

CODING AND FIELD GUIDE

INITIAL INSPECTION

ROUTINE INSPECTION

ROUTINE/NSTM

SPECIAL (NON-RECURRING) OR INTERIM

DAMAGE

HIGH WATER EVENT INSPECTION

POSTING CHANGE UPDATE

DISTRICT INVENTORY UPDATE

SNBI ITEMS/ADE

BRIDGE ELEMENT LEVEL DATA

Description

Bridge Element Level Table

Element Level Condition States



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INITIAL INSPECTION

DESCRIPTION

The first inspection of a bridge or when the bridge is first entered into the database. The initial inspection and inventory of a bridge must be completed and approved within 90 days of opening to traffic. **A qualified Team Leader must be onsite at all times during the initial inspection.** The initial inspection site visit provides the following:

- Specifications for the National Bridge Inventory (SNBI) data
- Baseline condition assessment for the bridge
- Development of the element inventory and condition status
- Verification of as-built plans

The initial inspection report will be the first inspection report for a newly inventoried structure. It will NOT be used when conducting the first inspection of a rehabilitated or modified existing structure, although updates to the SNBI data would be required.



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SCHEDULE INSPECTION

inspectX TestBridge1

NBI Bridges

Jump to structure

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Schedule Inspection

Asset

TestBridge1

Inspection Types

Initial

Schedule for

6/13/2024



Team Lead

Stephanie Doolittle

Inspector

Chad Dowden

Joshua Hebert

Stephanie Doolittle

Reviewer

Stephanie Doolittle

Inspection Frequency

Inspection Comment

Schedule

Cancel

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BRIDGE ELEMENT LEVEL DATA

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Bridge Element Level Table

Element Level Condition States

IDENTIFICATION

B.ID.01	Bridge Number
B.ID.02	Bridge Name new
B.ID.03	Previous Bridge Number new
	Bridge Type
B.W.01	Year Built
	Project Number
	Facility Type
	Total Num Spans

LOCATION

B.L.01	State Code
	ON OFF
B.L.02	Parish Code
B.L.03	Place Code
B.L.04	Highway Agency District
	District Inspected By
B.L.05/06	Latitude and Longitude
	End Latitude and Longitude
B.L.11	Bridge Location
B.L.12	Metropolitan Planning Organization new

CLASSIFICATION

B.CL.01	Owner
B.CL.02	Maintenance Responsibility
B.CL.03	Federal or Tribal Land Access
B.CL.04	Historic Significance
	SHPO Num
	Preservation Category
B.CL.05	Toll
B.CL.06	Emergency Evacuation Designation new

APPRAISAL

B.AP.01	Approach Roadway Alignment
B.AP.02	Overtopping Likelihood
B.AP.05	Seismic Vulnerability new

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BRIDGE ELEMENT LEVEL DATA

Description

Bridge Element Level Table

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SNBI SPANS AND SUBSTRUCTURES

B.SP.01	Span Configuration Designation	
B.SP.02	Number of Spans	
B.SP.03	Number of Beam Lines	new
B.SP.04	Span Material	
B.SP.05	Span Continuity	
B.SP.06	Span Type	
B.SP.07	Span Protective System	new
B.SP.08	Deck Interaction	new
B.SP.09	Deck Material and Type	
B.SP.10	Wearing Surface	
B.SP.11	Deck Protective System	
B.SP.12	Deck Reinforcing Protective System	
B.SP.13	Deck Stay-in-Place Forms	new
B.SB.01	Substructure Configuration Designation	new
B.SB.02	Number of Substructure Units	new
B.SB.03	Substructure Material	new
B.SB.04	Substructure Type	new
B.SB.05	Substructure Protective System	new
B.SB.06	Foundation Type	new
B.SB.07	Foundation Protective System	new

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BRIDGE ELEMENT LEVEL DATA

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Bridge Element Level Table

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GEOMETRIC DATA

B.G.01	NBIS Bridge Length	
B.G.02	Total Bridge Length	
B.G.03/04	Maximum Span Length	new
B.G.05	Bridge Width Out-to-Out	
B.G.06	Bridge Width Curb-to-Curb	
B.G.07/08	Left and Right Curb or Sidewalk Width	
B.G.09	Approach Roadway Width	
B.G.10	Bridge Median	
B.G.11	Skew	
B.G.12	Curved Bridge	new
B.G.13	Maximum Bridge Height	new
B.G.14	Sidehill Bridge	new
B.G.15	Irregular Deck Area	new

ROADSIDE HARDWARE

B.RH.01/02	Bridge Railings & Transitions	
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SNBI FEATURES

FEATURES (HIGHWAY)

B.F.01	Feature Type
B.F.02	Feature Location
B.F.03	Feature Name
B.H.01	Functional Classification
B.H.02	Urban Code
B.H.03	NHS Designation
B.H.04	National Highway Freight Network
B.H.05	STRAHNET Designation
B.H.06	LRS Route ID
B.H.07	LRS Mile Point
B.H.08	Lanes on Highway
B.H.09	Annual Average Daily Traffic
B.H.10	Annual Average Daily Truck Traffic
B.H.11	Year of Annual Average Daily traffic
B.H.12	Highway Maximum Usable Vertical Clearance
B.H.13	Highway Minimum Vertical Clearance
B.H.14	Highway Minimum Horizontal Clearance, Left
B.H.15	Highway Minimum Horizontal Clearance, right
B.H.16	Highway Maximum Usable Surface Width
B.H.18	Crossing Bridge Number new
B.RT.01	Route Designation new
B.RT.03	Route Direction
B.RT.04	Route Type
B.RT.05	Service Type
B.RT.02	Route Number

FEATURES (RAILROAD)

B.RR.01	Railroad Service Type new
B.RR.02	Railroad Minimum Vertical Clearance
B.RR.03	Railroad Minimum Horizontal Offset

FEATURES (WATERWAY)

B.N.06	Substructure Navigation Protection
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INVENTORY

UNIT NAMES/SORT

	Label	Type	Description	Is Default
	Spans 1-19	O - Other	Spans 1-19	<input type="checkbox"/> Off
	Spans 20-22	O - Other	Spans 20-22	<input type="checkbox"/> Off
	Spans 23-40	O - Other	Spans 23-40	<input type="checkbox"/> Off

When the structure has multiple superstructure types, the segments are to be given labels that sort them according to spans and types. This section is only to be used for structures with multiple superstructure types.

//LABEL

The Units are to be labeled according to the Span Numbers associated with the unit.

//TYPE

The Unit Type, representing the kind of structure in the unit, is to be selected from the pull-down menu in InspectX according to the options below.

CODE	DESCRIPTION
A	Approach
F	Frame
m	Main
O	Other

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INSPECTION DATE

B.IE.02	Inspection Begin Date	
B.IE.03	Inspection Completion Date	new
B.IE.11	Inspection Note	new

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Bridge Element Level Table

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CONDITION RATING

	Num Inspectors	
	Man-hours	
	Actual Detour Length	
B.PS.01	Load Posting Status	
B.PS.02	Posting Status Change Date	new
	Posted Load	
	EV Posted Load	
B.C.01/07	Deck Condition Rating	
B.C.08	Bridge Joints Condition Rating - General B.C.	new
B.C.09	Channel Condition Rating	
B.C.10	Channel Protection Condition Rating	new
B.C.11	Scour Condition Rating	
B.C.14	NSTM Inspection Condition - General B.C.	new
B.IE.12	Inspection Equipment	new
B.IR.02	Fatigue Details	new
	Pin and Hanger	
	Surface Thickness	
B.IR.04	Complex Feature	new

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INITIAL ROUTINE ROUTINE/NSTM SPECIAL DAMAGE HIGH WATER EVENT POSTING CHANGE UPDATE DISTRICT INVENTORY UPDATE

INSPECTION

INSPECTION NOTES

//EXECUTIVE SUMMARY

Record information pertinent to the structure. Information to be included is repair recommendations and major findings.

//INSPECTION REMARKS

Record the information pertinent to the Inspection. Information to be included is:

- Temperature
- Any element or portion of an element(s) not able to be inspected
- Summary of element(s) being closely monitored
- Inventory Photos (see below)
- School bus or truck violations of Posted Bridges
- Findings not associated with Elements
- Project numbers and letting dates for upcoming or completed rehab/repair/replacement

//STRUCTURE NOTES

Record the information pertinent to the Structure. Information to be included is:

- Metric 17 note for Underwater Inspection
- Metric 19 note for Complex Structures for movable or cable stayed bridges

//UNDERWATER NOTES

Record the information pertinent to the Underwater Inspection. This information is for reference only and is provided by the most recent UWI (if applicable).

//PARISH INSPECTION NOTES

Record the information pertinent to the Parish Inspection. This information is for reference only and is provided by the most recent Parish Inspection (if applicable).

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INITIAL ROUTINE ROUTINE/NSTM SPECIAL DAMAGE HIGH WATER EVENT POSTING CHANGE UPDATE DISTRICT INVENTORY UPDATE

INSPECTION

CHANNEL DATA

//CORRECTION LOCATION

Record the horizontal distance from Abutment 1 to the location where you measured the Correction for Channel Bed Measurements, rounded to 1 decimal place (00.0).

//WATER LEVEL

Record the vertical distance from the Reference Point to the water surface. This value is to be measured in feet, rounded to 1 decimal place (00.0).

//CHANNEL BED COMMENTS

Record narrative to describe the material, condition, and any noted damage to the channel bed.

If the streambed profile has historically been taken on the upstream side, for example, and this changes during an inspection, add comments explaining why.

//SIDE OF STRUCTURE

In the inventory direction, record which side of the bridge the channel cross section measurements were taken from by selecting the appropriate value from the drop-down menu in InspectX.

CODE	DESCRIPTION
Left	Measurements were taken from the left side of the structure
Right	Measurements were taken from the right side of the structure

//REFERENCE POINT

Record what reference point was used for the channel cross section measurements using the appropriate value from the drop-down menu in InspectX.

CODE	DESCRIPTION
Top of Rail	Measurements were taken from the top of the bridge rail
Top of Curb	Measurements were taken from the top of the curb
Top of Deck	Measurements were taken from the top of the deck

//CORRECTION

Record the vertical distance from the Reference Point to the top of pile for Channel Bed Measurements. This value is to be measured in feet and rounded to one decimal place (00.0).

//CHANNEL CROSS SECTION

Using the table in InspectX, insert measurement label (i.e. A1 for Abutment 1, B2 for Bent 2, etc.), for the horizontal location from Abutment 1, and depth measured, for each location measured along the structure.

The streambed profile is normally measured manually by dropping a weighted tape from the bridge deck at uniform intervals, beginning at the abutment, each bent, and at each midspan for spans 40 feet or longer. Measurements will be taken along the upstream fascia of the bridge at a minimum as follows (other intervals are allowed as long as their distance is properly referenced):

- At each abutment face
- At each bent
- At each midspan for each span 40 feet or longer

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MAINTENANCE

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[Priority](#)

[Type of Work](#)

[Component](#)

[Date Recommended](#)

[Can work be completed by District Forces](#)

[Agile Activity Code](#)

[Agile Work Request Number](#)

[B.W.02](#) Year Work Performed

[B.W.03](#) Work Performed

INSPECTION

INVENTORY PHOTOGRAPHS

The following inventory photographs are required for the initial inspection.

Recall number

Roadway approach in both directions, looking towards the bridge – *see photo next page.*

Showing the roadway leaving the structure in the direction of inventory (taken from on the deck) if the entire structure cannot be seen.

Showing the roadway leaving the structure in the direction opposite to inventory (taken from the deck) if the entire structure cannot be seen.

Showing the full width of both abutments and any revetment (if applicable)

Showing the full height of a typical substructure unit

If the substructure type varies, then a photo of each type is needed.

Elevation view (showing the entire profile of the structure whenever possible) – *see photo next page.*

If the bridge is over a waterway, two additional photographs are required:

Showing the upstream view of the waterway

This should be taken with a portion of the rail or substructure to show the skew of the waterway to the substructure units,

Showing the downstream view of the waterway.

This should be taken with a portion of the rail or substructure to show the skew of the waterway to the substructure units.

If the bridge is over a roadway or roadways, two additional photographs per roadway are required showing each under-passing roadway as it approaches the structure from its direction of inventory – *see photo next page.*

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Bridge Element Level Table

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Roadway approach in both directions, looking towards the bridge



Elevation view (showing the entire profile of the structure whenever possible)



If the bridge is over a roadway or roadways, two additional photographs per roadway are required showing each under-passing roadway as it approaches the structure from its direction of inventory.



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ROUTINE INSPECTION

DESCRIPTION

Routine inspection of a bridge is typically performed every two years. In certain circumstances, the routine inspection may be performed at reduced or extended intervals. **A qualified Team Leader must be onsite at all times during the routine inspection.** A typical NBIS routine field inspection will focus on the following components:

- Traffic safety features
- Deck
- Superstructure
- Substructure
- Roadway approaches
- Channel and slope protection, and
- Field postings or physical restrictions



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SCHEDULE INSPECTION

inspectX TestBridge1

NBI Bridges

Jump to structure

Inventory

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Schedule Inspection

Asset

TestBridge1

Inspection Types

Routine

Schedule for

6/13/2024

Team Lead

Stephanie Doolittle

Inspector

Chad Dowden

Joshua Hebert

Stephanie Doolittle

Reviewer

Stephanie Doolittle

Inspection Frequency

Inspection Comment

Schedule

Cancel

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INSPECTION






INSPECTION DATE	
B.IE.02	Inspection Begin Date
B.IE.03	Inspection Completion Date new
B.IE.11	Inspection Note new

ROUTINE INSPECTION

Description

Schedule Inspection

Inspection

- ▶  Inspection Date
-  Condition Rating
-  Inspection Notes
-  Channel Data
-  Maintenance

SNBI ITEMS/ADE

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SNBI ITEMS/ADE

BRIDGE ELEMENT LEVEL DATA

Description

Bridge Element Level Table

Element Level Condition States

CONDITION RATING

	Num Inspectors	
	Man-hours	
	Actual Detour Length	
B.C.01/07	Deck Condition Rating	
B.C.08	Bridge Joints Condition Rating - General B.C.	new
B.C.09	Channel Condition Rating	
B.C.10	Channel Protection Condition Rating	new
B.C.11	Scour Condition Rating	
B.C.14	NSTM Inspection Condition - General B.C.	new
B.IE.12	Inspection Equipment	new
	B.IE.12A Number of Hours	

CODING AND FIELD GUIDE

INSPECTION

INSPECTION NOTES

//EXECUTIVE SUMMARY

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//INSPECTION REMARKS

Record the information pertinent to the Inspection. Information to be included is:

- Temperature
- Any element or portion of an element(s) not able to be inspected
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- Inventory Photos (see below)
- School bus or truck violations of Posted Bridges
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//STRUCTURE NOTES

Record the information pertinent to the Structure. Information to be included is:

- Metric 17 note for Underwater Inspection
- Metric 19 note for Complex Structures for movable or cable stayed bridges

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SNBI ITEMS/ADE

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Description

Bridge Element Level Table

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INITIAL ROUTINE ROUTINE/NSTM SPECIAL DAMAGE HIGH WATER EVENT POSTING CHANGE UPDATE DISTRICT INVENTORY UPDATE

INSPECTION

CHANNEL DATA

//CORRECTION LOCATION

Record the horizontal distance from Abutment 1 to the location where you measured the Correction for Channel Bed Measurements, rounded to 1 decimal place (00.0).

//WATER LEVEL

Record the vertical distance from the Reference Point to the water surface. This value is to be measured in feet, rounded to 1 decimal place (00.0).

//CHANNEL BED COMMENTS

Record narrative to describe the material, condition, and any noted damage to the channel bed.

If the streambed profile has historically been taken on the upstream side, for example, and this changes during an inspection, add comments explaining why.

//SIDE OF STRUCTURE

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Top of Deck	Measurements were taken from the top of the deck

//CORRECTION

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//CHANNEL CROSS SECTION

Using the table in InspectX, insert measurement label (i.e. A1 for Abutment 1, B2 for Bent 2, etc.), for the horizontal location from Abutment 1, and depth measured, for each location measured along the structure.

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- At each abutment face
- At each bent
- At each midspan for each span 40 feet or longer

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Maintenance

SNBI ITEMS/ADE

BRIDGE ELEMENT LEVEL DATA

Description

Bridge Element Level Table

Element Level Condition States

MAINTENANCE

[Status](#)

[Priority](#)

[Type of Work](#)

[Component](#)

[Date Recommended](#)

[Can work be completed by District Forces](#)

[Agile Activity Code](#)

[Agile Work Request Number](#)

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SNBI ITEMS/ADE

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Description

Bridge Element Level Table

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ROUTINE/NONREDUNDANT STEEL TENSION MEMBER

DESCRIPTION

Nonredundant Steel Tension Member (NSTM) Inspection of a bridge is typically performed every two years on structures that have primary steel members fully or partially in tension and without load path redundancy, system redundancy or internal redundancy, whose failure may cause a portion of, or the entire bridge, to collapse. In certain circumstances, the routine inspection may be performed at reduced intervals. **An NSTM-qualified Team Leader must be onsite at all times during the NSTM inspection.**

A typical NBIS NSTM inspection will focus on the following components:

- NSTM Superstructure elements
- NSTM Substructure elements
- Field postings or physical restrictions



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ROUTINE/NSTM

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Bridge Element Level Table

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SCHEDULE INSPECTION

inspectX TestBridge1 NBI Bridges Jump to structure Inventory Schedule Inspection Maintenance

Schedule Inspection

Asset: TestBridge1

Inspection Types: NSTM (Fracture Critical) X

Schedule for: 6/13/2024

Team Lead: Stephanie Doolittle

Inspector: Chad Dowden X Joshua Hebert X Stephanie Doolittle X

Reviewer: Stephanie Doolittle X

Inspection Frequency:

Inspection Comment:

Schedule Cancel

Inspection comment required when the inspection is NOT a full routine along with the specific note that states "In lieu of a full routine..."

Inspection Note Examples

A Routine/NSTM inspection was conducted on a bridge

Record:

This routine/NSTM inspection completed a full routine inspection and a hands-on inspection of the following NSTMs: {describe}

COPY AND PASTE

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ROUTINE/NSTM


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NSTM INSPECTION

Nonredundant Steel Tension Member (NSTM) Inspection of a bridge is typically performed every two years on structures that have primary steel members fully or partially in tension and without load path redundancy, system redundancy or internal redundancy, whose failure may cause a portion of, or the entire bridge, to collapse. In certain circumstances, the routine inspection may be performed at reduced intervals. An NSTM-qualified Team Leader must be onsite at all times during the NSTM inspection. A typical NBIS NSTM inspection will focus on the following components:

- NSTM Superstructure elements
- NSTM Substructure elements
- Field postings or physical restrictions



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INSPECTION






ROUTINE/NSTM

Description

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NSTM Inspection

Inspection

- ▶  Inspection Date
-  Condition Rating
-  Inspection Notes
-  Channel Data
-  Maintenance

SNBI ITEMS/ADE

BRIDGE ELEMENT LEVEL DATA

Description

Bridge Element Level Table

Element Level Condition States

INSPECTION DATE

B.IE.02	Inspection Begin Date	
B.IE.03	Inspection Completion Date	new
B.IE.11	Inspection Note	new

CODING AND FIELD GUIDE

INSPECTION

ROUTINE/NSTM

Description

Schedule Inspection

NSTM Inspection

Inspection

 Inspection Date

 Condition Rating

 Inspection Notes

 Channel Data

 Maintenance

SNBI ITEMS/ADE

BRIDGE ELEMENT LEVEL DATA

Description

Bridge Element Level Table

Element Level Condition States

CONDITION RATING

[Num Inspectors](#)

[Man-hours](#)

[Actual Detour Length](#)

[B.C.14](#) NSTM Inspection Condition - General B.C. **new**

[B.IE.12](#) Inspection Equipment **new**

B.IE.12A Number of Hours

[B.IR.02](#) Fatigue Details **new**

[Pin and Hanger](#)

[Surface Thickness](#)

CODING AND FIELD GUIDE

ROUTINE/NSTM

Description

Schedule Inspection

NSTM Inspection

Inspection

 Inspection Date

 Condition Rating

  Inspection Notes

 Channel Data

 Maintenance

SNBI ITEMS/ADE

BRIDGE ELEMENT LEVEL DATA

Description

Bridge Element Level Table

Element Level Condition States

INITIAL ROUTINE ROUTINE/NSTM SPECIAL DAMAGE HIGH WATER EVENT POSTING CHANGE UPDATE DISTRICT INVENTORY UPDATE

INSPECTION

INSPECTION NOTES

// EXECUTIVE SUMMARY

Record information pertinent to the structure. Information to be included is repair recommendations and major findings.

