with no loose aggregate.

Bearings:

Steel bearings at beams 1-10 at abutments.
Elastomeric bearings throughout rest of bridge.

Steel bearings at beams 1-10 at abutments, corrosion with pack rust up to 1/4" and pitting up to 1/16"

Girders/Floor Beams/Stringers and/or Beams:

[19] RC beams on each span.

Hairline cracks and spalls with exposed strands throughout beams (see sketch sheet). Hairline cracks and spalls up to 3" x 3" x 1/2" with exposed rebar in diaphragms.

Truss Members:

N/A

Expansion Joints:

Compression and pourable joint material at all interior bents.

Expansion joints have loss of adhesion throughout bridge [See sketch sheets].

Decks and/or Slabs:

8.25" RC deck.

Throughout deck, cracking up to .04"W, abrasion, and spalls/failed patches with exposed rebar. [See sketch sheet]

Throughout Underside of deck, longitudinal and traverse cracking up to hairline with efflorescence staining.

Curbs:

N/A

Bridge Railing/Parapets and/or Median Barriers:

32" RC Parapets and Median Barriers.

WBL of I-26, East end, at construction joint, spall up to 12"L x 12"T x 5" deep with exposed rebar with no section loss. Throughout parapets, Hairline cracks most with efflorescence staining. Throughout parapets at expansion joints [8] spalls up to 10"L x 10"T x 4" deep.

Paint Systems:

Paint system on Steel bearings

Paint has failed on bearings and allowed corrosion with pack rust and pitting.

Waterway and Scour:

Saluda River running underneath bridge.
Steady moving river.

Refer to Underwater Inspection Report for additional waterway information

See Scour sheet

Fender System:

N/A

Roadway Alignment:

RC approach slab on widened section of bridge. Throughout both approach slabs, [19] spalls up to 5"L x 5"W x 1/2" deep. Throughout both approach slabs longitudinal and diagonal cracking up to 1/16"W. Straight no reduction in speed needed.

Traffic Signs:

[1] bridge end marker in place on each approach side.
[1] crash attenuator in place on Northbound lanes.

Encroachments:

6-4" telephone ducts attached to underside of deck between beams 9 and 10.
2-2" metal pipes on left side, attached to parapet wall.

Miscellaneous Notes:

I-26 M/M 108. 'Walter P. Rawl Bridge' memorial plaques on both approaching ends of bridge, right side with traffic.

BRIDGE ORIENTAITON: Labeling diagram orientation is opposite direction from the historic orientation of the bridge (N-S)

Bridge Asset ID is located on the (NW) corner of the bridge.

Bridge Inspected on 11/22/2021. Cloudy 36°degrees.

BITL: Eric Beach, Collins Engineers, Inc.

Assistant(s): Douglas McLendon, Mikayla Young, Jonathan Little.

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	4	Yes					
109	Delamination/Spall/Patched Area	feet	4	1080	0	5	6	0	11
109	Cracking (PSC)	feet	4	1110	0	355	0	0	355
109	Prestressed Concrete Open Girder/Beam	feet	4	Yes	12934	360	6	0	13300
12	Reinforced Concrete Deck	sq feet	4	Yes					
12	Delamination/Spall/Patched Area	sq feet	4	1080	0	400	70	0	470
12	Efflorescence/Rust Staining	sq feet	4	1120	0	85	0	0	85
12	Cracking (RC and Other)	sq feet	4	1130	0	1720	0	0	1720
12	Reinforced Concrete Deck	sq feet	4	Yes	83706	2205	70	0	85981
205	Reinforced Concrete Column	each	4	Yes					
205	Abrasion/Wear (PSC/RC)	each	4	1190	0	54	0	0	54
205	Reinforced Concrete Column	each	4	Yes	0	54	0	0	54
210	Reinforced Concrete Pier Wall	feet	1	Yes					
210	Abrasion/Wear (PSC/RC)	feet	1	1190	0	450	0	0	450
210	Reinforced Concrete Pier Wall	feet	1	Yes	0	450	0	0	450
215	Reinforced Concrete Abutment	feet	1	No	313	0	0	0	313
234	Reinforced Concrete Pier Cap	feet	4	Yes					
234	Delamination/Spall/Patched Area	feet	4	1080	0	6	25	0	31
234	Exposed Rebar	feet	4	1090	0	3	5	0	8
234	Efflorescence/Rust Staining	feet	4	1120	0	34	0	0	34
234	Cracking (RC and Other)	feet	4	1130	63	0	0	0	63
234	Reinforced Concrete Pier Cap	feet	4	Yes	1351	43	30	0	1424
301	Pourable Joint Seal	feet	3	Yes					
301	Seal Adhesion	feet	3	2320	0	295	180	0	475
301	Pourable Joint Seal	feet	3	Yes	0	295	180	0	475
302	Compression Joint Seal	feet	3	Yes					
302	Seal Adhesion	feet	3	2320	0	117	205	0	322
302	Compression Joint Seal	feet	3	Yes	548	117	205	0	870
310	Elastomeric Bearing	each	3	No	360	0	0	0	360
313	Fixed Bearing	each	3	Yes					

