

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 |
| (36B) Transitions | 1 | | | 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 Original (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 |
| (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 |
| (045) # Main Spans | 10 | | (54C) Vert Clear Left | 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 |
| (067) Structure | 5 | | (091, 090) Routine Insp | 24 | 11/2019 |
| (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

| <u>Element No</u> | <u>Element Name/Description</u> | <u>Units</u> | <u>Env</u> | <u>Defect</u> | <u>Quantity in Each Condition State</u> | | | | <u>Total Qty</u> |
|-------------------|---------------------------------------|--------------|------------|---------------|---|----------|----------|----------|------------------|
| | | | | | <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 |

| <u>REQUIRED INFORMATION</u> | | | |
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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]
- [10% Spall under beams 1&2 North face, [10'L x 1'T x 3" deep] with [1] exposed rebar with 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.

| <u>REQUIRED INFORMATION</u> | | |
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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

REQUIRED INFORMATION

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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

REQUIRED INFORMATION

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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].



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Blank Inspection Sketch Sheet

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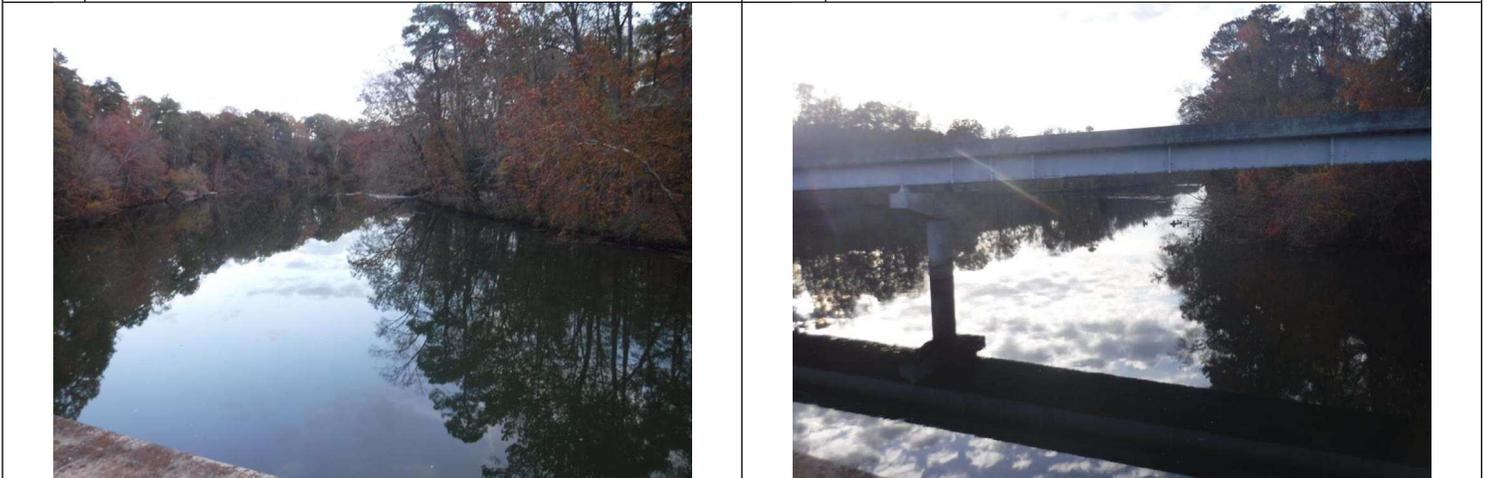
| | | | |
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| Asset ID Number: | 3022 | Bridge Inspection Date: | 11/22/2021 |
|------------------|------|-------------------------|------------|



| | |
|---|---|
| 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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| | | | |
|---|----------------|---|----------------|
| 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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| | | | |
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| Asset ID Number: | Click here to enter text. | Bridge Inspection Date: | Click here to enter text. |
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13 Bridge Barrier/Railing



14 Rail Transitions



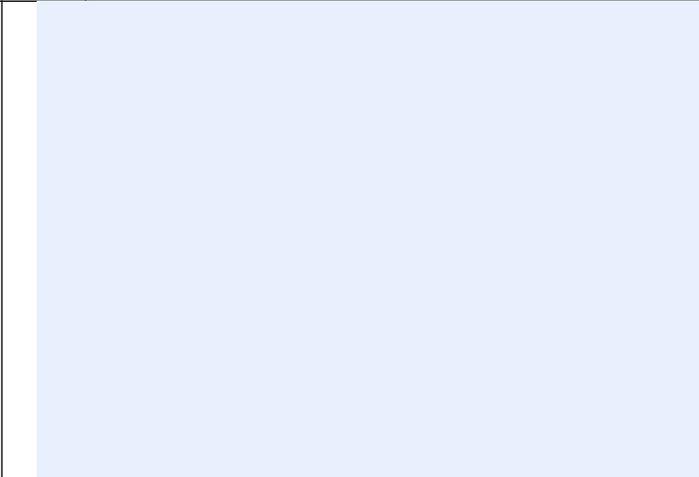
15 Approach Guardrail



16 Asset ID Signage



17 Commemorative Plaque



Choose an item or enter a caption.

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| | | | |
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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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| | | | |
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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

| 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"> 1. This transmittal section shall be used to transmit repair recommendations from a consultant inspectors to the DBIS. 2. Prior to the submittal of this form, the form should be reviewed by the reporting party. 3. The reporting party shall electronically sign below using the reporting party signature line prior to submitting. 4. The reporting party shall submit the signed form using the "Transmit Repair Recommendations" button. | |
| ProjectWise Link to Photos for Repair Recommendations (if used): | |
| ELECTRONIC SIGNATURE (Reporting Party): <div style="border: 1px solid black; padding: 5px; display: flex; align-items: center;"> <div style="flex: 1;"> Kevin A. Vello, P.E. </div> <div style="font-size: small; margin-left: 10px;"> Digitally signed by Kevin A. Vello, P.E. Date: 2021.12.23 09:27:09 -05'00' </div> </div> | Transmit Repair Recommendations: |

| Part VI – DBIS Confirmation of Repair Recommendation Entry into HMMS | |
|--|-----------------------------------|
| <ol style="list-style-type: none"> 1. This section shall be used to confirm the entry of consultant repair recommendations into HMMS by the DBIS (or designee). 2. The DBIS (or designee) shall electronically sign below using the DBIS signature line after entering this document into HMMS. 3. The DBIS (or designee) shall return the signed form to the consultant inspector. | |
| ELECTRONIC SIGNATURE (DBIS or designee): <div style="border: 1px solid black; height: 40px; margin-top: 10px;"></div> | Return Form to Consultant: |

Part I – Bridge Data *Completed on Page 1*

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

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)

| 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: <u>Text data</u> QC Comment: <u>see comments</u> BITL Response to Comment: <u>comments addressed</u> QC Comment Closed? <input checked="" type="checkbox"/> |
| 2 | QC Subject: <u>-</u> QC Comment: _____ BITL Response to Comment: _____ QC Comment Closed? <input type="checkbox"/> |
| 3 | QC Subject: <u>-</u> QC Comment: _____ BITL Response to Comment: _____ QC Comment Closed? <input type="checkbox"/> |
| 4 | QC Subject: <u>-</u> 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)