//INSPECTION REMARKS

Record the information pertinent to the Inspection. Information to be included is:

- Temperature
- Any element or portion of an element(s) not able to be inspected
- Summary of element(s) being closely monitored
- Inventory Photos (see below)
- School bus or truck violations of Posted Bridges
- Findings not associated with Elements
- Project numbers and letting dates for upcoming or completed rehab/repair/replacement

//STRUCTURE NOTES

Record the information pertinent to the Structure. Information to be included is:

- Metric 17 note for Underwater Inspection
- Metric 19 note for Complex Structures for movable or cable stayed bridges

//UNDERWATER NOTES

Record the information pertinent to the Underwater Inspection. This information is for reference only and is provided by the most recent UWI (if applicable).

//PARISH INSPECTION NOTES

Record the information pertinent to the Parish Inspection. This information is for reference only and is provided by the most recent Parish Inspection (if applicable).

CODING AND FIELD GUIDE

INSPECTION

CHANNEL DATA

//CORRECTION LOCATION

Record the horizontal distance from Abutment 1 to the location where you measured the Correction for Channel Bed Measurements, rounded to 1 decimal place (00.0).

//WATER LEVEL

Record the vertical distance from the Reference Point to the water surface. This value is to be measured in feet, rounded to 1 decimal place (00.0).

//CHANNEL BED COMMENTS

Record narrative to describe the material, condition, and any noted damage to the channel bed.

If the streambed profile has historically been taken on the upstream side, for example, and this changes during an inspection, add comments explaining why.

//SIDE OF STRUCTURE

In the inventory direction, record which side of the bridge the channel cross section measurements were taken from by selecting the appropriate value from the drop-down menu in InspectX.

CODE	DESCRIPTION
Left	Measurements were taken from the left side of the structure
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Record what reference point was used for the channel cross section measurements using the appropriate value from the drop-down menu in InspectX.

CODE	DESCRIPTION
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Top of Deck	Measurements were taken from the top of the deck

//CORRECTION

Record the vertical distance from the Reference Point to the top of pile for Channel Bed Measurements. This value is to be measured in feet and rounded to one decimal place (00.0).

//CHANNEL CROSS SECTION

Using the table in InspectX, insert measurement label (i.e. A1 for Abutment 1, B2 for Bent 2, etc.), for the horizontal location from Abutment 1, and depth measured, for each location measured along the structure.

The streambed profile is normally measured manually by dropping a weighted tape from the bridge deck at uniform intervals, beginning at the abutment, each bent, and at each midspan for spans 40 feet or longer. Measurements will be taken along the upstream fascia of the bridge at a minimum as follows (other intervals are allowed as long as their distance is properly referenced):

- At each abutment face
- At each bent
- At each midspan for each span 40 feet or longer

ROUTINE/NSTM

Description

Schedule Inspection

NSTM Inspection

Inspection

 Inspection Date

 Condition Rating

 Inspection Notes

 Channel Data

 Maintenance

SNBI ITEMS/ADE

BRIDGE ELEMENT LEVEL DATA

Description

Bridge Element Level Table

Element Level Condition States

CODING AND FIELD GUIDE

INSPECTION






ROUTINE/NSTM

Description

Schedule Inspection

NSTM Inspection

Inspection

-  Inspection Date
-  Condition Rating
-  Inspection Notes
-  Channel Data
-  Maintenance

SNBI ITEMS/ADE

BRIDGE ELEMENT LEVEL DATA

Description

Bridge Element Level Table

Element Level Condition States

MAINTENANCE

[Status](#)

[Priority](#)

[Type of Work](#)

[Component](#)

[Date Recommended](#)

[Can work be completed by District Forces](#)

[Agile Activity Code](#)

[Agile Work Request Number](#)

CODING AND FIELD GUIDE

SPECIAL (NON-RECURRING) OR INTERIM

DESCRIPTION

Non-recurring Special Inspections are carried out to monitor areas with localized deficiencies rather than requiring inspection of an entire structure on a shorter interval. They will be performed in periods between routine and/or underwater inspections.

A qualified Team Leader must be onsite at all times during the special inspection and there must be a documented inspection procedure in place which identifies the area(s) to be inspected, methods to be used, and other pertinent information to ensure an adequate special inspection is performed.



SPECIAL (NON-RECURRING) OR INTERIM

Description

Schedule Inspection

Inspection

Inspection Date

Condition Rating

Inspection Notes

Channel Data

Maintenance

SNBI ITEMS/ADE

BRIDGE ELEMENT LEVEL DATA

Description

Bridge Element Level Table

Element Level Condition States

CODING AND FIELD GUIDE

SCHEDULE INSPECTION

SPECIAL (NON-RECURRING) OR INTERIM

Description

Schedule Inspection

Inspection

Inspection Date

Condition Rating

Inspection Notes

Channel Data

Maintenance

SNBI ITEMS/ADE

BRIDGE ELEMENT LEVEL DATA

Description

Bridge Element Level Table

Element Level Condition States

inspectX TestBridge1 NBI Bridges Jump to structure Inventory Schedule Inspection Maintenance

Schedule Inspection

Asset

TestBridge1

Inspection Types

Special (Non-Recurring) X

Schedule for

6/13/2024

Team Lead

Stephanie Doolittle

Inspector

Chad Dowden X

Joshua Hebert X

Stephanie Doolittle X

Reviewer

Stephanie Doolittle X

Inspection Frequency

Inspection Comment

Schedule

Cancel

Inspection comment required when the inspection is NOT a full routine along with the specific note that states "In lieu of a full routine..."

Inspection Note Examples

A Special (Non-recurring) inspection was performed on a bridge.

- This Special Inspection documented the following recently completed repairs: {describe}

An Interim (For Closure) inspection was performed on a bridge.

- This was a 6 month Interim Inspection to document bridge closure.

An Interim (for CS2) inspection was performed on a bridge.

- This was a 6 month interim inspection to document {describe} deficiencies.

COPY AND PASTE

CODING AND FIELD GUIDE






INSPECTION

SPECIAL (NON-RECURRING) OR INTERIM

Description

Schedule Inspection

Inspection

- ▶  Inspection Date
-  Condition Rating
-  Inspection Notes
-  Channel Data
-  Maintenance

SNBI ITEMS/ADE

BRIDGE ELEMENT LEVEL DATA

Description

Bridge Element Level Table

Element Level Condition States

INSPECTION DATE

B.IE.02	Inspection Begin Date	
B.IE.03	Inspection Completion Date	new
B.IE.11	Inspection Note	new

CODING AND FIELD GUIDE

INSPECTION

SPECIAL (NON-RECURRING) OR INTERIM

Description

Schedule Inspection

Inspection

 Inspection Date

 Condition Rating

 Inspection Notes

 Channel Data

 Maintenance

SNBI ITEMS/ADE

BRIDGE ELEMENT LEVEL DATA

Description

Bridge Element Level Table

Element Level Condition States

CONDITION RATING

	Num Inspectors	
	Man-hours	
	Actual Detour Length	
B.C.01/07	Deck Condition Rating	
B.C.08	Bridge Joints Condition Rating - General B.C.	new
B.C.09	Channel Condition Rating	
B.C.10	Channel Protection Condition Rating	new
B.C.11	Scour Condition Rating	
B.IE.12	Inspection Equipment	new

CODING AND FIELD GUIDE

INSPECTION

INSPECTION NOTES

//EXECUTIVE SUMMARY

Record information pertinent to the structure. Information to be included is repair recommendations and major findings.

//INSPECTION REMARKS

Record the information pertinent to the Inspection. Information to be included is:

- Temperature
- Any element or portion of an element(s) not able to be inspected
- Summary of element(s) being closely monitored
- Inventory Photos (see below)
- School bus or truck violations of Posted Bridges
- Findings not associated with Elements
- Project numbers and letting dates for upcoming or completed rehab/repair/replacement

//STRUCTURE NOTES

Record the information pertinent to the Structure. Information to be included is:

- Metric 17 note for Underwater Inspection
- Metric 19 note for Complex Structures for movable or cable stayed bridges

//UNDERWATER NOTES

Record the information pertinent to the Underwater Inspection. This information is for reference only and is provided by the most recent UWI (if applicable).

//PARISH INSPECTION NOTES

Record the information pertinent to the Parish Inspection. This information is for reference only and is provided by the most recent Parish Inspection (if applicable).

SPECIAL (NON-RECURRING) OR INTERIM

Description

Schedule Inspection

Inspection

 Inspection Date

 Condition Rating

  Inspection Notes

 Channel Data

 Maintenance

SNBI ITEMS/ADE

BRIDGE ELEMENT LEVEL DATA

Description

Bridge Element Level Table

Element Level Condition States

CODING AND FIELD GUIDE

INSPECTION

CHANNEL DATA

//CORRECTION LOCATION

Record the horizontal distance from Abutment 1 to the location where you measured the Correction for Channel Bed Measurements, rounded to 1 decimal place (00.0).

//WATER LEVEL

Record the vertical distance from the Reference Point to the water surface. This value is to be measured in feet, rounded to 1 decimal place (00.0).

//CHANNEL BED COMMENTS

Record narrative to describe the material, condition, and any noted damage to the channel bed.

If the streambed profile has historically been taken on the upstream side, for example, and this changes during an inspection, add comments explaining why.

//SIDE OF STRUCTURE

In the inventory direction, record which side of the bridge the channel cross section measurements were taken from by selecting the appropriate value from the drop-down menu in InspectX.

CODE	DESCRIPTION
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Record what reference point was used for the channel cross section measurements using the appropriate value from the drop-down menu in InspectX.

CODE	DESCRIPTION
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Top of Deck	Measurements were taken from the top of the deck

//CORRECTION

Record the vertical distance from the Reference Point to the top of pile for Channel Bed Measurements. This value is to be measured in feet and rounded to one decimal place (00.0).

//CHANNEL CROSS SECTION

Using the table in InspectX, insert measurement label (i.e. A1 for Abutment 1, B2 for Bent 2, etc.), for the horizontal location from Abutment 1, and depth measured, for each location measured along the structure.

The streambed profile is normally measured manually by dropping a weighted tape from the bridge deck at uniform intervals, beginning at the abutment, each bent, and at each midspan for spans 40 feet or longer. Measurements will be taken along the upstream fascia of the bridge at a minimum as follows (other intervals are allowed as long as their distance is properly referenced):






- At each abutment face
- At each bent
- At each midspan for each span 40 feet or longer

SPECIAL (NON-RECURRING) OR INTERIM

Description

Schedule Inspection

Inspection

-  Inspection Date
-  Condition Rating
-  Inspection Notes
-  Channel Data
-  Maintenance

SNBI ITEMS/ADE

BRIDGE ELEMENT LEVEL DATA

- Description
- Bridge Element Level Table
- Element Level Condition States

CODING AND FIELD GUIDE






INSPECTION

SPECIAL (NON-RECURRING) OR INTERIM

Description

Schedule Inspection

Inspection

-  Inspection Date
-  Condition Rating
-  Inspection Notes
-  Channel Data
-  Maintenance

SNBI ITEMS/ADE

BRIDGE ELEMENT LEVEL DATA

- Description
- Bridge Element Level Table
- Element Level Condition States

MAINTENANCE

	Status
	Priority
	Type of Work
	Component
	Date Recommended
	Can work be completed by District Forces
	Agile Activity Code
	Agile Work Request Number

CODING AND FIELD GUIDE

DAMAGE

DESCRIPTION

Damage inspections happen when outside forces have caused damage to one or more bridge elements. Examples include over height load impacts to superstructures or barge strikes to substructure columns. These inspections are conducted on an as-needed, callout basis.



DAMAGE

Description

Schedule Inspection

Inspection

- Inspection Date
- Condition Rating
- Inspection Notes
- Channel Data
- Maintenance

SNBI ITEMS/ADE

BRIDGE ELEMENT LEVEL DATA

- Description
- Bridge Element Level Table
- Element Level Condition States

CODING AND FIELD GUIDE

SCHEDULE INSPECTION

inspectX TestBridge1 NBI Bridges Jump to structure Inventory Schedule Inspection Maintenance

Schedule Inspection

Asset: TestBridge1

Inspection Types: Damage

Schedule for: 6/13/2024

Team Lead: Stephanie Doolittle

Inspector: Chad Dowden, Joshua Hebert, Stephanie Doolittle

Reviewer: Stephanie Doolittle

Inspection Frequency:

Inspection Comment:

Schedule Cancel

Inspection comment required when the inspection is NOT a full routine along with the specific note that states "In lieu of a full routine..."

Inspection Note Examples

A Damage inspection performed on a bridge.

- This Damage Inspection documented traffic impact damage to Girders #-# at Span #.

COPY AND PASTE

DAMAGE

Description

Schedule Inspection

Inspection

- Inspection Date
- Condition Rating
- Inspection Notes
- Channel Data
- Maintenance

SNBI ITEMS/ADE

BRIDGE ELEMENT LEVEL DATA

- Description
- Bridge Element Level Table
- Element Level Condition States

CODING AND FIELD GUIDE

INSPECTION






INSPECTION DATE	
B.IE.02	Inspection Begin Date
B.IE.03	Inspection Completion Date new
B.IE.11	Inspection Note new

DAMAGE

Description

Schedule Inspection

Inspection

-  Inspection Date
-  Condition Rating
-  Inspection Notes
-  Channel Data
-  Maintenance

SNBI ITEMS/ADE

BRIDGE ELEMENT LEVEL DATA

- Description
- Bridge Element Level Table
- Element Level Condition States

CODING AND FIELD GUIDE

INSPECTION

DAMAGE

Description

Schedule Inspection

Inspection

 Inspection Date

 Condition Rating

 Inspection Notes

 Channel Data

 Maintenance

SNBI ITEMS/ADE

BRIDGE ELEMENT LEVEL DATA

Description

Bridge Element Level Table

Element Level Condition States

CONDITION RATING

	Num Inspectors	
	Man-hours	
	Actual Detour Length	
B.C.01/07	Deck Condition Rating	
B.C.08	Bridge Joints Condition Rating - General B.C.	new
B.C.09	Channel Condition Rating	
B.C.10	Channel Protection Condition Rating	new
B.C.11	Scour Condition Rating	
B.IE.12	Inspection Equipment	new

CODING AND FIELD GUIDE

INSPECTION

INSPECTION NOTES

//EXECUTIVE SUMMARY

Record information pertinent to the structure. Information to be included is repair recommendations and major findings.

//INSPECTION REMARKS

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DAMAGE

Description

Schedule Inspection

Inspection

 Inspection Date

 Condition Rating

  Inspection Notes

 Channel Data

 Maintenance

SNBI ITEMS/ADE

BRIDGE ELEMENT LEVEL DATA

Description

Bridge Element Level Table

Element Level Condition States

CODING AND FIELD GUIDE

INSPECTION

CHANNEL DATA

//CORRECTION LOCATION

Record the horizontal distance from Abutment 1 to the location where you measured the Correction for Channel Bed Measurements, rounded to 1 decimal place (00.0).

//WATER LEVEL

Record the vertical distance from the Reference Point to the water surface. This value is to be measured in feet, rounded to 1 decimal place (00.0).

//CHANNEL BED COMMENTS

Record narrative to describe the material, condition, and any noted damage to the channel bed.

If the streambed profile has historically been taken on the upstream side, for example, and this changes during an inspection, add comments explaining why.

//SIDE OF STRUCTURE

In the inventory direction, record which side of the bridge the channel cross section measurements were taken from by selecting the appropriate value from the drop-down menu in InspectX.

CODE	DESCRIPTION
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//CHANNEL CROSS SECTION

Using the table in InspectX, insert measurement label (i.e. A1 for Abutment 1, B2 for Bent 2, etc.), for the horizontal location from Abutment 1, and depth measured, for each location measured along the structure.

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- At each abutment face
- At each bent
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DAMAGE

Description

Schedule Inspection

Inspection

-  Inspection Date
-  Condition Rating
-  Inspection Notes
-  Channel Data
-  Maintenance

SNBI ITEMS/ADE

BRIDGE ELEMENT LEVEL DATA

- Description
- Bridge Element Level Table
- Element Level Condition States

CODING AND FIELD GUIDE

INSPECTION

DAMAGE

Description

Schedule Inspection

Inspection



Inspection Date



Condition Rating



Inspection Notes



Channel Data



Maintenance

SNBI ITEMS/ADE

BRIDGE ELEMENT LEVEL DATA

Description

Bridge Element Level Table

Element Level Condition States

MAINTENANCE

[Status](#)

[Priority](#)

[Type of Work](#)

[Component](#)

[Date Recommended](#)

[Can work be completed by District Forces](#)

[Agile Activity Code](#)

[Agile Work Request Number](#)

CODING AND FIELD GUIDE

HIGH WATER EVENT INSPECTION

DESCRIPTION

A high water event inspection is typically the result of concerns that flooding may cause, or be causing, scour around the footings of a structure. These inspections are conducted on an as-needed callout basis and may take place prior to water levels receding but may also occur after the event to assess the final soil profile.

Active Scour

This item is to be recorded Yes if scour has occurred during a high water event that is currently under way. Otherwise, it is to be recorded No.

Debris

This item is to be recorded Yes, if there is drift that has accumulated at the bridge.

Overtopping

This item is to be recorded Yes if the structure shows signs of overtopping from the current high water event. Signs of overtopping may include streamflow debris accumulated on the bridge deck or rails, damage to the rails (or missing rails) resulting from hydraulic forces, etc.

High Water Notes

This item is to be used to record a description of bridge conditions during the current high water event.



HIGH WATER EVENT INSPECTION

Description

Schedule Inspection

Inspection

Inspection Date

Channel Data

Maintenance

SNBI ITEMS/ADE

BRIDGE ELEMENT LEVEL DATA

Description

Bridge Element Level Table

Element Level Condition States

CODING AND FIELD GUIDE

HIGH WATER EVENT INSPECTION

Description

Schedule Inspection

Inspection

Inspection Date

Channel Data

Maintenance

SNBI ITEMS/ADE

BRIDGE ELEMENT LEVEL DATA

Description

Bridge Element Level Table

Element Level Condition States

SCHEDULE INSPECTION

inspectX TestBridge1 NBI Bridges Jump to structure Inventory Schedule Inspection Maintenance

Schedule Inspection

Asset

TestBridge1

Inspection Types

High Water Event X

Schedule for

6/13/2024

Team Lead

Stephanie Doolittle

Inspector

Chad Dowden X

Joshua Hebert X

Stephanie Doolittle X

Reviewer

Stephanie Doolittle X

Inspection Frequency

Inspection Comment

Schedule

Cancel

Inspection comment required when the inspection is NOT a full routine along with the specific note that states "In lieu of a full routine..."

Inspection Note Examples

A High Water Event inspection performed on a bridge.

- This High Water Event inspection was completed in response to Hurricane {name}.

Or

- This High Water Event inspection was completed following a heavy rain event on {mm/dd/yy}.

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CODING AND FIELD GUIDE

INSPECTION

INSPECTION DATE




B.IE.02	Inspection Begin Date	
B.IE.03	Inspection Completion Date	new
B.IE.11	Inspection Note	new

HIGH WATER EVENT INSPECTION

Description

Schedule Inspection

Inspection

-  Inspection Date
-  Channel Data
-  Maintenance

SNBI ITEMS/ADE

BRIDGE ELEMENT LEVEL DATA

- Description
- Bridge Element Level Table
- Element Level Condition States

CODING AND FIELD GUIDE

INSPECTION

CHANNEL DATA

//CORRECTION LOCATION

Record the horizontal distance from Abutment 1 to the location where you measured the Correction for Channel Bed Measurements, rounded to 1 decimal place (00.0).

//WATER LEVEL

Record the vertical distance from the Reference Point to the water surface. This value is to be measured in feet, rounded to 1 decimal place (00.0).

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Record narrative to describe the material, condition, and any noted damage to the channel bed.

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In the inventory direction, record which side of the bridge the channel cross section measurements were taken from by selecting the appropriate value from the drop-down menu in InspectX.

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CODE	DESCRIPTION
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Top of Deck	Measurements were taken from the top of the deck

//CORRECTION

Record the vertical distance from the Reference Point to the top of pile for Channel Bed Measurements. This value is to be measured in feet and rounded to one decimal place (00.0).

//CHANNEL CROSS SECTION

Using the table in InspectX, insert measurement label (i.e. A1 for Abutment 1, B2 for Bent 2, etc.), for the horizontal location from Abutment 1, and depth measured, for each location measured along the structure.