313	Corrosion	each	3	1000	0	0	20	0	20
313	Fixed Bearing	each	3	Yes	0	0	20	0	20
321	Reinforced Concrete Approach Slab	sq feet	2	Yes					
321	Delamination/Spall/Patched Area	sq feet	2	1080	0	19	0	0	19
321	Cracking (RC and Other)	sq feet	2	1130	241	119	0	0	360
321	Reinforced Concrete Approach Slab	sq feet	2	Yes	5886	138	0	0	6024
331	Reinforced Concrete Bridge Railing	feet	2	Yes					
331	Delamination/Spall/Patched Area	feet	2	1080	0	0	9	0	9
331	Efflorescence/Rust Staining	feet	2	1120	0	291	0	0	291
331	Cracking (RC and Other)	feet	2	1130	72	0	0	0	72
331	Reinforced Concrete Bridge Railing	feet	2	Yes	2500	291	9	0	2800

REQUIRED INFORMATION

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3022

INSPECTION DATE:
11/22/2021

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RC CAPS

Cap Bent 1 has a 2' long. h/l crack under beam 7.

Cap Bent 2 has:

- Hairline cracks at construction joints.
- 1' diag. h/l crack cap build-up under beam 1, South side.
- 1' long. h/l crack w/ exposed rebar under beam 1, South side.
- Moderate spall w/ exposed rebar under beam 2, South side, 1'x1'.
- Moderate spall w/ exposed rebar between beams 1 & 2, South side, 1'x6".
- 1' long. h/l crack w/ efflorescence under beam 5, North side.
- 2ea 4' vert. h/l cracks w/efflorescence under beam 5, both sides.
- 4' vert. h/l crack w/efflorescence under beam 6, both sides.
- Spall at construction joint between beams 10 & 11 South side, [6"L x 4"W x FH]

Cap Bent 3 has:

- Hairline cracks at construction joints.
- Spall in cap build-up under beam 1, South side, [2'L x 1'W x 1/2" deep]
- 1' long. h/l crack w/ efflorescence cap build-up under beam 2, South side.
- 1' diag. h/l crack w/ efflorescence cap build-up under beam 3, South side.
- 4' vert. h/l crack w/ efflorescence under beam 5, both sides.
- Hairline map cracking under beam 10, both sides.
- 1' long. h/l crack under beam 15, South side.
- 3' long. h/l crack with rust staining under beam 18 South side, [up to 1/16"W]
- 1' long. h/l crack w/ efflorescence under beam 19, South side.

Cap Bent 4 has a:

- Hairline cracks at construction joints.
- 6" vert. h/l crack cap build-up under beam 3, South side.
- Spall w/ exposed rebar cap build-up under beam 4, South side, 3"x3".
- 6" vert. h/l crack w/ efflorescence cap build-up under beam 5, South side.
- 4' vert. h/l crack w/ efflorescence under beam 6, South side.

Cap Bent 6 has a:

- Shallow rebar exposed under beam 6
- Spall under bay 5 South face, [1'L x 10"T x 1" deep] with [1] exposed rebar

Cap Bent 7 has a:

- Shallow rebar exposed under bay 5 North side.
- Spall under bay 5 South face, [6"L x 11"T x 1" deep] with [1] exposed rebar with

[15% section loss]

- Spall under bay 7 South face, [4"L x 16"T x 1" deep] with [1] exposed rebar with

[5% section loss]

- Delam under beam 19 [2'L x 2'W]

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Cap Bent 8 has a:

Throughout cap, [5] spalls [up to 5"L x 5"W x 1/2" deep]
 Spall under beams 1&2 North face, [10'L x 1'T x 3" deep] with [1] exposed rebar with
 [10% SL]
 [2] Spalls under beam2 South face, [up to 2'L x 2'W x 3" deep] with [4] exposed rebar
 [No section loss]

4' vert. h/l crack under beam 5, North side.
 6" diag. h/l crack cap build-up under beam 5, North side.
 Hairline map cracking under beam 6, North side.
 1' long. h/l crack under beam 8, North side.