The streambed profile is normally measured manually by dropping a weighted tape from the bridge deck at uniform intervals, beginning at the abutment, each bent, and at each midspan for spans 40 feet or longer. Measurements will be taken along the upstream fascia of the bridge at a minimum as follows (other intervals are allowed as long as their distance is properly referenced):

- At each abutment face
- At each bent
- At each midspan for each span 40 feet or longer

HIGH WATER EVENT INSPECTION

Description

Schedule Inspection

Inspection

 Inspection Date

 Channel Data

 Maintenance

SNBI ITEMS/ADE

BRIDGE ELEMENT LEVEL DATA

Description

Bridge Element Level Table

Element Level Condition States

CODING AND FIELD GUIDE

INSPECTION

HIGH WATER EVENT INSPECTION

Description

Schedule Inspection

Inspection

 Inspection Date

 Channel Data

 Maintenance

SNBI ITEMS/ADE

BRIDGE ELEMENT LEVEL DATA

Description

Bridge Element Level Table

Element Level Condition States

MAINTENANCE

[Status](#)

[Priority](#)

[Type of Work](#)

[Component](#)

[Date Recommended](#)

[Can work be completed by District Forces](#)

[Agile Activity Code](#)

[Agile Work Request Number](#)

CODING AND FIELD GUIDE

POSTING CHANGE UPDATE

DESCRIPTION

Posting change updates are entered into the inspection software when the load posting changes for a particular bridge, including bridge closures. This may be the result of a request for evaluation of a posting after structural improvements have been made or when significant additional deterioration is found during field inspection.

POSTING CHANGE UPDATE

Description

Schedule Inspection

Inspection

✎ Inspection Date

Posting Change

SNBI ITEMS/ADE

BRIDGE ELEMENT LEVEL DATA

Description

Bridge Element Level Table

Element Level Condition States



CODING AND FIELD GUIDE

SCHEDULE INSPECTION

POSTING CHANGE UPDATE

Description

Schedule Inspection

Inspection

Inspection Date

Posting Change

SNBI ITEMS/ADE

BRIDGE ELEMENT LEVEL DATA

Description

Bridge Element Level Table

Element Level Condition States

The screenshot shows the 'inspect X' software interface for scheduling an inspection. The top navigation bar includes 'inspect X TestBridge1', 'NBI Bridges', 'Jump to structure', and tabs for 'Inventory', 'Schedule', 'Inspection', and 'Maintenance'. The main form is titled 'Schedule Inspection' and contains the following fields:

- Asset:** TestBridge1
- Inspection Types:** Posting Change Update
- Schedule for:** 6/13/2024
- Team Lead:** Stephanie Doolittle
- Inspector:** Chad Dowden, Joshua Hebert, Stephanie Doolittle
- Reviewer:** Stephanie Doolittle
- Inspection Frequency:** (empty)
- Inspection Comment:** (empty)

At the bottom right of the form, there are 'Schedule' and 'Cancel' buttons.

Inspection comment required when the inspection is NOT a full routine along with the specific note that states "In lieu of a full routine..."

Inspection Note Examples

A Posting Change Update was performed for a bridge.

- This Posting Change Update was done to change the load posting from {load} to {load}.

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CODING AND FIELD GUIDE

INSPECTION

POSTING CHANGE UPDATE

Description

Schedule Inspection

Inspection

▶  Inspection Date

Posting Change

SNBI ITEMS/ADE

BRIDGE ELEMENT LEVEL DATA

Description

Bridge Element Level Table

Element Level Condition States

INSPECTION DATE

B.IE.02	Inspection Begin Date	
B.IE.03	Inspection Completion Date	new
B.IE.11	Inspection Note	new

CODING AND FIELD GUIDE

INSPECTION

POSTING CHANGE UPDATE

Description

Schedule Inspection

Inspection

 Inspection Date

 Posting Change

SNBI ITEMS/ADE

BRIDGE ELEMENT LEVEL DATA

Description

Bridge Element Level Table

Element Level Condition States

POSTING CHANGE

[B.PS.01](#) Load Posting Status

[B.PS.02](#) Posting Status Change Date

new

[Posted Load](#)

[EV Posted Load](#)

CODING AND FIELD GUIDE

DISTRICT INVENTORY UPDATE

DESCRIPTION

Inventory Updates are performed by HQ or the District to make data corrections when there is a change or error in the bridge's inventory data. A typical NBIS Inventory Update inspection will focus on the following components:

- Deck and bridge rail elements
- Superstructure elements
- Substructure elements
- Postings or physical restrictions



DISTRICT INVENTORY UPDATE

Description

Schedule Inspection

Inventory

 Identification

 SNBI Spans

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SCHEDULE INSPECTION

inspectX TestBridge1 NBI Bridges Jump to structure Inventory Schedule Inspection Maintenance

Schedule Inspection

Asset: TestBridge1

Inspection Types: District Inventory Update

Schedule for: 6/13/2024

Team Lead: Stephanie Doolittle

Inspector: Chad Dowden, Joshua Hebert, Stephanie Doolittle

Reviewer: Stephanie Doolittle

Inspection Frequency:

Inspection Comment:

Schedule Cancel

Inspection comment required when the inspection is NOT a full routine along with the specific note that states "In lieu of a full routine..."

Inspection Note Examples

A District Inventory Update was performed for a bridge.

- This District Inventory Update was done to update the following items: {List SNBI Item numbers}

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B.W.01	Year Built	
	Project Number	
	Facility Type	
	Total Num Spans	
B.L.01	State Code	
	ON OFF	
B.L.02	Parish Code	
B.L.03	Place Code	
B.L.04	Highway Agency District	
	District Inspected By	
B.L.05/06	Latitude	
	End Latitude and Longitude	
B.L.11	Bridge Location	
B.L.12	Metropolitan Planning Organization	new
B.CL.01	Owner	
B.CL.02	Maintenance Responsibility	
B.CL.03	Federal or Tribal Land Access	
B.CL.04	Historic Significance	
	SHPO Num	
	Preservation Category	
B.CL.05	Toll	
B.CL.06	Emergency Evacuation Designation	new
B.AP.01	Approach Roadway Alignment	
B.AP.05	Seismic Vulnerability	new

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B.SP.01	Span Configuration Designation	
B.SP.02	Number of Spans	
B.SP.03	Number of Beam Lines	new
B.SP.04	Span Material	
B.SP.05	Span Continuity	
B.SP.06	Span Type	
B.SP.07	Span Protective System	new
B.SP.08	Deck Interaction	new
B.SP.09	Deck Material and Type	
B.SP.10	Wearing Surface	
B.SP.11	Deck Protective System	
B.SP.12	Deck Reinforcing Protective System	
B.SP.13	Deck Stay-in-Place Forms	new
B.SB.01	Substructure Configuration Designation	new
B.SB.02	Number of Substructure Units	new
B.SB.03	Substructure Material	new
B.SB.04	Substructure Type	new
B.SB.05	Substructure Protective System	new
B.SB.06	Foundation Type	new
B.SB.07	Foundation Protective System	new

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B.G.01	NBIS Bridge Length	
B.G.02	Total Bridge Length	
B.G.03/04	Maximum Span Length	new
B.G.05	Bridge Width Out-to-Out	
B.G.06	Bridge Width Curb-to-Curb	
B.G.07/08	Left and Right Curb or Sidewalk Width	
B.G.09	Approach Roadway Width	
B.G.10	Bridge Median	
B.G.11	Skew	
B.G.12	Curved Bridge	new
B.G.13	Maximum Bridge Height	new
B.G.14	Sidehill Bridge	new
B.G.15	Irregular Deck Area	new
B.RH.01/02	Bridge Railings & Transitions	

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B.F.01	Feature Type
B.F.02	Feature Location
B.F.03	Feature Name
B.H.01	Functional Classification
B.H.02	Urban Code
B.H.03	NHS Designation
B.H.04	National Highway Freight Network
B.H.05	STRAHNET Designation
B.H.06	LRS Route ID
B.H.07	LRS Mile Point
B.H.08	Lanes on Highway
B.H.09	Annual Average Daily Traffic
B.H.10	Annual Average Daily Truck Traffic
B.H.11	Year of Annual Average Daily traffic
B.H.12	Highway Maximum Usable Vertical Clearance
B.H.13	Highway Minimum Vertical Clearance
B.H.14	Highway Minimum Horizontal Clearance, Left
B.H.15	Highway Minimum Horizontal Clearance, right
B.H.16	Highway Maximum Usable Surface Width

B.H.17	Bypass Detour Length
B.H.18	Crossing Bridge Number 
B.RT.01	Route Designation (children to hwy rte) 
B.RT.03	Route Direction (children to hwy rte)
B.RT.04	Route Type (children to hwy rte)
B.RT.05	Service Type (children to hwy rte)
B.RT.02	Route Number (children to hwy rte)
B.RR.01	Railroad Service Type 
B.RR.02	Railroad Minimum Vertical Clearance
B.RR.03	Railroad Minimum Horizontal Offset
B.N.06	Substructure Navigation Protection

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UNIT NAMES/SORT

When the structure has multiple superstructure types, the segments are to be given labels that sort them according to spans and types. This section is only to be used for structures with multiple superstructure types.

//LABEL

The Units are to be labeled according to the Span Numbers associated with the unit.

//TYPE

The Unit Type, representing the kind of structure in the unit, is to be selected from the pull-down menu in InspectX according to the options below.

CODE	DESCRIPTION
A	Approach
F	Frame
m	Main
O	Other

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IDENTIFICATION

B.ID.01	Bridge Number	
B.ID.02	Bridge Name	new
B.ID.03	Previous Bridge Number	new
	Bridge Type	
B.W.01	Year Built	
	Project Number	
	Facility Type	
	Total Num Spans	

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B.ID.01 – BRIDGE NUMBER

(Inspection type: Initial)

The bridge number to be recorded for all new bridges is the 6-digit recall number. Recall numbers are generated by the DOTD Headquarters Bridge Inspection Office. To request a recall number, send Add/Delete form to your HQ QA Representative.

Existing bridges will retain their Structure Number (NBI Item 8) under this item until further notice. The number will be pre-populated by HQ and is not to be modified.

B.ID.02 – BRIDGE NAME

(Inspection type: Initial) **new**

Record the commonly known name(s) for the bridge. For more than one name, record all names with the most common name first. Separate multiple names with pipe (|) delimiters (no spaces). If there is no formal name, use the Route and Feature Crossed.

Bridge Number Example below. ▼

B.ID.03 – PREVIOUS BRIDGE NUMBER

(Inspection type: Initial) **new**

When a bridge has been replaced, record the structure number previously associated with the bridge. If there is no previous bridge number, this is recorded as 0.

Bridge Number Example: US 90 @ Mississippi River | Huey P. Long Bridge | Old Bridge



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// BRIDGE TYPE

Select from dropdown in **InspectX** a six-character designation for the structure type represented by the main span description. Applicable codes are shown below.

CODE	DESCRIPTION
TIMBER SPANS	
TTTRES	Treated Timber Trestles
TTTCOF	Treated Timber Trestles (w/Concrete Deck)
TTTLAM	Treated Timber Trestles (W/Laminated Deck or Stringers)
TIMBER & STEEL SPANS	
CIBTTF	Timber Trestle w/I-Beam Stringers (w/Timber Deck)
CIBTCF	Timber Trestle w/I-Beam Stringers (w/Concrete Deck)
CONCRETE GIRDER/SLAB SPANS	
COSLAB	Concrete Slab
LWSLAB	Lightweight Concrete Slab
CNTSLB	Concrete Slab – Continuous
COPCSS	Concrete Precast Slab Units
LWPCSS	Lightweight Concrete Precast Slab Units
COCHAN	Concrete Channel Units
COVSLB	Concrete Voided Slab
CODEKG	Concrete Deck Girder
CNTCDG	Concrete Deck Girder - Continuous
COPSGR	Concrete Prestressed Girders
CCPSGR	Concrete Prestressed Girders - Continuous
COBXGR	Concrete Box Girder
CBXSEG	Concrete Box Girder – Segmental
CULVERTS (OVER 20 FT TOTAL OPENING)	
BOXCLV	Box Culvert(s)
FRACLV	Frame Culvert(s)
ARCCLV	Arch Culvert(s)
PIPCLV	Pipe Culvert(s)

CODE	DESCRIPTION
MOVABLE SPANS	
TRSWNG	Truss Swing Span
PGSWNG	Steel Plate Girder Swing Span
TRBASC	Steel Truss Bascule Span
PGBASC	Steel Plate Girder Bascule Span
STVERT	Steel Tower Vertical Lift Span
COVERT	Concrete Tower Vertical Lift Span
PONTON	Pontoon Bridge
STEEL GIRDER SPANS	
STSIBM	Steel I-Beam (Simple Span)
STCIBM	Steel I-Beam - Continuous
STPLGR	Steel Girder (w/Floor Beams or Pin & Hanger)
STCUGR	Steel Curved Girder
STBXGR	Steel Box Girder
STCUBX	Steel Curved Box Girder
STCAGR	Cable Stayed
TRUSS SPANS	
STHTR	Steel Simple Through Truss
STCANT	Steel Cantilevered Through Truss
STPONY	Steel Pony Truss
STDKTR	Steel Deck Truss
MISCELLANEOUS STRUCTURES	
FERRYT	Ferry – Toll
RRFLCR	Railroad Flat Car
PEDXNG	Pedestrian Walkway
BAILEY	Bailey, ACRO, or other “Portable Army type” Bridging

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B.W.01 – YEAR BUILT

(Inspection type: Initial, Inventory Update)

Record the year in which the original structure was completed. In the case of phase construction, record the year during which the first phase was open to traffic. This value must be entered as a 4-digit number. This item may not be left blank.

// PROJECT NUMBER

Record the State Project Number of the original construction project. Rehabilitation and widening projects are excluded.

If the bridge is an Off-system bridge constructed by the parish, record PARISH.

If the bridge was constructed by the statewide bridge crew, record STATEWIDE.

For new bridges, this item may not be left blank.

// FACILITY TYPE

Record the facility type by using the appropriate value from the drop-down menu in InspectX. This item may not be left blank.

CODE	DESCRIPTION
B	Highway Bridge – a bridge over a stream or other natural, geographic barrier.
O	Overpass – a bridge over a road or railroad.
U	Underpass – any bridge not on the state highway system entered purely for height restrictions. For example: a railroad or pedestrian crossing.
F	Ferry Landing

// TOTAL NUM SPANS

Record the total number of spans for the bridge.

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B.L.01	State Code
	ON OFF
B.L.02	Parish Code
B.L.03	Place Code
B.L.04	Highway Agency District
	District Inspected By
B.L.05/06	Latitude and Longitude
	End Latitude and Longitude
B.L.11	Bridge Location
B.L.12	Metropolitan Planning Organization 

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B.L.01 – STATE CODE

(Inspection type: Initial, Inventory Update)

Louisiana is to be recorded 22.

// ON_OFF

Record the system on which the bridge is inventoried using the appropriate value from the drop-down menu in InspectX. This item may not be left blank.

CODE	DESCRIPTION
ON	State maintained highway system
OFF	Any non-state maintained highway

B.L.02 – PARISH CODE ▶

(Inspection type: Initial, Inventory Update)

Record the FIPS code by selecting the appropriate Parish for the structure's location from the drop-down menu in InspectX. This item may not be left blank.

B.L.03 – PLACE CODE

(Inspection type: Initial, Inventory Update)

Record the FIPS place code as appropriate for the structure's location from the drop-down menu in InspectX. This item may not be left blank.

This drop-down menu is only searchable using Ctrl-F when the options window is open. If your specific place is not listed, select 00000 – Unassigned Place.

B.L.04 – HIGHWAY AGENCY DISTRICT ▶

(Inspection type: Initial, Inventory Update)

Record the District where the structure is located using the appropriate value from the drop-down menu in InspectX.

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Location

// DISTRICT INSPECTED BY

From the drop-down menu in InspectX, select the DOTD District which is actually responsible for inspection of the bridge. This item is not to be left blank.

CODE	DISTRICT NAME
02	Bridge City
03	Lafayette
04	Bossier City
05	Monroe
07	Lake Charles
08	Alexandria
58	Chase
61	Baton Rouge
62	Hammond

B.L.05/06 – LATITUDE AND LONGITUDE

(Inspection type: Initial, Inventory Update)

Record the latitude (B.L.05) and longitude (B.L.06) of the beginning bridge location in decimal degrees, rounded to six decimal places (00.000000).

For routine inspections, the recorded value shall remain the same as input during the initial inspection, so long as the previously recorded value is reasonably accurate.

Note: Longitude values in Louisiana must be negative as it is located west of the prime meridian.

Latitude/Longitude Example

The beginning of a structure is located at 31°13'15.35"N 92°28'03.00"W

- **Record:** B.L.05: 31.22093
B.L.06: -92.46750

// END BRIDGE LATITUDE AND LONGITUDE

Record the latitude and longitude of the last abutment location in the direction of the LRS ID in decimal degrees, rounded to six decimal places (00.000000).

For routine inspections, the recorded value shall remain the same as input during the initial inspection, so long as the previously recorded value is reasonably accurate.

Note: Longitude values in Louisiana must be negative as it is located west of the prime meridian.

End Bridge Latitude/Longitude Example

The end of a structure is located at N 31°13'16.32"N 92°28'02.64"W

- **Record:** End Latitude: 31.22120
End Longitude: -92.46740

B.L.11 – BRIDGE LOCATION

(Inspection type: Initial, Inventory Update)

Record a description of the bridge location relative the nearest state route along the same route carried by the bridge. If no state route is available, use the nearest local junction.

Bridge Location Example

Structure Recall Number 020056, Bayou Fatma @ Wall-N.B.

- **Record:** 0.8 mi S of Lapalco Blvd.

B.L.12 – METROPOLITAN PLANNING ORGANIZATION new

(Inspection type: Initial, Inventory Update)

Record the name of the Metropolitan Planning Organization (MPO) in which the bridge is located, using the drop-down menu in InspectX. When the bridge is not within the limits of an MPO, record None. This item may not be left blank. MPOs in Louisiana can be found at the following link:

http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Multimodal/Data_Collection/Mapping/Proposed%20MPO%20Maps/Forms/AllItems.aspx

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B.CL.01	Owner	
B.CL.02	Maintenance Responsibility	
B.CL.03	Federal or Tribal Land Access	
B.CL.04	Historic Significance	
	SHPO Num	
	Preservation Category	
B.CL.05	Toll	
B.CL.06	Emergency Evacuation Designation	new

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B.CL.01 – OWNER

(Inspection type: Initial, Inventory Update)

The agency that owns the bridge is to be recorded using the appropriate value chosen from the drop-down menu in InspectX. This item may not be left blank.

B.CL.02 – MAINTENANCE RESPONSIBILITY

(Inspection type: Initial, Inventory Update)

The agency with primary maintenance responsibility for the bridge will be recorded under this item using the appropriate value chosen from the drop-down menu in InspectX. This item may not be left blank.

B.CL.03 – FEDERAL OR TRIBAL LAND ACCESS

(Inspection type: Initial, Inventory Update)

Structures owned by State or local jurisdictions on highways which lead to and/or traverse through any Federally managed land or Tribal government property may be eligible for funding from the Federal Lands Access Program. Record the appropriate code chosen from the drop-down menu in InspectX. Record N unless you have documentation showing otherwise. Attach documentation in the files tab in InspectX. This item may not be left blank.

B.CL.04 – HISTORIC SIGNIFICANCE

(Inspection type: Initial, Inventory Update) During initial inventory of a new bridge, this value is to be recorded N. If the significance of a structure changes, HQ will update this value. This item may not be left blank.

// SHPO NUM

Record the SHPO number in the format of PP-XXXXX, where PP represents the 2-digit Parish Number and the X's represent the Resource Number. This number will be supplied by Section 28 (Environmental Section) and will not be recorded by the inspector.

// PRESERVATION CATEGORY

This value will be supplied by Section 28 (Environmental Section) and will not be recorded by the inspector. If not evaluated, leave blank.

B.CL.05 – TOLL

(Inspection type: Initial, Inventory Update)

When a structure is on a toll road, there may be an FHWA Toll Agreement in place for the bridge, the highway, neither, or both. During initial inventory of a new bridge, this value is to be recorded N. HQ will update this value to 1-4 as appropriate. This item may not be left blank.

B.CL.06 – EMERGENCY EVACUATION DESIGNATION new

(Inspection type: Initial, Inventory Update)

This code is to be used to indicate if the route on the structure is a designated emergency evacuation route.

If the route is an emergency evacuation route, record Y, otherwise, record N. This item may not be left blank.

https://maps.dotd.la.gov/road/rest/services/Evacuation_Routes/FeatureServer

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APPRAISAL

[B.AP.01](#) Approach Roadway Alignment

[B.AP.02](#) Overtopping Likelihood

[B.AP.05](#) Seismic Vulnerability

new

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B.AP.01 – APPROACH ROADWAY ALIGNMENT

(Inspection type: Initial, Routine, Inventory Update)

Record the speed reduction at the structure using the appropriate value from the drop-down menu in InspectX. This item may not be left blank.

CODE DESCRIPTION

G	Good - Speed is no different on the bridge relative to the highway segment crossing the bridge.
F	Fair – Speed is noticeably different on the bridge relative to the highway segment crossing the bridge.
P	Poor – Speed is substantially different on the bridge relative to the highway segment crossing the bridge.

B.AP.02 – OVERTOPPING LIKELIHOOD

(Inspection type: High Water)

The overtopping likelihood of the structure will be recorded by HQ, using the appropriate value from the drop-down menu in InspectX.

This information is generally found with historical bridge inspection/maintenance records, hydraulic studies, high water marks, residual debris location, etc.

Do not record this item when the bridge does not cross over a waterway.

CODE DESCRIPTION

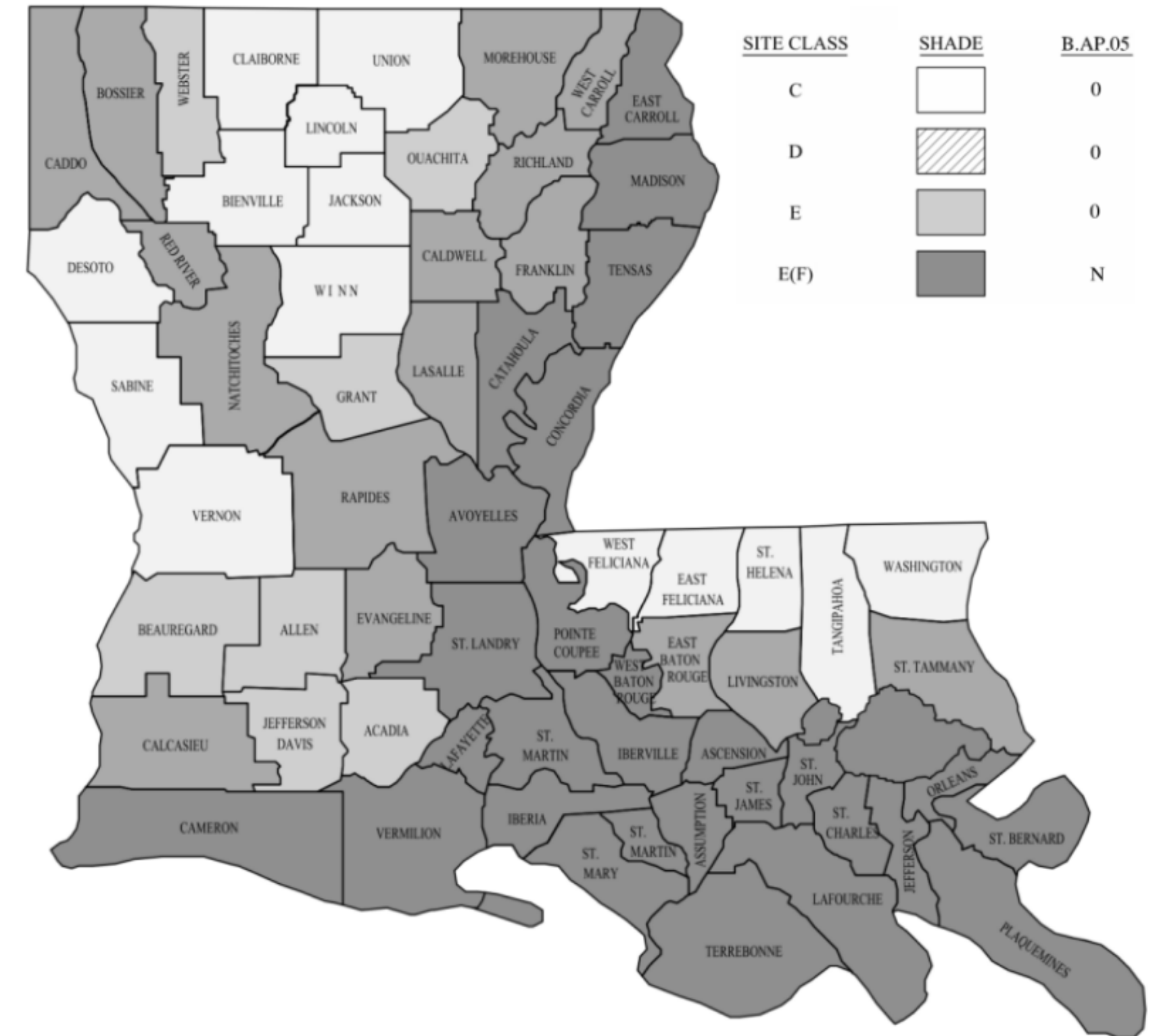
0	Never
1	Remote – once every 100 years or less frequently
2	Very low – once every 51 to 99 years
3	Low – once every 26 to 50 years
4	Moderate – once every 11 to 25 years
5	High – once every 3 to 10 years
6	Very High – once every 2 years or more frequently

B.AP.05 – SEISMIC VULNERABILITY new

(Inspection type: Initial, Inventory Update)

The Seismic Vulnerability will be entered by HQ, using the appropriate value from the drop-down menu in InspectX. This item may not be left blank.

For existing bridges, record as shown in the map below. Code A will only be recorded when selected by Bridge Design for new bridges.



CODE DESCRIPTION

0	Seismic evaluation not completed.
N	Bridge does not require seismic evaluation due to low anticipated ground motion or agency prioritization.
A	Seismic evaluation completed. Bridge determined to meet the agency's performance criteria established for the evaluation without need for retrofit.

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B.SP.01	Span Configuration Designation	
B.SP.02	Number of Spans	
B.SP.03	Number of Beam Lines	new
B.SP.04	Span Material	
B.SP.05	Span Continuity	
B.SP.06	Span Type	
B.SP.07	Span Protective System	new
B.SP.08	Deck Interaction	new
B.SP.09	Deck Material and Type	
B.SP.10	Wearing Surface	
B.SP.11	Deck Protective System	
B.SP.12	Deck Reinforcing Protective System	
B.SP.13	Deck Stay-in-Place Forms	new
B.SB.01	Substructure Configuration Designation	new
B.SB.02	Number of Substructure Units	new
B.SB.03	Substructure Material	new
B.SB.04	Substructure Type	new
B.SB.05	Substructure Protective System	new
B.SB.06	Foundation Type	new
B.SB.07	Foundation Protective System	new

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B.SP.01 – SPAN CONFIGURATION DESIGNATION

(Inspection type: Initial, Inventory Update)

Record the assigned span configuration designation using the codes below in the InspectX drop-down menus for B.SP.01A and B.SP.01B. The ## characters are to be replaced with sequential numbers assigned to each configuration, under B.SP.01B. Spans of similar configuration types are to be recorded together.

For structures with only 1 span type, record M01. This item may not be left blank.

A01 is to be used for approach spans which are generally constructed of a different material, type or design than the main span and are generally at one or both ends of the main span.

Culvert spans are frames or pipes that are designed to convey water through or under a roadway embankment. All culverts and pipes under fill are recorded C01. Record M01 when coding a tractor box or other “culvert”-like structure that does not convey water.

Culvert extensions are indicated when the extension used dissimilar construction to the original.

When a structure’s main or approach span(s) has been widened with dissimilar construction, use code W.

CODE	DESCRIPTION	NOTES	PHOTO
M##	Main	<ul style="list-style-type: none"> Only one span type or Main Span type when multiple span types Culvert-like bridges not designed to convey water (ex. Tractor box) 	
A##	Approach	Approach span type when multiple span types	
C##	Culvert	Buried structures designed to convey water	
V##	Culvert extension	Only use when the extended portion is a different type	
W##	Widening	Only use when the widened portion is a different type	



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B.SP.02 – NUMBER OF SPANS

(Inspection type: Initial, Inventory Update)

Record the number of spans for the configuration recorded in Span Configuration Designation (Item B.SP.01). This item may not be left blank.

B.SP.03 – NUMBER OF BEAM LINES new

(Inspection type: Initial, Inventory Update)

Record the number of principal beam lines. This value is to represent the main longitudinal load-carrying members. It excludes stringers of floor beam systems. Where the number of beam lines varies, use the average. This item may not be left blank.

Culverts, frames, and slab spans are to be recorded 1.

For rigid and flexible pipe structures, record 0.

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B.SP.04 – SPAN MATERIAL

(Inspection type: Initial, Inventory Update)

Record the material of the main longitudinal load-carrying members of the span using the appropriate value from the drop-down menu in InspectX.

This item refers specifically to the superstructure/girder type including pipes. It only applies to the deck for slab spans.

CODE	DESCRIPTION	NOTES		PHOTO
A01	Aluminum	Only use for aluminum pipes or culverts		
C01	Reinforced concrete – cast-in-place	Cast-in-place slab spans, deck girders, and box culverts	C01 Cast In Place Ex. 1 030030	
C02	Reinforced concrete – precast		C02 RC Concrete – Precast Ex. 2 100051	
C03	Prestressed concrete – pre-tensioned		C03 Prestressed Concrete – Pre-tensioned Ex 2 040431	
C04	Prestressed concrete – cast-in-place post-tensioned	Cast-in-place post-tensioned box girders		
C05	Prestressed concrete – precast post-tensioned	Segmental box girders	C05 Prestressed Concrete – Precast Post-tensioned Ex 1 040337	



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CODE	DESCRIPTION	NOTES		PHOTO
P01	Plastic – Polyethylene	Use only for plastic pipes		
S01	Steel – rolled shapes	Smaller steel girders	300256	
S02	Steel – welded shapes	Welded plate girders or box girders	012960 2	
S03	Steel – bolted shapes	Bolted truss spans or built-up bolted girders		
S04	Steel – riveted shapes	Riveted truss spans or built-up riveted girders.	02 Riveted Built Up Member	
S05	Steel – bolted and riveted shapes	Truss spans or girders that have been rehabilitated and have both bolts and rivets.	03 Bolted and Riveted Built up Member	
T01	Timber – glue laminated	Glulam timber girders or glulam slab spans		
T03	Timber – solid sawn	Sawn timber girders		
X	Other	Call HQ prior to use		

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B.SP.05 – SPAN CONTINUITY

(Inspection type: Initial, Inventory Update)

Record the continuity of the spans by selecting the appropriate value(s) from the drop-down menu in InspectX. When the continuity is unknown, record it using the same assumption used in the load rating calculations. This item may not be left blank.

Slab spans and simple spans are to be recorded 1. Pipes and culverts under fill are to be recorded 7.

CODE	DESCRIPTION	NOTES	PHOTO
1	Simple or single span	Any girder type or slab span that is not continuous over the bent	
2	Continuous	Steel girders or concrete box girders only (one row of bearings per bent)	
3	Continuous for live loads only	Simple span concrete or steel girders with continuous deck	
4	Cantilever	Seated hinge or bascule bridges	
5	Cantilever with pin and hanger	Any bridge with pin and hangers	



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CODE	DESCRIPTION	NOTES	PHOTO
6	Frame	Any culvert or frame without any fill	
7	Buried	Any buried pipe, culvert, or frame	

B.SP.06 – SPAN TYPE

(Inspection type: Initial, Inventory Update)

Record the superstructure span type using the appropriate code selected from the drop-down menu in InspectX. This item may not be left blank. HQ should be contacted with questions.

CODE	DESCRIPTION
B01	Box girder/beam – single
B02	Box girder/beam – multiple adjacent
B03	Box girder/beam – multiple spread
B04	Box girder/beam – segmental
F01	Frame – three-sided
F02	Frame – four-sided
F03	Frame – K-shaped
G02	Girder/beam – I-shaped spread
G03	Girder/beam – tee-beam
G04	Girder/beam – inverted tee-beam
G05	Girder/beam – double-tee adjacent
G06	Girder/beam – double-tee spread
G08	Girder/beam – channel adjacent
G09	Girder/beam – channel spread

CODE	DESCRIPTION
G10	Girder/beam – through girder
GX	Girder/beam - other
L02	Cable – cable-stayed
M01	Movable – vertical lift
M02	Movable - bascule
M03	Movable - swing
MX	Movable - other
P01	Pipe – Rigid
P02	Pipe – Flexible
S01	Slab – solid
S02	Slab - voided
X01	Other – railroad flat car
X02	Other – ferry transfer
X	Other



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B.SP.07 – SPAN PROTECTIVE SYSTEM new

(Inspection type: Initial, Inventory Update)

Record the protective system used on the superstructure using the applicable values from the drop-down menu in InspectX. Anti-graffiti and aesthetic coatings are not to be recorded here.

If the protective coating type is known, include documentation with the report. If there is no known protective system, record None. This item may not be left blank.

CODE	DESCRIPTION	NOTES
0	None	No known protective system
C01	Coating – paint	Painted steel girders
C02	Coating – sealer	Slab spans with sealed decks
C03	Coating – methacrylate	Slab spans with methacrylate coated deck
CX	Coating – other	Call HQ prior to use
E01	Encasement – concrete	Steel girder encased in concrete
P01	Patina – uncoated weathering steel	Uncoated weathering steel girders even when ends are painted
T01	Treated – timber preservative	Creosote or other treated timber girders
X	Other	Call HQ prior to use

B.SP.08 – DECK INTERACTION new

(Inspection type: Initial, Inventory Update)

Record deck-superstructure interaction for the structure using the appropriate code(s) from the drop-down menu in InspectX.

When the deck-superstructure interaction is unknown, select the code using the same assumption used in the load rating calculations.

New structures will be recorded by Bridge Design.


This item is not to be recorded for pipes and culverts under fill.

CODE	DESCRIPTION	NOTES
CS	Composite – shored construction	Requires shoring to carry its own self-weight without the deck (ie. steel girders)
CU	Composite – unshored construction	Can carry its own self weight without the deck (ie. prestressed concrete girders)
IM	Integral or monolithic	Slab spans or deck girders
NC	Non-composite	Deck and superstructure act independently

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B.SP.09 – DECK MATERIAL AND TYPE (Inspection type: Initial, Inventory Update)

Record the material used in the deck as well as the type of deck for the span using the appropriate code(s) from the drop-down menu in InspectX.

CODE	DESCRIPTION	NOTES	PHOTO
0	None	Pipes and culverts under fill	
C01	Reinforced Concrete – cast-in-place	Cast-in-place deck on girders with or without partial depth structural stay-in-place forms, slab spans, deck girders, and box culverts without fill	
C02	Reinforced Concrete – precast	Precast slab spans and box culverts without fill	
C03	Prestressed Concrete – pre-tensioned	Deck is the top flange of prestressed channel beam	
C04	Prestressed Concrete – cast-in-place post-tensioned	Deck is the top flange of cast-in-place post-tensioned box girders	
C05	Prestressed Concrete – precast post-tensioned	Deck is the top flange of segmental box girders	
CX	Concrete – other	Call HQ prior to use	
S01	Steel – open grid	Steel open grid deck	

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CODE	DESCRIPTION	NOTES	PHOTO
S02	Steel Filled or partially filled grid	Steel filled or partially filled grid deck	
S03	Steel – plate	Steel plate deck (ie. pontoon)	
S04	Steel – orthotropic	Steel plate deck supported by longitudinal ribs that are integral with the superstructure	
S05	Steel – corrugated	Corrugated steel deck covered by a layer of gravel or asphalt (ie. RR flat car)	
SX	Steel – other	Call HQ prior to use	
T01	Timber – glue laminated	Longitudinally run glulam deck boards	
T03	Timber – solid sawn	Transversely run sawn deck boards	
X	Other	Call HQ prior to use	

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B.SP.10 – WEARING SURFACE

(Inspection type: Initial, Inventory Update)

Record the predominant material used as a wearing surface on the deck by selecting the appropriate value from the drop-down menu in InspectX.

This item is to be recorded as None unless the deck is known to have a wearing surface. Patching materials are to be considered as a wearing surface. It will not be recorded for pipes and culverts under fill.

CODE DESCRIPTION

0	None
B01	Bituminous (asphalt)
C01	Concrete – monolithic
C02	Concrete – unmodified
C04	Concrete – latex modified
C04	Concrete – low slump
C05	Concrete – fiber reinforced
C06	Concrete – microsilica
C07	Concrete – polyester
CX	Concrete – other
CU	Concrete – unknown
E01	Earth – gravel or soil
P01	Polymer - epoxy
P02	Polymer – polyester
PX	Polymer – other
T01	Timber – running planks
X	Other

B.SP.11 – DECK PROTECTIVE SYSTEM

(Inspection type: Initial, Inventory Update)

Record the deck protective system by selecting the appropriate value from the drop-down menu in InspectX.

When there are multiple layers of material on the deck, record the outermost protective layer. If there is no known protective system, record None.

This item is not to be recorded for pipes and culverts under fill.

CODE DESCRIPTION NOTES

0	None	No known protective system
C01	Coating – paint	Painted steel decks
C02	Coating – silane/siloxane	Concrete decks with silane/siloxane
C03	Coating – methacrylate	Concrete decks with methacrylate
C04	Coating – hot dip galvanizing	Open or filled grid decks that have been hot-dip galvanized
C05	Coating – metalizing/thermal spray	Open or filled grid decks that have been treated with metalizing/thermal spray
CX	Coating – other	Call HQ prior to use
P01	Patina – uncoated weathering steel	Orthotropic uncoated weather steel decks
T01	Treated – timber preservative	Timber decks
X	Other	Call HQ prior to use

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B.SP.12 – DECK REINFORCING PROTECTIVE SYSTEM

(Inspection type: Initial, Inventory Update)

Record the deck reinforcing protective system used by selecting the appropriate value from the drop-down menu in InspectX.

This item is to be recorded only when the Deck Material is concrete.

If it is not known if the deck reinforcing has a protective system, record None. This item is not to be recorded for pipes and culverts under fill.

CODE DESCRIPTION

0	None
C01	Coating – epoxy coated
C02	Coating – galvanized
CX	Coating – other
R02	Reinforcing – stainless, solid
R05	Reinforcing – FRP, carbon fiber
R06	Reinforcing – FRP, glass fiber
R07	Reinforcing – FRP, other
RX	Reinforcing – Other
X	Other



B.SP.13 – DECK STAY-IN-PLACE FORMS new

(Inspection type: Initial, Inventory Update)

Record the type of stay-in-place forms used during construction by selecting the appropriate value(s) from the drop-down menu in InspectX.

If it is not known if stay-in-place forms were used, record None. This item is not to be recorded for pipes and culverts under fill.

When a span configuration has a combination of stay-in-place form types, record the predominant type based on the deck area.

CODE DESCRIPTION

0	None
C01	Concrete – reinforced
C02	Concrete – prestressed
F01	FRP composite
M01	Metal
T01	Timber
X	Other

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B.SB.01 – SUBSTRUCTURE CONFIGURATION DESIGNATION new

(Inspection type: Initial, Inventory Update)

Record the configuration of the substructure using the appropriate values from the drop-down menu in InspectX. The first value to be chosen corresponds to the Substructure Configuration Designation (B.SB.01A). The second value corresponds to the sequential number assigned to each unique substructure configuration (B.SB.01B) type.

All single span bridges are to be recorded A and 01. All multi-span bridges (including culvert barrels) will be recorded using a minimum of 2 Substructure Configuration Designations: A01 and P01.

Additional numbering is to be used as necessary for changes in bent/pier types or special cases.

Record W only when the structure is widened with abutments or piers of dissimilar substructure types.

CODE	DESCRIPTION	NOTES
A##	Abutment	End bents and exterior walls of box culverts
P##	Pier or Bent	Intermediate piers or bents and interior walls of box culverts
W##	Widening	Only use when the widened portion is a different type

B.SB.02 – NUMBER OF SUBSTRUCTURE UNITS new

(Inspection type: Initial, Inventory Update)

Record the number of substructure units of similar material, design, and foundation type for each data set outlined in B.SB.01.

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B.SB.03 – SUBSTRUCTURE MATERIAL new

(Inspection type: Initial, Inventory Update)

Record the primary substructure material for each substructure data set established in Item B.SB.02 by selecting the appropriate value(s) from the drop-down menu in InspectX.

This item represents bent caps/culvert walls, not pile/foundation type.

Helper bents should not be considered unless the original bent has been completely removed.

This item is not recorded for pipes.

CODE	DESCRIPTION	NOTES	PHOTO
0	None	Superstructure rests directly on soil (no bent cap)	
A01	Aluminum	Aluminum culverts	
C01	Reinforced concrete – cast-in-place	Cast-in-place reinforced concrete bent or pier caps and box culverts	
C02	Reinforced concrete – precast	Precast reinforced concrete bent or pier caps and box culverts	
C03	Prestressed concrete – pre-tensioned	Prestressed bents or pier caps (rare)	
C04	Prestressed concrete – cast-in-place post-tensioned	Cast-in-place post-tensioned bents or pier caps (rare)	
C05	Prestressed concrete – precast post-tensioned	Precast post-tensioned bents or pier caps (rare)	



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CODE	DESCRIPTION	NOTES	PHOTO
S01	Steel – rolled shapes	Rolled steel caps	
S02	Steel – welded shapes	Welded steel caps	
S03	Steel – bolted shapes	Bolted steel caps	
S04	Steel – riveted shapes	Riveted steel caps	
S05	Steel – bolted and riveted shapes	Bolted and riveted steel caps	
T01	Timber – glue laminated	Glulam timber caps	
T03	Timber – solid sawn	Sawn timber caps	
X	Other	Call HQ prior to use	



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B.SB.04 – SUBSTRUCTURE TYPE new

(Inspection type: Initial, Inventory Update)

Record the abutment, pier, or bent design type by selecting the appropriate value(s) from the drop-down menu in InspectX.