Cap Bent 9 has a:

4' vert. h/l crack under beam 5, North side.
 2' long. h/l crack between beams 5 & 6, North side.
 4' vert. h/l crack under beam 6, North side.
 6" diag. h/l crack cap build-up under beam 6, North side.
 Under beam 9, Spall [3"L x 3"T x 1/2" deep] w/ exposed rebar [No SL]
 4' vert. h/l crack under beam 15, North side.

Cap Bent 10 has:

Hairline cracks at construction joints.
 [2] spalls w/rust under beam 2, South side, 1'x2" & 2'x2'.
 4' vert. h/l crack w/ efflorescence between beams 2 & 3, North side.
 1' diag. h/l crack w/ efflorescence under beam 3, South side.
 2ea. 4' vert. h/l cracks w/ efflorescence under beam 5, South side.
 4' vert. h/l crack under beam 5, North side.
 2ea 4' vert. h/l cracks w/ efflorescence under beam 5, both sides.
 6" vert. h/l crack cap build-up under beam 5, South side.
 4' vert. h/l crack under beam6, North side.
 1' diag. h/l crack w/ efflorescence under beam 6, both sides.
 FH vert. 0.04" crack w/ efflorescence under beam 6, South side.
 4' vert. h/l crack under beam8, North side.
 Spall under beam19, North side, [3'L x 4'T x 2" deep] with [2] exposed rebar with

[20% section loss]

Cap Bent 11 has:

5' long. 0.05" crack w/ rust staining under beam2.
 3' long. h/l crack w/ rust staining between beams 2 & 3.
 1' long. h/l crack under beam 4.
 4' long. h/l crack w/ rust staining between beams 4 & 5.
 1' long. h/l crack under beam 5.
 Hairline map cracking under beam 8.
 2' diag. h/l crack under beam 10.

REQUIRED INFORMATION			
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RC BEAMS

Throughout beams H/L cracking in random locations.

Beam 2-2 at bent 2 has 2ea. 6" h/l cracks w/efflorescence in top flange near end of beam.

Beam 2-2 at bent 2 has a spall at bearing area [5"L x 5"W x 1" deep].

Beam 4-19 at bent 4 has a spall [11"L x 8"T x 2" deep]

Beam 5-1 at middle of span, spall [14"L x 6"W x 1" deep] with [2] prestressed strands exposed [No section loss]

Beam 5-8 at bent 5 has a spall on bottom flange [1'L x 1'T x 1" deep]

Beam 5-19 at bent 6 has a spall [5"L x 28"T x 4" deep] with [1] prestressed strand exposed

Beam 6-19 at bent 6 has a spall [12"L x 18"T x 2" deep]

Beam 7-19 at bent 7 has a spall [6"L x 19"T x 1" deep]

Beam 9-1 at bent 9 has minor spalls w/rust at bearing area.

Beam 9-3 at bent 9 has a 6" long. h/l crack bottom at bearing area.

Beam 5 at bent 9 has a spall [4"L x 4"T x 1/2" deep]

Beam 9-10 at bent 10 has a 6" long. h/l crack bottom at bearing area.

Beam 10-1 at bent 10 has minor spalls w/rust at bearing area

Beam 4 at bent 10, spall [4"L x 4"T x 1/2" deep]



Blank Inspection Sketch Sheet

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JOINTS

Throughout joints on bridge Loss of Adhesion [up to 1/2" wide x 50' Long]

Following locations have missing joint material

- Joint 1 [10' long in right travel lanes and 20' long in middle travel lanes.]
- Joint 2 [10' long in center travel lanes]
- Joint 3 [20' long in center travel lanes]
- Joint 4 [10' long in center travel lanes]
- Joint 5 [15' long in center travel lanes]
- Joint 6 [10' long in center travel lanes and 30' long in left travel lanes.]
- Joint 7 [10' long in center travel lanes and 30' long in left travel lanes.]
- Joint 8 [20' long in center travel lanes]
- Joint 9 [20' long in center travel lanes]
- Joint 10 [40' long in center travel lanes]
- Joint 11 [up to 64' long in left and right travel lanes]



Blank Inspection Sketch Sheet

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DECK

Following locations have failed patches and spalls, some with exposed rebar.