A pier has only one foundation, while a bent has several footings or no footing, as is the case with a pile bent.

This item is not recorded for pipes.

CODE	DESCRIPTION	NOTES	PHOTO
A01	Abutment – cantilever/ wall	Exterior walls of box culverts	
A02	Abutment - stub	Abutments with backwalls on girder/beam bridges	
A08	Abutment – pile bent with lagging	Abutments with exposed piles and a timber backwall	
A11	Abutment – reinforced soil mass	Superstructure rests directly on the reinforced soil mass	
AX	Abutment - other	For slab span bridges and any other abutment type not listed above	
B01	Bent – column or open	Column bents without web walls	
B02	Bent – column with web wall	Column bents with web walls	



Click on thumbnail image to enlarge.

Click on the enlarged image to make it disappear.

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SNBI Spans and Structures



Click on thumbnail image to enlarge.

Click on the enlarged image to make it disappear.

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CODE	DESCRIPTION	NOTES	PHOTO
B03	Bent – pile	Standard pile bent	
B04	Bent – straddle	Bents that extend over obstacles due to site, clearance, or ROW limitations	
BX	Bent – other	Call HQ prior to use	
P01	Pier – wall	Pier walls and interior walls of box culverts	
P02	Pier – single column	Single column piers	
P03	Pier – multiple column	Multi-column piers without web walls	
P04	Pier – multiple column with web wall	Multi-column piers with web walls	

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BRIDGE ELEMENT LEVEL DATA

CODE	DESCRIPTION	NOTES	PHOTO
P06	Pier – movable bridge	For piers that support the movable span(s) and the equipment needed to open and close the bridge	
P07	Pier – tower	Towers on cable-stayed bridges	
P08	Pier – footing or cap only	Superstructure rests directly on a footing or grade beam	
PX	Pier - Other	Call HQ prior to use	
X	Other	Call HQ prior to use	



Click on thumbnail image to enlarge.

Click on the enlarged image to make it disappear.

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B.SB.05 – SUBSTRUCTURE PROTECTIVE SYSTEM new

(Inspection type: Initial, Inventory Update)

Record the substructure protective system by selecting the appropriate value(s) from the drop-down menu in InspectX.

This item is not recorded for pipes.

If there is no known protective system in place, record None.

CODE	DESCRIPTION	NOTES
0	None	No known protective system
C01	Coating – paint	Painted steel caps
C02	Coating – sealer	Concrete caps with sealer
CX	Coating – other	Call HQ prior to use
E01	Encasement – concrete	Steel cap encased in concrete
P01	Patina – uncoated weathering steel	Uncoated weathering steel caps
T01	Treated – timber preservative	Creosote or other treated timber caps
X	Other	Call HQ prior to use

B.SB.06 – FOUNDATION TYPE new

(Inspection type: Initial, Inventory Update)

Record the foundation type by selecting the appropriate value(s) from the drop-down menu in InspectX.

This item is not recorded for pipes.

CODE	DESCRIPTION	NOTES
E01	Earth – reinforcing soil	Box culverts on reinforced soil
F03	Footing – on reinforced soil	Spread footing with no piles
P01	Pile – steel H-shape	Steel H pile
P02	Pile – steel pipe	Steel pipe pile
P03	Pile – concrete, cast-in-place	Cast-in-place reinforced concrete piles
P04	Pile – prestressed concrete	Precast prestressed concrete piles (typically after 1960)
P05	Pile – timber	Timber piles
P07	Pile – micropile	Small diameter grouted piles (less than 12”) (rare)
PX	Pile – other	Precast reinforced concrete piles
S01	Drilled shaft – single	Cased or uncased single drilled shaft
S02	Drilled shafts – multiple	Cased or uncased multiple drilled shafts
S03	Caisson	Cofferdam on major river crossing
X	Other	Call HQ prior to use

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B.SB.07 – FOUNDATION PROTECTIVE SYSTEM new

(Inspection type: Initial, Inventory Update)

Record the foundation protective system by selecting the appropriate value(s) from the drop-down menu in InspectX.

This item is not recorded for pipes.

CODE	DESCRIPTION	NOTES
0	None	No known protective system
C01	Coating – paint	Painted steel piles
C02	Coating – sealer	Sealed concrete piles
C04	Coating – hot dip galvanizing	Hot dip galvanized steel piles
CX	Coating – other	Call HQ prior to use
E01	Encasement – concrete	Steel piles encased in concrete
P01	Patina – uncoated weathering steel	Uncoated weathering steel piles
S01	Sacrificial – cathodic, passive	Cathodic system uses a sacrificial anode (no external power required)
S02	Sacrificial – cathodic, active	Cathodic system uses an external power source
T01	Treated – timber preservative	Creosote or other treated timber piles
X	Other	Call HQ prior to use
S03	Caisson	Cofferdam on major river crossing
X	Other	Call HQ prior to use

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Span & Substructure Examples

- Structure Recall Number 009280 carries LA 3069 across Bayou Teche Franklin

Photo 1: 2 Movable main spans and 7 slab span approach spans



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B.SP.01A Span Set Designation	Main
B.SP.02 Number of Spans	2
B.SP.04 Span Material	Steel – welded
B.SP.06 Span Type	Movable – swing
B.SP.08 Deck Interaction	Non-composite
B.SP.10 Wearing Surface	None
B.SP.12 Deck Reinforcing Protective System	None

B.SP.01B Span Set Number	1
B.SP.03 Number of Beam Lines	2
B.SP.05 Span Continuity	Continuous
B.SP.07 Span Protective System	Coating – paint
B.SP.09 Deck Material and Type	Steel – open grid
B.SP.11 Deck Protective System	None
B.SP.13 Deck Stay-In-Place Forms	None

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Photo 2: 2-continuous welded plate girders comprise the swing span with non-composite open steel grid deck



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B.SP.01A Span Set Designation

Approach

B.SP.02 Number of Spans

7

B.SP.04 Span Material

Reinforced concrete – cast-in-place

B.SP.06 Span Type

Slab – solid

B.SP.08 Deck Interaction

Integral or monolithic

B.SP.10 Wearing Surface

None

B.SP.12 Deck Reinforcing Protective System

None

B.SP.01B Span Set Number

1

B.SP.03 Number of Beam Lines

1

B.SP.05 Span Continuity

Simple or single span

B.SP.07 Span Protective System

None

B.SP.09 Deck Material and Type

Reinforced concrete – cast-in-place

B.SP.11 Deck Protective System

None

B.SP.13 Deck Stay-In-Place Forms

None

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Photo 3: Approach spans comprised of cast-in-place reinforced concrete slab spans with intermediate cast-in-place reinforced concrete pile bents (5 bents) (assume Pre-stressed concrete piles after 1960).



B.SB.01A Substructure Set Designation	Abutment ▼
B.SB.02 Number of Substructure Units	2
B.SB.04 Substructure Type	Abutment – other ▼
B.SB.06 Foundation Type (Piles)	Pile – prestressed concrete ▼
B.SB.01B Substructure Set Number	1
B.SB.03 Substructure Material (Caps)	Reinforced concrete – cast-in-place ▼
B.SB.05 Substructure Protective System	None ▼
B.SB.07 Foundation Protective System	None ▼

Photo 4 – Abutments comprised of cast-in-place reinforced concrete pile bents. (assume Pre-stressed concrete piles after 1960).



B.SB.01A Substructure Set Designation	Pier/Bent ▼
B.SB.02 Number of Substructure Units	5
B.SB.04 Substructure Type	Bent – pile ▼
B.SB.06 Foundation Type (Piles)	Pile – prestressed concrete ▼
B.SB.01B Substructure Set Number	1
B.SB.03 Substructure Material (Caps)	Reinforced concrete – cast-in-place ▼
B.SB.05 Substructure Protective System	None ▼
B.SB.07 Foundation Protective System	None ▼

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Photo 5 – Movable Bridge Rest Bent



B.SB.01A Substructure Set Designation	Pier/Bent ▼
B.SB.02 Number of Substructure Units	3
B.SB.04 Substructure Type	Pier – movable bridge ▼
B.SB.06 Foundation Type (Piles)	Pile – prestressed concrete ▼

Photo 6: Movable Pivot Pier



B.SB.01B Substructure Set Number	2
B.SB.03 Substructure Material (Caps)	Reinforced concrete – cast-in-place ▼
B.SB.05 Substructure Protective System	None ▼
B.SB.07 Foundation Protective System	None ▼

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GEOMETRIC DATA

B.G.01	NBIS Bridge Length	
B.G.02	Total Bridge Length	
B.G.03/04	Maximum Span Length	new
B.G.05	Bridge Width Out-to-Out	
B.G.06	Bridge Width Curb-to-Curb	
B.G.07/08	Left and Right Curb or Sidewalk Width	
B.G.09	Approach Roadway Width	
B.G.10	Bridge Median	
B.G.11	Skew	
B.G.12	Curved Bridge	new
B.G.13	Maximum Bridge Height	new
B.G.14	Sidehill Bridge	new
B.G.15	Irregular Deck Area	new

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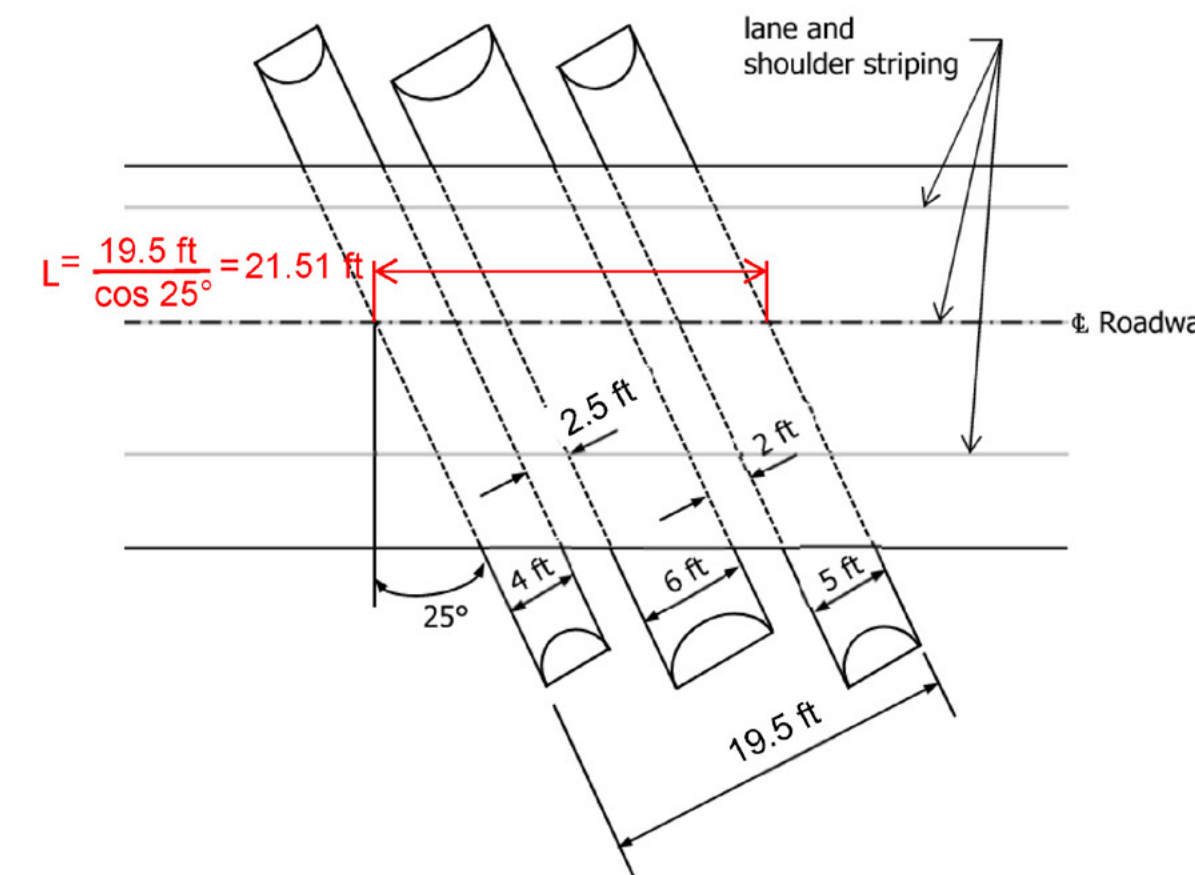
Geometric Data

B.G.01- NBIS BRIDGE LENGTH

(Inspection type: Initial, Inventory Update)

This item records the NBIS bridge length of structures greater than 20 feet, measured along the roadway centerline. This is the more restrictive of the two SNBI length measurements. The bridge length is to be measured between undercopings of abutments or spring lines of arches, or extreme ends of openings for multiple boxes. In the case of multiple pipe culverts, only cases where the clear distance between openings is less than half of the smaller contiguous opening are to be included. This number is to be rounded to one decimal place (00.0). When the Bridge Length is less than 30 feet, the value for this item is to be field measured rather than taken from plans.

NBIS Bridge Length Example



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B.G.02 – TOTAL BRIDGE LENGTH

(Inspection type: Initial, Inventory Update)

Record the total length of the structure along the roadway centerline from back-to-back of backwalls or from paving notch to paving notch at the abutments, rounded to one decimal place (00.0). Curved bridges are to be measured along the curved centerline. The Total Bridge Length should match the NBIS Bridge Length (B.G.01) for pipes and culverts under fill.

Total Bridge Length Example



7-Span Steel Girder



Multiple Span Curved Bridge



Single Span timber



4-Barrel Corrugated Steel Culvert



Multiple Span Curved Bridge
4-Barrel Reinforced Concrete Box Culvert

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B.G.03/04 – MAXIMUM SPAN LENGTH

(Inspection type: Initial, Inventory Update)

Record the length of the longest (B.G.03) and shortest (B.G.04) spans of the structure. These values are to be measured from centerline of bearing to centerline of bearing, along the roadway centerline and rounded to one decimal place (00.0). For pipes and culverts under fill, measure to extreme ends of openings.

For single span structures, this length is to be measured from centerline of bearing to centerline of bearing along the roadway centerline and B.G.03 and B.G.04 will have the same value.

Maximum Span Length Examples



Single Span Steel Girder

B.G.03 = L

B.G.04 = L



4-Barrel Reinforced Concrete Box Culvert

B.G.03 = L

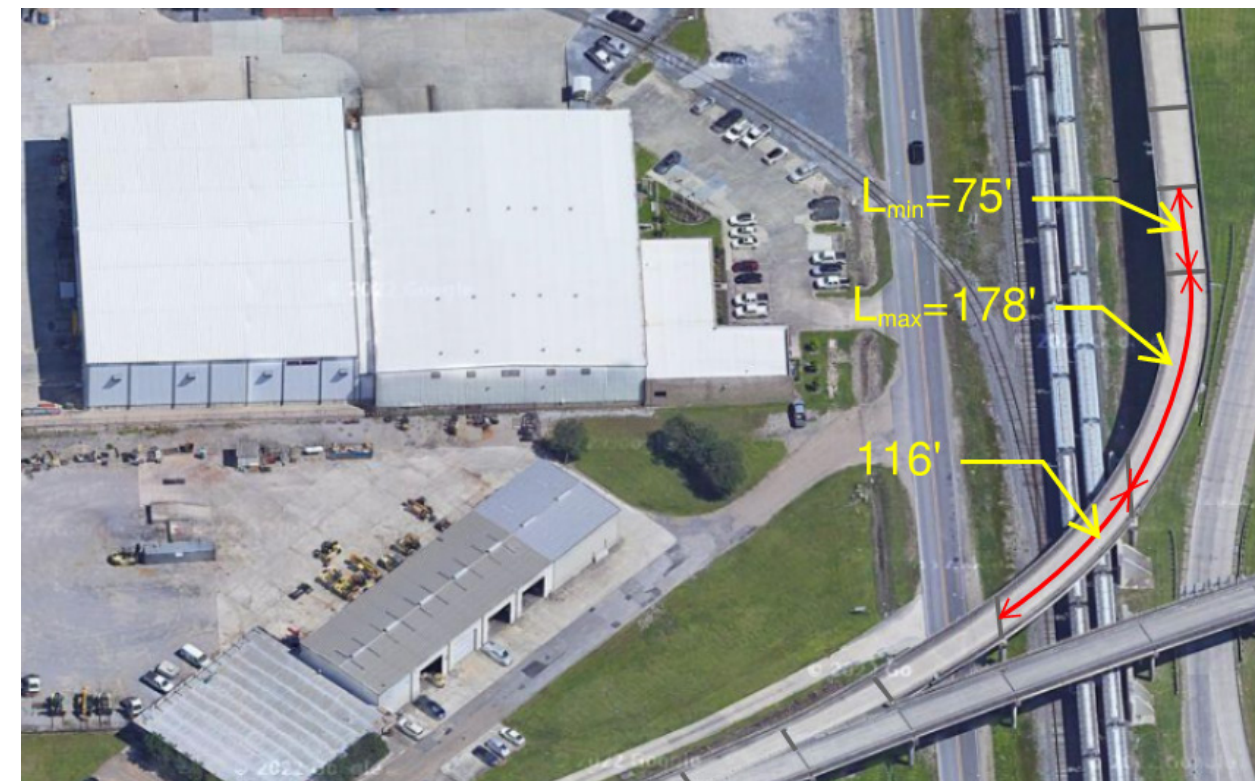
B.G.04 = L



7-Span Steel Girder

B.G.03 = L_{max}

B.G.04 = L_{min}



Multi-Span Steel Girder

B.G.03 = L_{max}

B.G.04 = L_{min}



RC Spandrel Arch

B.G.03 = L

B.G.04 = L



2-Span Corrugated Steel Culvert

B.G.03 = 7'

B.G.04 = 6.5'

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B.G.05 – BRIDGE WIDTH OUT-TO-OUT

(Inspection type: Initial, Routine, Inventory Update)

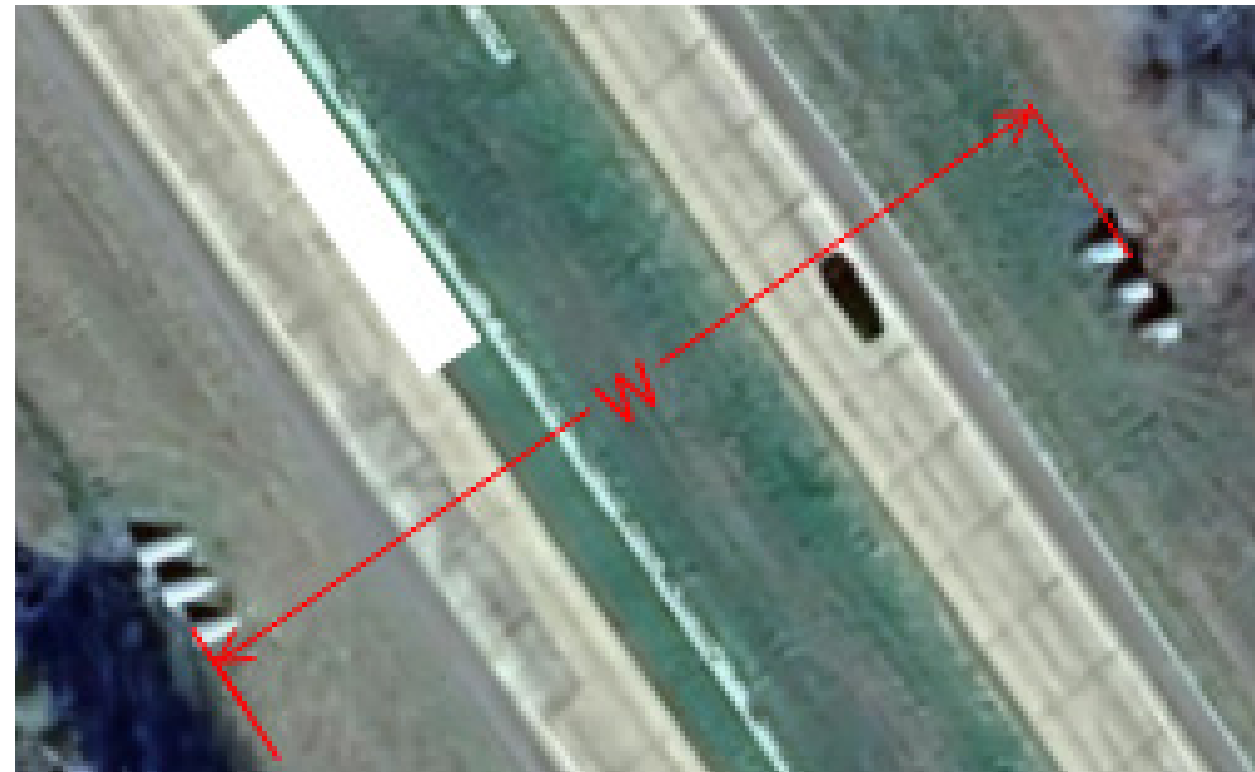
Record the minimum out-to-out width measured perpendicular to the centerline of the roadway, rounded to one decimal place (00.0). For structures that carry multiple types of service, record the out-to-out width that encompasses all service types.

For structures under fill (such as culverts), record the width from out-to-out of headwalls or barrel ends.

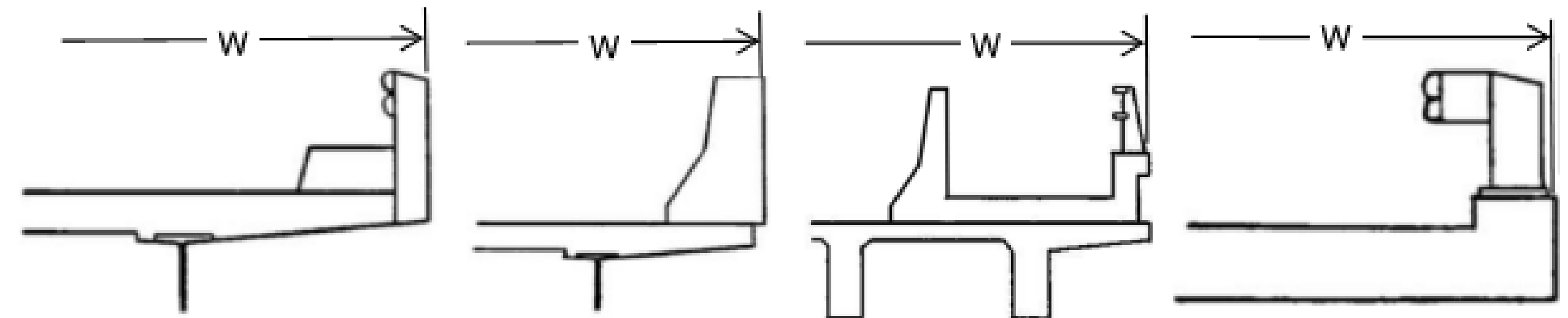
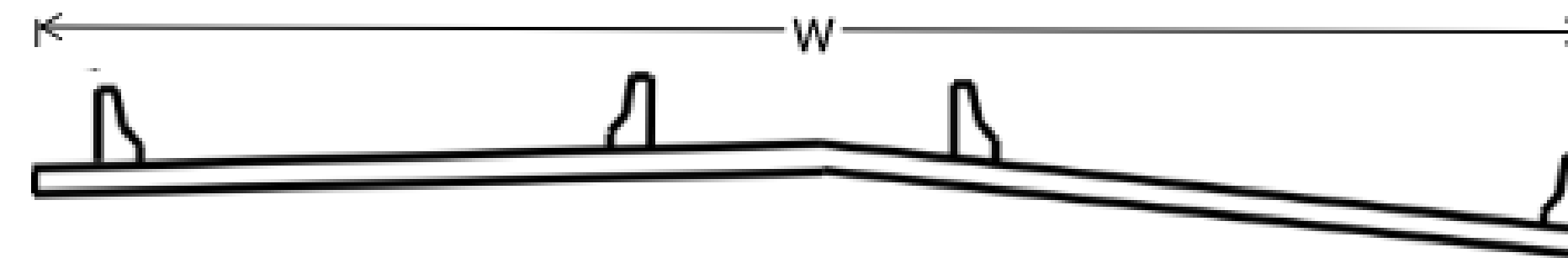
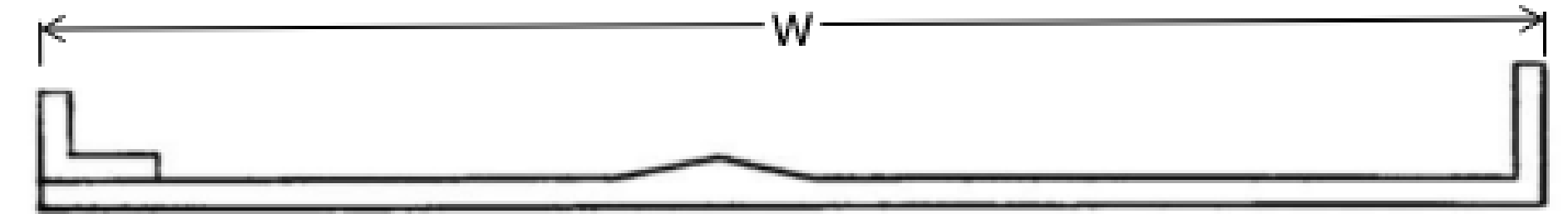
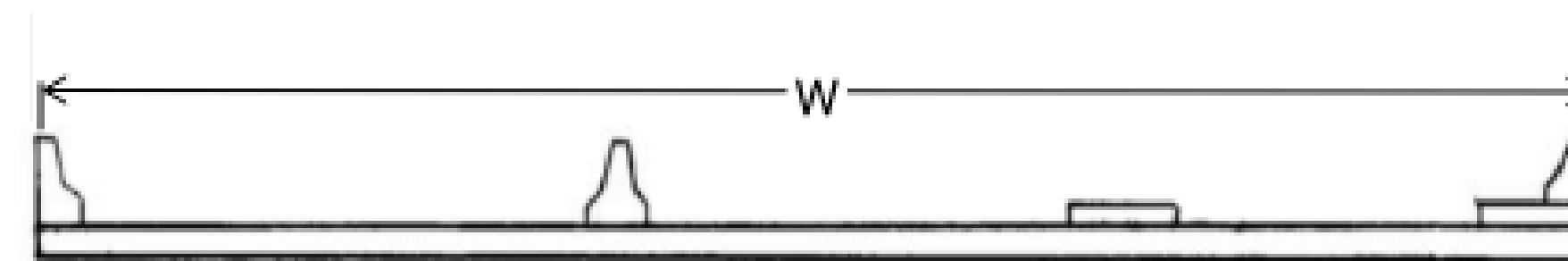
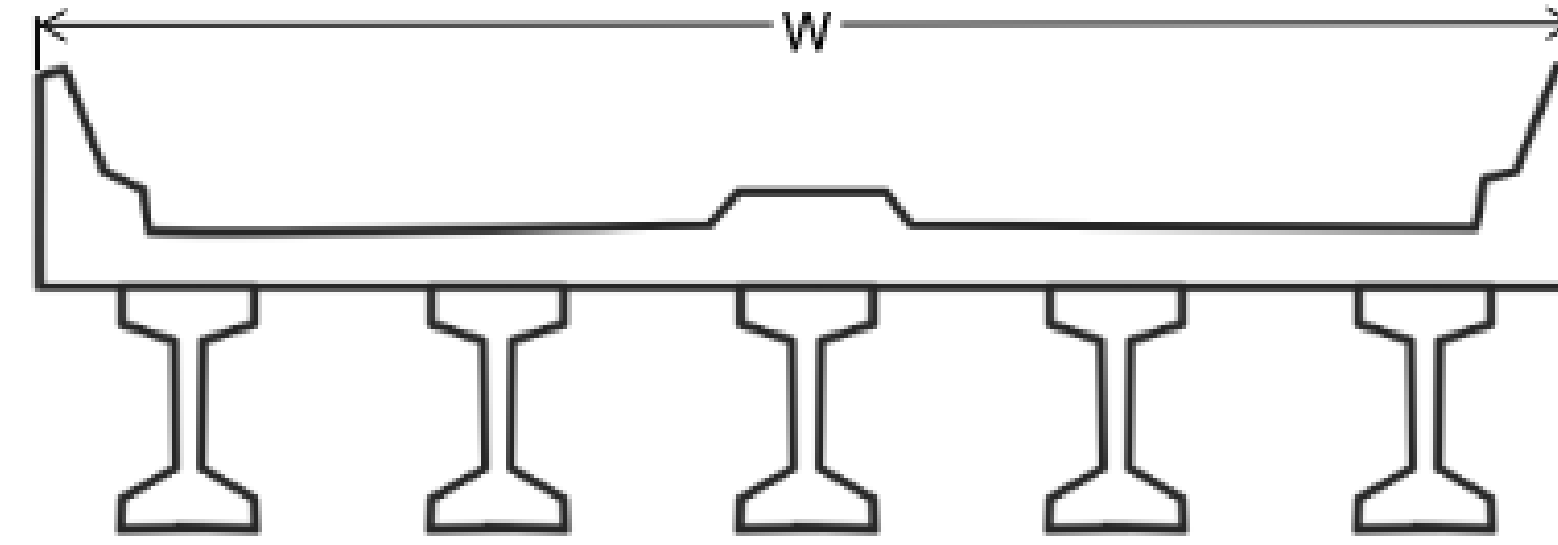
Bridge Width Out-to-Out Examples



Reinforced Concrete Box Culvert



5-Barrel Corrugated Steel Culvert



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B.G.06 – BRIDGE WIDTH CURB-TO-CURB

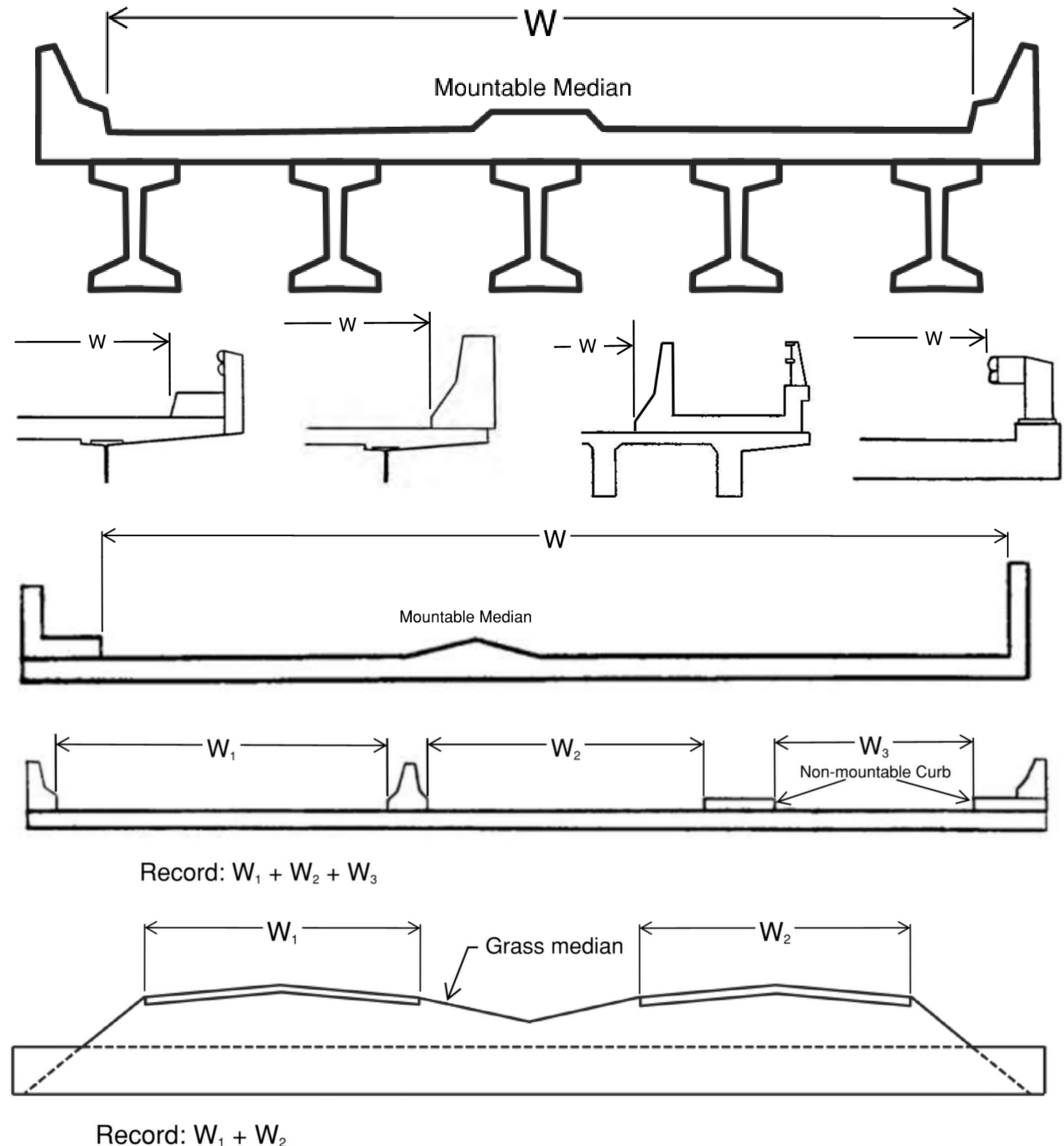
(Inspection type: Initial, Routine, Inventory Update)

Record the most restrictive minimum usable distance for all roadways carried by the structure. The measurement is to be taken perpendicular to the centerline between curbs or rails. It is to be rounded to one decimal place (00.0).

Usable distance is to include shoulders when they are contiguous with the traveled way and are structurally adequate for all weather and traffic conditions. Do not include unstabilized grass or dirt, with no base course, flush with and beside the traffic lane. If it is unknown if stabilized shoulders were installed, do not include shoulders that are of dissimilar material to the roadway. Medians, sidewalks, and other non-mountable areas should also be excluded from this measurement. A barrier or curb 6 inches high or greater may be considered non-mountable for these specifications.

For bridges under fill, the usable roadway width crossing the bridge is commonly the same value recorded for Item B.G.09 (Approach Roadway Width).

Bridge Width Curb-to-Curb Examples



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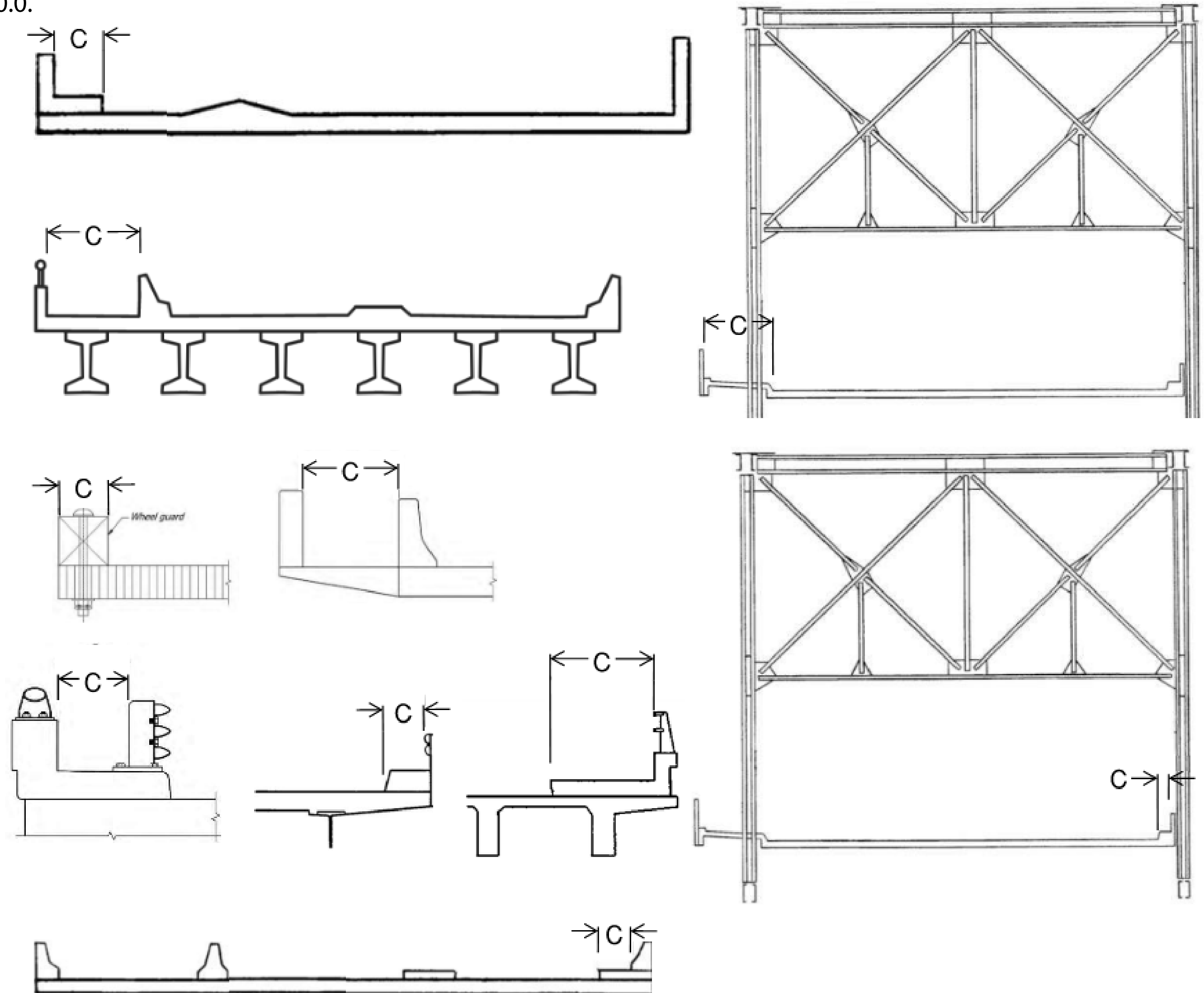
B.G.07/08 – LEFT AND RIGHT CURB OR SIDEWALK WIDTH

(Inspection type: Initial, Routine, Inventory Update)

Record the minimum width of the curb or sidewalk, rounded to one decimal place (00.0). These are to be measured, on the respective side of the bridge (left or right), from the face of the bridge rail to the face of curb and is to be taken perpendicular to the centerline of the roadway.

These items may not be left blank. When there is no curb or sidewalk or the face of the curb does not extend beyond the face of the bridge rail, record 0.0.

Curb or Sidewalk Width Examples



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B.G.09 – APPROACH ROADWAY WIDTH

(Inspection type: Initial, Routine, Inventory Update)

Record the minimum usable approach roadway width within 100 feet of the structure. It is to be measured perpendicular to the centerline of the roadway, rounded to one decimal place (00.0). Record the lesser of the two approach roadway widths for bridges that carry two-way traffic. Record the width at the approach end for bridges that carry one-way traffic.

This value should only consider shoulder material of the same type as the approach roadway. For concrete approaches with asphalt shoulders, only consider the concrete portion. For gravel approach roadway, identify the fall line near the guardrails for this measurement.

For bridges under fill, the usable roadway width crossing the bridge is commonly the same value recorded for Item B.G.06 (Bridge Width Curb-to-Curb).

Approach Roadway Width Examples



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B.G.10 – BRIDGE MEDIAN

(Inspection type: Initial, Inventory Update)

Record the type of median on the structure by selecting the appropriate value from the drop-down menu in InspectX. A median is defined as a physical separation between traffic lanes on a single bridge. This item may not be left blank.



Click on thumbnail image to enlarge.

Click on the enlarged image to make it disappear.

CODE	DESCRIPTION	NOTES		PHOTO
0	No median	No physical separation between lanes.	No median Record: 0	
1	Open median	A single bridge with a non-traversable joint	Record: 0 if inventoried as 2 bridges. 1 if inventoried as 1 bridge.	
2	Closed median (mountable)	A single bridge with a mountable median (less than 6")	Closed median (mountable) on structure Record: 2	
3	Closed median (non-mountable)	A single bridge with a non-mountable median (6" or taller)	Closed median with non-mountable Barrier Record: 3	

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B.G.11 – SKEW

(Inspection type: Initial, Inventory Update)

Record the skew angle measured between the centerline of a substructure unit and a line perpendicular to the roadway centerline. This value can be field measured, taken from as-built plans, or calculated geometrically and is to be rounded to the nearest degree (00).

This item may not be left blank. Record 0 for bridges without skew.

When skews between support locations vary, record the maximum skew.