- Span 1 [total of 11SF with 4 exposed rebar]
- Span 2 [total of 3SF]
- Span 3 [total of 3SF]
- Span 4 [total of 5SF with 1 exposed rebar]
- Span 5 [total of 2SF]
- Span 6 [total of 8SF with 8 exposed rebar]
- Span 8 [total of 1SF with exposed rebar]
- Span 9 [total of 9SF with 6 exposed rebar]
- Span 10 [total of 28SF]

Throughout Top of deck, transverse, longitudinal, and diagonal cracking [up to 1/16"W].

Throughout Span 6 in Right travel lanes, Abrasion [up to 1/8" deep].

Span 10 in Right travel lanes, sound patch [40'L x 10'W].



Blank Inspection Sketch Sheet

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[illegible]

Asset ID Number: 3022		Bridge Inspection Date: 11/22/2021	
			
1	Top of Deck from Downstation Approach (Looking Upstation)	2	Top of Deck from Upstation Approach (Looking Downstation)
			
3	North Approach Roadway	4	South Approach Roadway
			
5	Intersecting Feature Looking East	6	Intersecting Feature Looking West

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Asset ID Number: 3022		Bridge Inspection Date: 11/22/2021	
			
7	West Elevation	8	East Elevation
			
9	Deck Condition Photograph	10	Bridge Joint Condition Photograph
			
11	Superstructure Condition Photograph	12	Abutment Photograph

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Asset ID Number:		Click here to enter text.		Bridge Inspection Date:		Click here to enter text.	
							
13		Bridge Barrier/Railing		14		Rail Transitions	
							
15		Approach Guardrail		16		Asset ID Signage	
							
17		Commemorative Plaque		#		Choose an item or enter a caption.	

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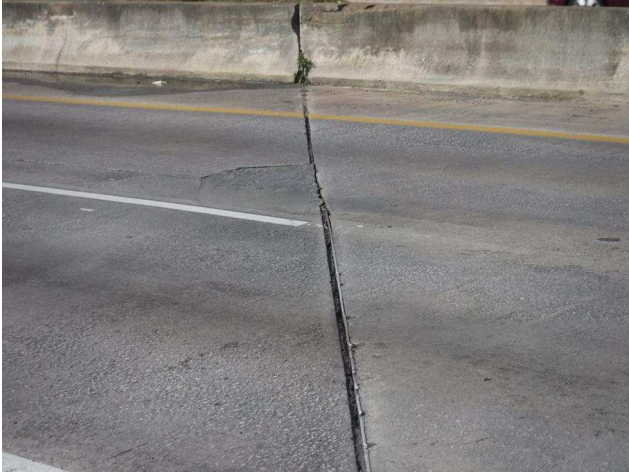





Add Page (Works on Pg 1 Only)

Asset ID Number: 3022		Bridge Inspection Date: 11/22/2021	
			
1	Typical spall in caps	2	Typical exposed rebar in caps
			
3	Typical corrosion in steel fixed bearings	4	Typical spalling in PS beams
			
5	Typical spalling in PS beams	6	Typical exposed prestressing in beams

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Add Page (Works on Pg 1 Only)

Asset ID Number: 3022		Bridge Inspection Date: 11/22/2021	
			
7	Typical loss of adhesion in pourable joints	8	Typical loss of adhesion in compression joints
			
9	Typical spall in top of deck	10	Typical failed patch in top of deck
			
11	Typical spalling in RC parapets	12	Spall in Parapet at East end

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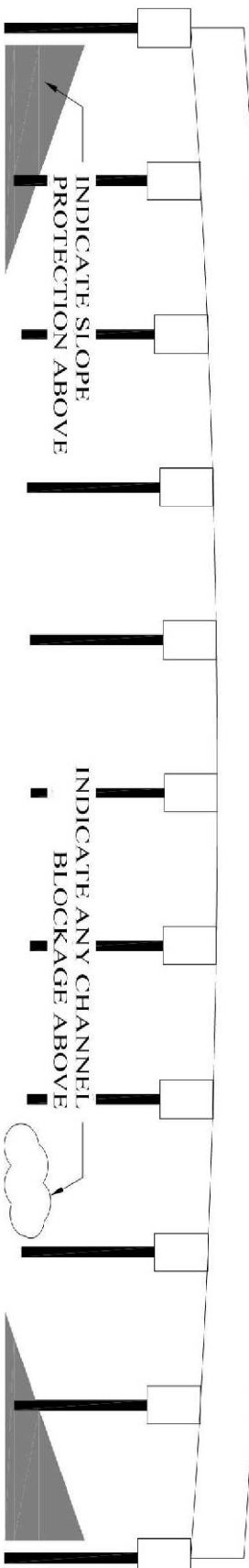