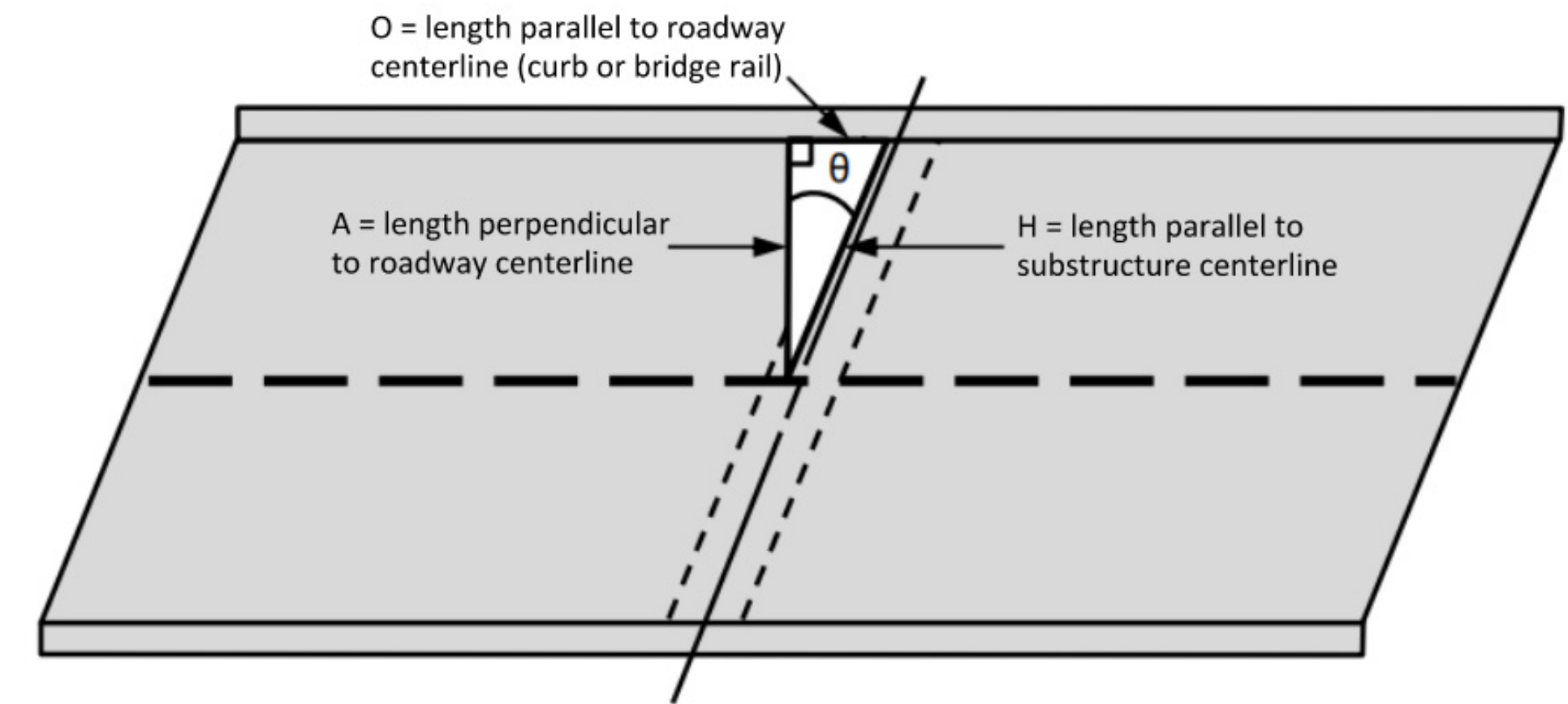
Skew Example 1

Bridge over coulee

- Record: 29



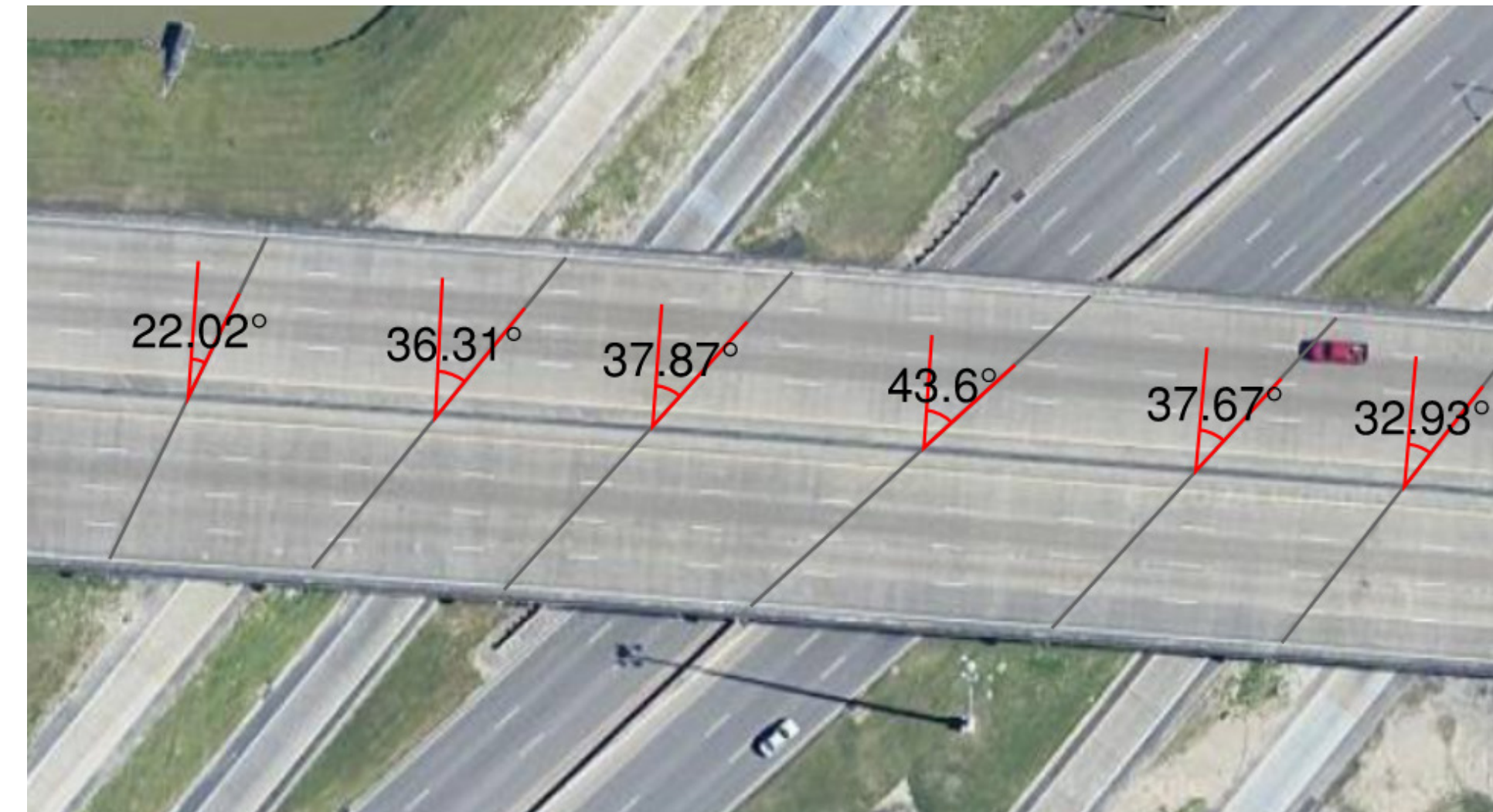
The skew angle is calculated as $\text{Sin}^{-1}(O/H)$, $\text{Cos}^{-1}(A/H)$, or $\text{Tan}^{-1}(O/A)$.



Skew Example 2

Highway 3139 at S. Clearview Pkwy

- Record: 44



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B.G.12 – CURVED BRIDGE new

(Inspection type: Initial, Inventory Update)

Record the type of girder which facilitates horizontal curvature of the structure by selecting the appropriate value from the drop-down menu in InspectX. This item may not be left blank.

Note: This item pertains to girder curvature, not deck/stripping curvature.

CODE	DESCRIPTION	PHOTO
CU	Curved girder(s)	
CP	Piecewise straight girders	
CK	Kinked girder(s)	
N	Not curved	



Click on thumbnail image to enlarge.

Click on the enlarged image to make it disappear.

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B.G.13 – MAXIMUM BRIDGE HEIGHT new

(Inspection type: Initial, Inventory Update)

Record the maximum height from top of deck to ground line or water surface elevation, whichever yields the largest value, rounded to the nearest foot (0000).

If the measurement is greater than 30 feet or infeasible to obtain, estimate by field observation or from plans.



Maximum Bridge Height Example 1

- Record: 18



Maximum Bridge Height Example 2

- Record: 20

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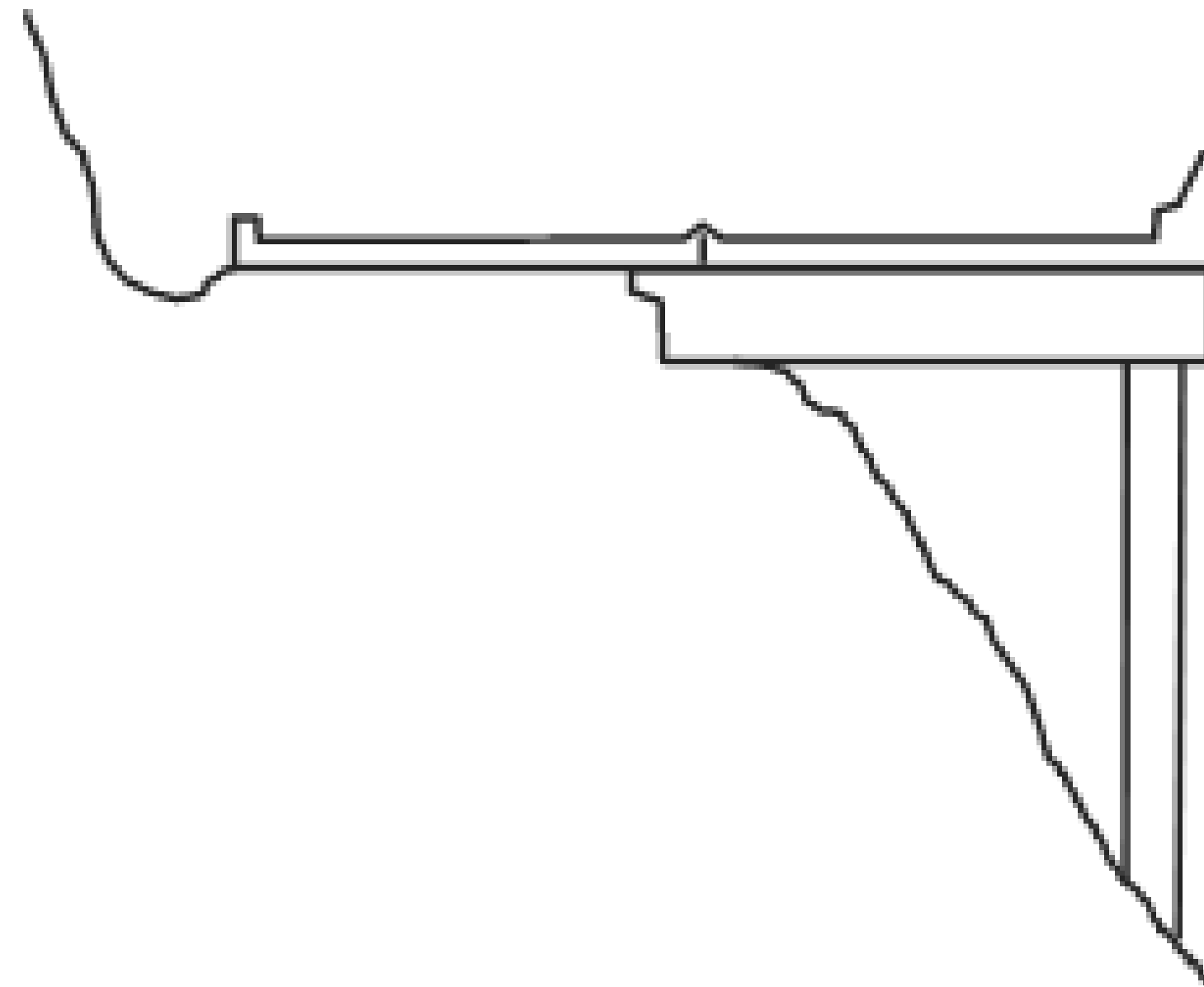
B.G.14 – SIDEHILL BRIDGE **new**

(Inspection type: Initial, Inventory Update)

A sidehill structure is defined as a structure built with one side on the terrain running nearly parallel to the roadway centerline.

Record N for “not a sidehill bridge”.

Contact HQ if your structure may be considered a sidehill bridge.



38 - B.G.15 – IRREGULAR DECK AREA **new**

(Inspection type: Initial, Inventory Update)

This item is used to record total deck areas calculated for decks with irregular geometry such as flared decks, structures with included ramps, through structures with cantilevered sidewalks, etc. The value is to be rounded to one decimal place (00.0).

This is the total deck area and can be calculated from field measurements or from plans. This field is only required for decks with irregular geometry. The value recorded should be greater than B.G.05 (Bridge Width Out-to-Out) multiplied by B.G.02 (Total Bridge Length).



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ROADSIDE HARDWARE

ROADSIDE HARDWARE

[B.RH.01/02](#) Bridge Railings & Transitions

BRIDGE ELEMENT LEVEL DATA

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B.RH.01/02 – BRIDGE RAILINGS & TRANSITIONS

(Inspection type: Initial, Inventory Update)

These items are for roadside hardware and transition railings mounted on a structure or crossing over a culvert. The values recorded for Transitions (B.RH.02) should match those for Bridge Railings (B.RH.01), unless there is documentation showing otherwise. Attach documentation in the files tab in InspectX.

B.RH.01/02 may not be left blank.

 Click on thumbnail image to enlarge.
Click on the enlarged image to make it disappear.

CODE	DESCRIPTION	NOTES	PHOTO
N	Not applicable – roadside hardware is not required	Culverts or pipes outside of the clear recovery zone without rails	
M164	Crash-tested for AASHTO MASH TL4	36" single slope concrete barrier (2019 or newer)	
M165	Crash-tested for AASHTO MASH TL5	42" single slope concrete barrier (2019 or newer) very rare	
3503	Crash tested for NCHRP Report 350 TL3	Guardrail on steel or timber posts from after 1998	
3504	Crash-tested for NCHRP Report 350 TL4	32" F-shape or Jersey shape concrete railing and all steel railing after 1998 that is not guardrail (most common type)	
3505	Crash-tested for NCHRP Report 350 TL5	42"-54" F-shape concrete railing (rare)	

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CODE	DESCRIPTION	NOTES	PHOTO
3506	Crash-tested for NCHRP Report 350 TL6	>54" F-shape concrete railing (we only have 1)	
2303	Crash-tested for NCHRP Report 230 TL3	Concrete post and rail or guardrail on steel or timber posts from 1983-1997	
A31	Not crash-tested but meets AASHTO 1931	On-system concrete post and rail or guardrail without overlay between 1935-1974	
A73	Not crash-tested but meets AASHTO 1973	On-system concrete post and rail or guardrail without overlay between 1975-1982	
I	Not crash-tested and does not meet approved agency standards	When no information is available or when overlay(s) on the deck cause the rail height to no longer meet original geometry or any decorative cast iron railing.	
0	None – roadside hardware is required, but required roadside hardware is not present	Culverts or pipes within the clear recovery zone or bridges with no roadside hardware but roadside hardware is required.	

Click on thumbnail image to enlarge.
Click on the enlarged image to make it disappear.

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FEATURES (HIGHWAY)

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B.F.02	Feature Location	
B.F.03	Feature Name	
B.H.01	Functional Classification	
B.H.02	Urban Code	
B.H.03	NHS Designation	
B.H.04	National Highway Freight Network	
B.H.05	STRAHNET Designation	
B.H.06	LRS Route ID	
B.H.07	LRS Mile Point	
B.H.08	Lanes on Highway	
B.H.09	Annual Average Daily Traffic	
B.H.10	Annual Average Daily Truck Traffic	
B.H.11	Year of Annual Average Daily traffic	
B.H.12	Highway Maximum Usable Vertical Clearance	
B.H.13	Highway Minimum Vertical Clearance	
B.H.14	Highway Minimum Horizontal Clearance, Left	
B.H.15	Highway Minimum Horizontal Clearance, right	
B.H.16	Highway Maximum Usable Surface Width	
B.H.18	Crossing Bridge Number	new
B.RT.01	Route Designation	new
B.RT.03	Route Direction	
B.RT.04	Route Type	
B.RT.05	Service Type	
B.RT.02	Route Number	

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B.F.01 – FEATURE TYPE

(Inspection type: Initial, Inventory Update)

Record the feature that is above, below, or carried on the structure with the following codes. The ## is to be replaced with sequential numbers (starting with 1) assigned to each of the feature types.

InspectX data entry will include selecting the appropriate value(s) from the drop-down menu below B.F.01A Feature Type and inserting sequential numbers in the box(es) below B.F.01B Feature Number which correspond to the Description codes below.

This item may not be left blank. All bridges have at least one feature carried on the bridge and one feature below the bridge.

CODE	DESCRIPTION	NOTES
H##	Highway	Record for any highway on, under, or above the bridge. Two entries are required when the highway is divided by a non-mountable median.
R##	Railroad	Record for each railroad service type
P##	Pathway	Record for sidewalks, pathways, or other non-highway uses on or under the bridge.
W##	Waterway	Record for each unique waterway.
F##	Relief for waterway (includes spillways)	Record for openings designed for flow only during flood stages to provide additional hydraulic capacity, such as relief channels. (typically dry)
B##	Urban feature	Record for buildings, parking lots, etc.
D##	Dry terrain or side slope	Tractor box or other dry crossing not meant for water only (rare)
X##	Other	Call HQ prior to use

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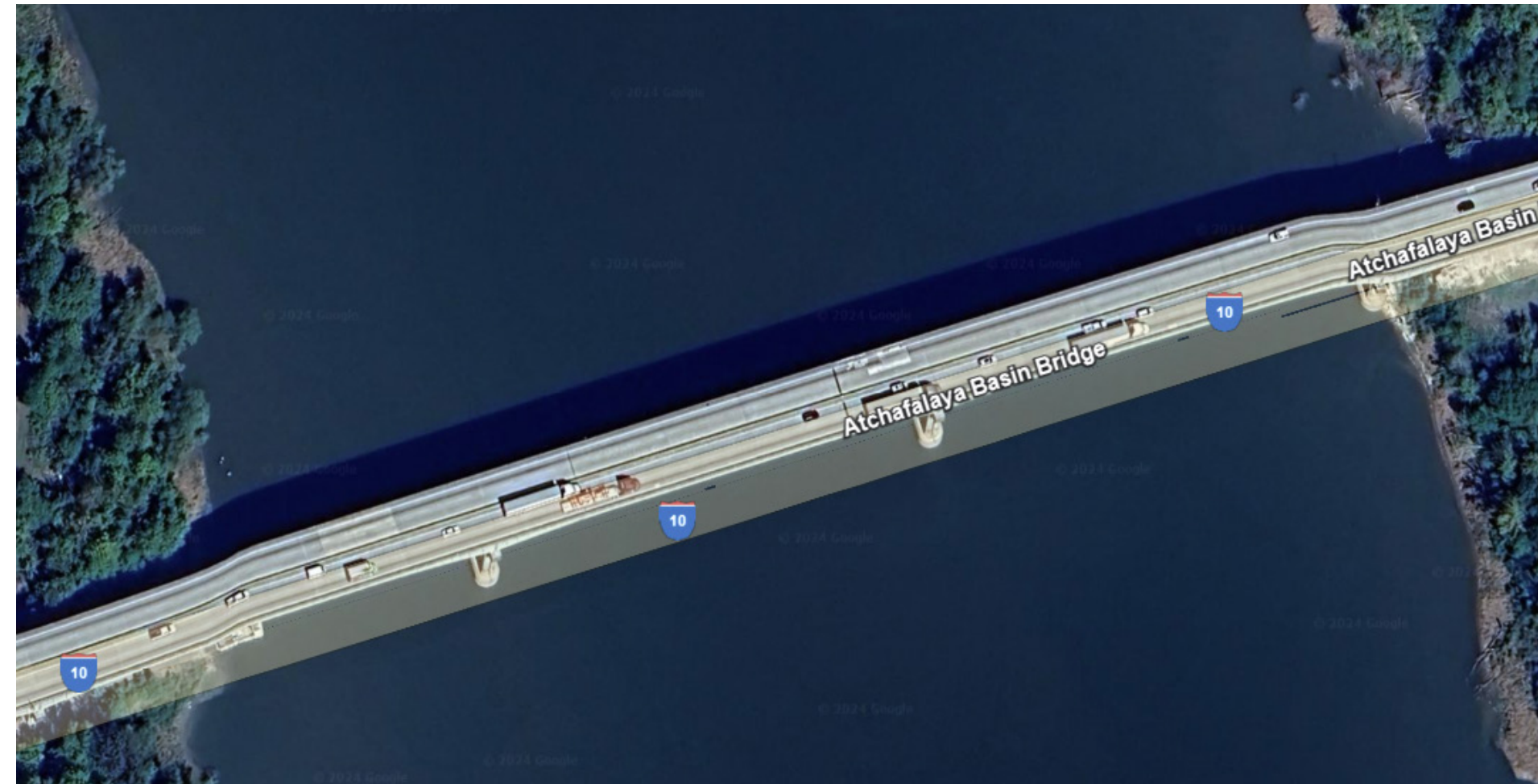
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Features (Highway)

Feature Type Example 1

- Structure Recall Number 300330 carries I-10 eastbound and westbound over Whiskey Bay Channel
 - Record: H01 for I-10 eastbound
H02 for I-10 westbound
 - Record: W01 for Whiskey Bay Channel



Feature Type Example 2

- Structure Recall Number 030533 carries US-90 eastbound and westbound over Hwy 182/E. Main Street and Burlington-Northern railroad tracks.
 - Record: H01 for I-90 eastbound
H02 for I-90 westbound
 - Record: Main Street
 - Record: R01 for the railroad tracks beneath the structure



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Features (Highway)

B.F.02 – FEATURE LOCATION

(Inspection type: Initial, Inventory Update)

Record the location of the feature(s) described in Feature Type (B.F.01) using the codes below.