SCOUR STREAM & GROUND PROFILE (Any Span)

ASSET ID (08): 3022	ROUTE CARRIED (07): I-26	CROSSING (06): Saluda River	INSPECTION TIME: Tidal Bridge Only N/A	METHOD TO MEASURE SCOUR: Weighted Tape	UPSTREAM SIDE OF BRIDGE: Right 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 = 40.25" 	VERTICAL BLOCKAGE (%)	0	HORIZONTAL BLOCKAGE (%)	0
Top of Rail	Increasing		RECORD BLOCKAGE ON THIS FORM OR IN INSPECTION REPORT (BETGD)			
OFFSET BENCHMARK: (horizontal datum)	BENT DIRECTION:		SLOPE PROTECTION (1)			
C/L Deck or Roadway	Increasing		Type: Compacted Soil	FROM STATION: 0+00 TO STATION: 0+60		
OFFSET DISTANCE UPSTREAM:	OFFSET DISTANCE DOWNSTREAM:		SLOPE PROTECTION (2)			
61.41	61.41		Type: Compacted Soil	FROM STATION: 6+40 TO STATION: 7+00		

MIDSTREAM MUDDLINE AND WATER SURFACE: <i>Inspector to determine in field, use field judgment to determine location for midstream sounding. 1 Water Surface Measurement Needed per Upstream/Downstream.</i>	
UPSTREAM SIDE OF BRIDGE STA: 2+80 WATER SURFACE: 20.2 or NO WATER: <input type="checkbox"/> PREV. WATER SURFACE: 21.2 MUDDLINE (ML) 32.5 PREV. ML: 32.9	DOWNSTREAM SIDE OF BRIDGE STA: 2+80 WATER SURFACE: 22.0 or NO WATER: <input type="checkbox"/> PREV. WATER SURFACE: 22.5 MUDDLINE (ML) 38.5 PREV. ML: 38.4
ALL SOUNDINGS TO MUDDLINE (UW INSPECTION MAY BE REQUIRED IF UNABLE TO MEASURE) NOTES: 11/22/2021	



NUMBER OF SPANS ON BRIDGE: 10 PAGE: 1 OF 2

BENT NUMBER	STATION	UPSTREAM MUDDLINE	UPSTRM ML (PREV)	DOWNSTREAM MUDDLINE	DWSTRM ML (PREV)
1	0+00	3.2		6.6	
2	0+70	13.9	15.4	20.9	21.2
3	1+40	16.5	16.8	21.3	21.3
4	2+10	26.3	30.2	25.7	31.5



SCOUR STREAM & GROUND PROFILE (*Any Span*)

BIGD Attachment 5.7

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Part I – Bridge Data <i>Complete at all times with bridge data.</i>					
Asset ID (NBI 08):	03022	Facility Carried (NBI 07):	I-26	Inspection Date:	11/22/2021
Structure Number:	3210002600400	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 type="checkbox"/>	BRIDGE ORIENTATION: Labeling diagram orientation is same direction as the historic orientation of the bridge.				
<input checked="" 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 & 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	803	Patch Spalls in Beams [approx 14LF]	<input type="checkbox"/>	1-2	<input type="checkbox"/>
C	801	Clean and paint all exposed rebar in caps, columns and deck. [approx 41LF]	<input type="checkbox"/>	3-4	<input type="checkbox"/>
B	803	clean and paint exposed prestressing strands in beams [approx 16LF]	<input type="checkbox"/>	5	<input type="checkbox"/>
C	809	Patch spalls in caps [approx 35LF]	<input type="checkbox"/>		<input type="checkbox"/>
B	806	Clean and paint bearings [10 bearings]	<input type="checkbox"/>	6	<input type="checkbox"/>
C	807	Patch spalls in parapets	<input type="checkbox"/>		<input type="checkbox"/>
C	801	Patch spalls in top of deck [approx 75SF]	<input type="checkbox"/>	7	<input type="checkbox"/>
C	805	repair/replace joints due to seal adhesion/missing [approx 1100LF]	<input type="checkbox"/>	8	<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"> This transmittal section shall be used to transmit repair recommendations from a consultant inspectors to the DBIS. Prior to the submittal of this form, the form should be reviewed by the reporting party. The reporting party shall electronically sign below using the reporting party signature line prior to submitting. The reporting party shall submit the signed form using the "Transmit Repair Recommendations" button. 					
ProjectWise Link to Photos for Repair Recommendations (if used):			<div></div>		
ELECTRONIC SIGNATURE (Reporting Party):			Transmit Repair Recommendations:		
<div> <div>Kevin A. Vello, P.E.</div> <div> Digitally signed by Kevin A. Vello, P.E. Date: 2021.12.23 09:27:09 -05'00' </div> </div>					
Part VI – DBIS Confirmation of Repair Recommendation Entry into HMMS					
<ol style="list-style-type: none"> This section shall be used to confirm the entry of consultant repair recommendations into HMMS by the DBIS (or designee). The DBIS (or designee) shall electronically sign below using the DBIS signature line after entering this document into HMMS. The DBIS (or designee) shall return the signed form to the consultant inspector. 					
ELECTRONIC SIGNATURE (DBIS or designee):			Return Form to Consultant:		
<div></div>					

Part I – Bridge Data *Completed on Page 1*

Asset ID (NBI 08):	03022	Structure Number:	3210002600400	Inspection Date:	11/22/2021
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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.

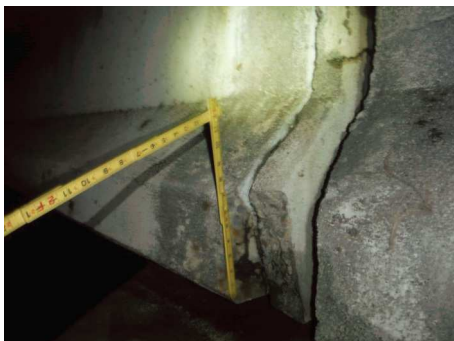


Photo #: 1 Caption: Patch Spalls in Beams [approx 14LF]



Photo #: 2 Caption: Patch Spalls in Beams [approx 14LF]



Photo #: 3 Caption: Clean and paint all exposed rebar in caps, columns and deck. [approx 41LF]



Photo #: 4 Caption: Clean and paint all exposed rebar in caps, columns and deck. [approx 41LF]



Photo #: 5 Caption: clean and paint exposed prestressing strands in beams [approx 16LF]



Photo #: 6 Caption: Clean and paint bearings [10 bearings]



Photo #: 7 Caption: Patch spalls in top of deck [approx 75SF]



Photo #: 8 Caption: repair/replace joints due to seal adhesion/missing [approx 1100LF]



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): 3022	TEAM LEADER: Eric Beach
INSPECTION TEAM MEMBERS: Douglas McLendon, Mikayla Young, Jonathan Little	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"/> SI&A: Reviewed Report Form SI&A Data (specifically ratings for NBI 58, 59, 60, 62, 71, 72)	
2) <input checked="" type="checkbox"/> Textual: Reviewed the textual sections of the report for consistency and errors	
3) <input checked="" type="checkbox"/> Element-Level: Element Condition States/Defects reviewed and are consistent with NBI Items	
4) <input checked="" type="checkbox"/> Photographs: Reviewed photographs included in report, all included per BIGD 5.4.4.2	
5) <input checked="" type="checkbox"/> Previous Inspection Report: Reviewed against previous inspection, if there is no previous: N/A: <input type="checkbox"/>	
6) <input checked="" type="checkbox"/> Sketch Sheets/Attachments: Required items are included (BIGD 5.4.4.2) & reviewed, or if N/A: <input type="checkbox"/>	
7) <input type="checkbox"/> Condition Rating (58, 59, 60 or 62) 5 or Less: A photograph or attachment is included, or if N/A: <input checked="" type="checkbox"/>	
	8) <input checked="" type="checkbox"/> Repair Recommendations: Repair Recommendation Form completed and sent to DBIS, or if N/A: <input type="checkbox"/>
	9) <input type="checkbox"/> Critical Finding(s): If critical finding found, the Critical Findings Form was submitted, or if N/A: <input checked="" type="checkbox"/>
	10) <input type="checkbox"/> Requests to BMO (HQ): Load Rating and/or Scour Re-Evaluation Request(s) sent, or if N/A: <input checked="" type="checkbox"/>
	11) <input type="checkbox"/> Posting: Need for load posting / weight restriction signs were coded as "Priority A Flag" - if N/A: <input checked="" type="checkbox"/>
	12) <input type="checkbox"/> Signs: 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: Text data QC Comment: see comments BITL Response to Comment: 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 14:50:13 -05'00'

(Upload to BIO)