InspectX data entry will include selecting the appropriate value(s) from the drop-down menu.

When the feature carried **above or below** the bridge you are inventorying is an NBI bridge (with a Structure Number (B.ID.01)), enter only B.F.01, B.F.02, B.F.03, and B.H.18. No other B.H.# information is required.

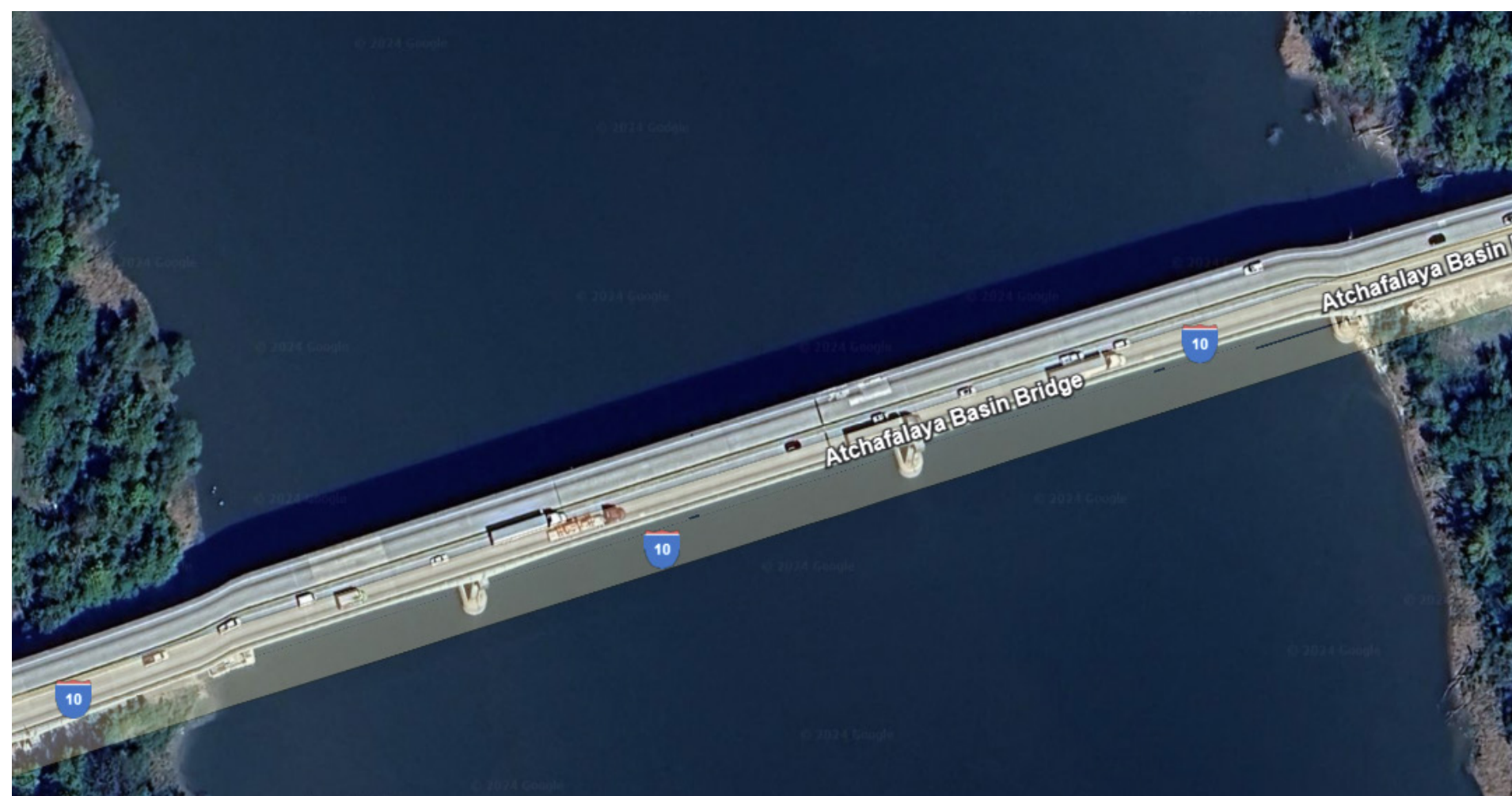
CODE DESCRIPTION

C	Carried on bridge
A	Above bridge
B	Below bridge

Feature Location Example 1

The photo below shows Structure Recall Number 300330 which carries I-10 eastbound and westbound over Whiskey Bay Channel

- Record: C for I-10 eastbound
C for I-10 westbound
B for Whiskey Bay Channel.



Feature Location Example 2

The photo below shows Structure Recall Number 030533 which carries US-90 eastbound and westbound over E. Main Street and Burlington-Northern railroad tracks.

- Record: C for US-90 eastbound
C for US-90 westbound
B for Hwy 182/E. Main Street
B for Burlington-Northern railroad tracks



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Features (Highway)

B.F.03 – FEATURE NAME

(Inspection type: Initial, Inventory Update)

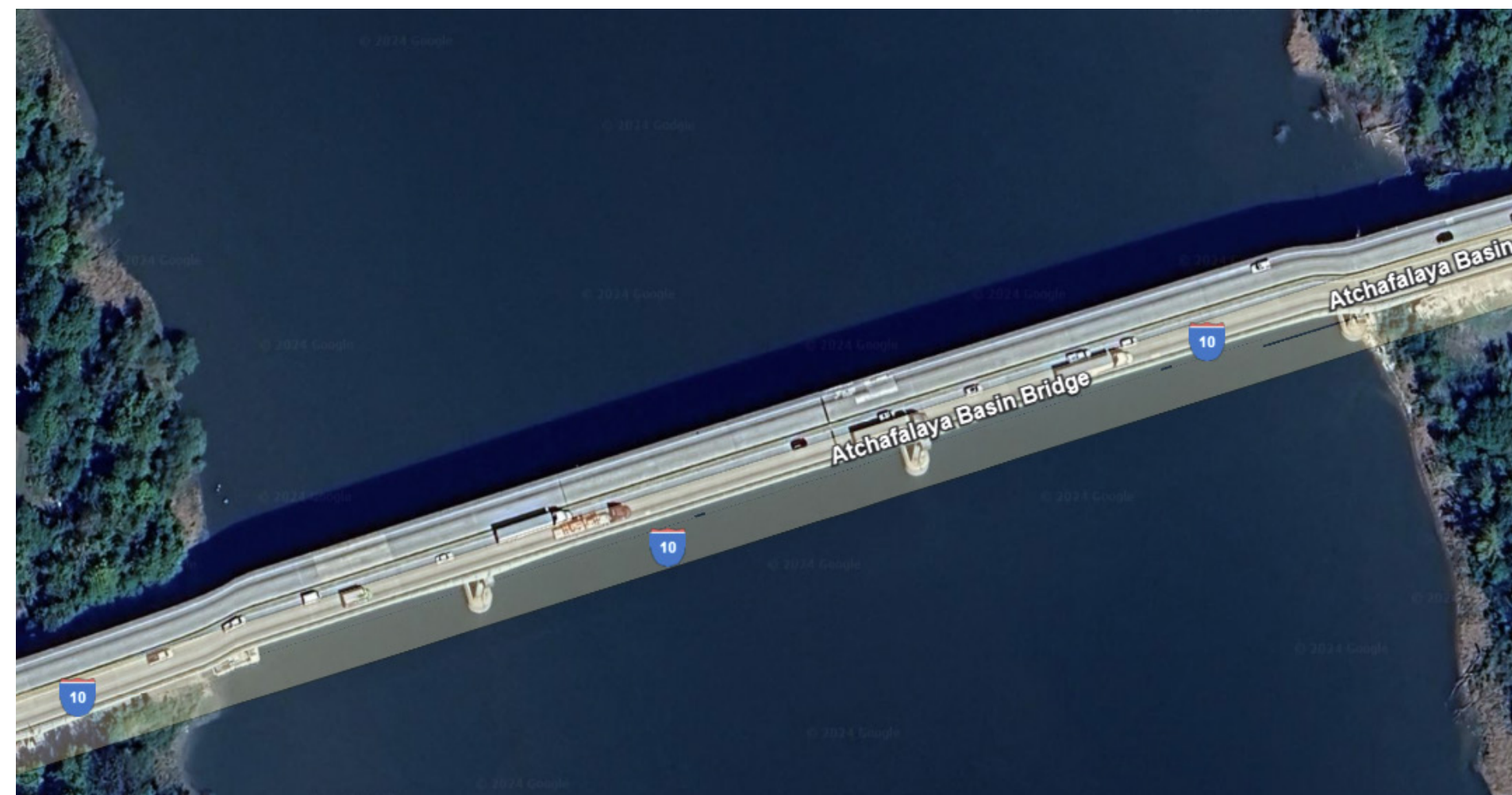
Record the commonly known name or general description for each Feature Type (B.F.01). When multiple names are generally used, separate them with pipe delimiters. When applicable, record the route number first, followed by other names. This item may not be left blank.

When the highway is divided by a non-mountable median, record the direction of the feature as part of its name.

Feature Name Example 1

The photo below shows Structure Recall Number 300330 which carries I-10 eastbound and westbound over Whiskey Bay Channel.

- Record: I-10 E
I-10 W
- Record: Whiskey Bay Channel (for the waterway)



Feature Name Example 2

As shown in the photo below, Structure Recall Number 030533 carries US 90 eastbound and westbound over Hwy 182/E. Main Street and Burlington-Northern railroad tracks.

- Record: US 90 E
US 90 W
- Record: Highway 182/E. Main Street (for the roadway beneath the structure)
- Record: BNSF (for the railroad beneath the structure)



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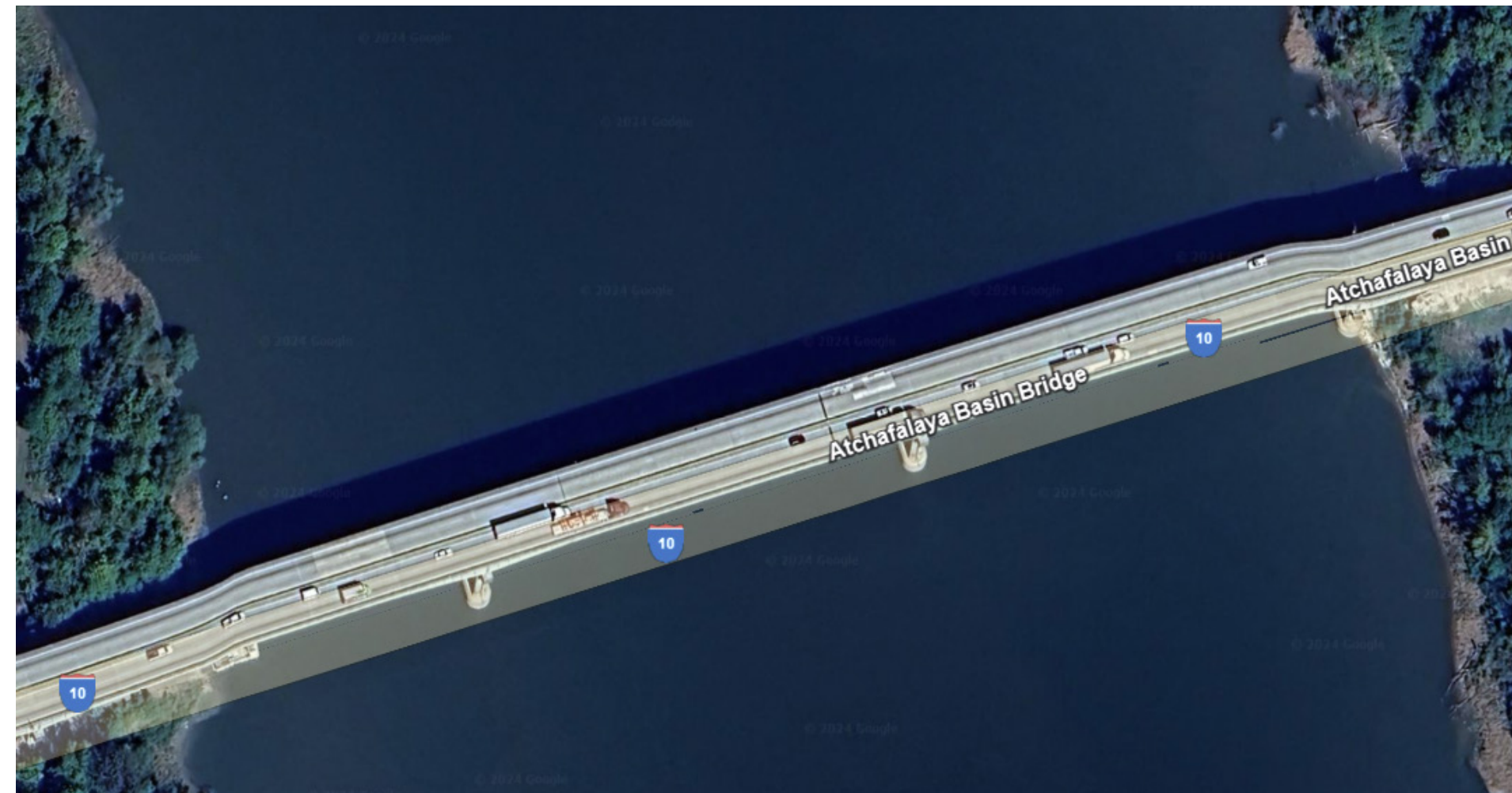
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Features (Highway)

B.F. InspectX Example 1

The photo below shows Structure Recall Number 300330 which carries I-10 eastbound and westbound over Whiskey Bay Channel.



Feature Type: Highway on - Eastbound

B.F.01A Feature Type

Highway

B.F.01B Feature Number

1

B.F.02 Feature Location

Carried on bridge

B.F.03 Feature Name

I-10 E

Feature Type: Highway on - Westbound

B.F.01A Feature Type

Highway

B.F.01B Feature Number

2

B.F.02 Feature Location

Carried on bridge

B.F.03 Feature Name

I-10 W

Feature Type: Waterway

B.F.01A Feature Type

Waterway

B.F.01B Feature Number

1

B.F.02 Feature Location

Below bridge

B.F.03 Feature Name

Whiskey Bay Channel

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Features (Highway)

B.F. InspectX Example 2

As shown in the photo below, Structure Recall Number 030533 carries US 90 eastbound and westbound over Hwy 182/E. Main Street and Burlington-Northern railroad tracks.



Feature Type: Highway On - Eastbound

B.F.01A Feature Type	Highway
B.F.01B Feature Number	1
B.F.02 Feature Location	Carried on bridge
B.F.03 Feature Name	US 90 E

Feature Type: Highway On - Westbound

B.F.01A Feature Type	Highway
B.F.01B Feature Number	2
B.F.02 Feature Location	Carried on bridge
B.F.03 Feature Name	US 90 W

Feature Type: Highway Below

B.F.01A Feature Type	Highway
B.F.01B Feature Number	3
B.F.02 Feature Location	Below bridge
B.F.03 Feature Name	Highway 182 E. Main Street

Feature Type: Railroad

3.F.01A Feature Type	Railroad
B.F.01B Feature Number	1
B.F.02 Feature Location	Below bridge
B.F.03 Feature Name	BNSF

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B.H.01– FUNCTIONAL CLASSIFICATION

(Inspection type: Initial, Inventory Update)

Record the functional classification for the highway feature(s) coded as H under Feature Type (Item B.F.01) using the appropriate value selected from the drop-down menu in InspectX. Functional classification of each roadway in the State of Louisiana can be found at:

http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Multimodal/Data_Collection/Mapping/Pages/Statewide_Highway_Functional_Classification_Maps.aspx

InspectX data entry will include selecting the appropriate value(s) from the drop-down menu below B.H.01 Functional Classification which correspond to the codes below.

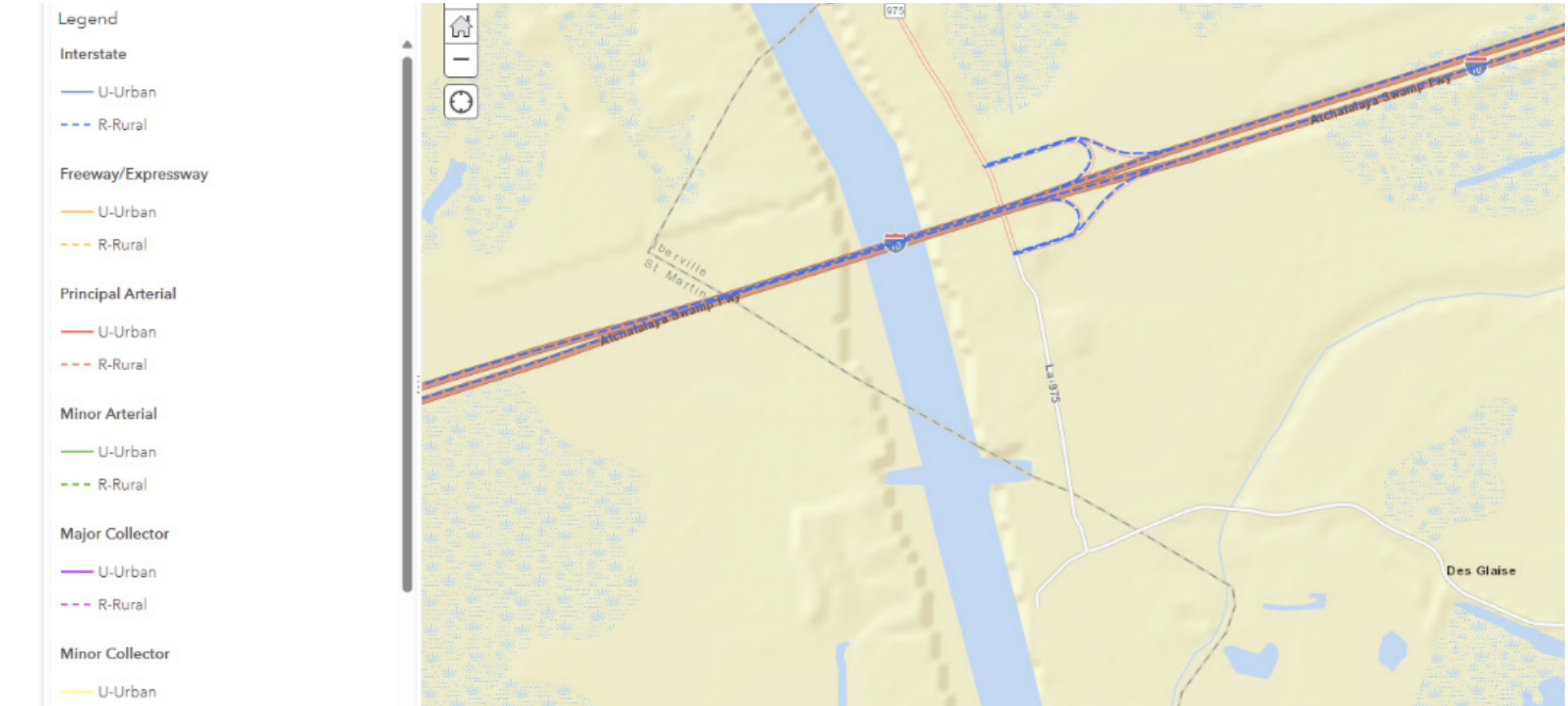
CODE DESCRIPTION

CODE	DESCRIPTION
1	Interstate
2	Principal Arterial – Other Freeways and Expressways
3	Principal Arterial – Other
4	Minor Arterial
5	Major Collector
6	Minor Collector
7	Local

Functional Classification Example 1

As shown in B.F.01 example, Structure Recall Number 300330 carries I-10 eastbound and westbound over Whiskey Bay Channel.

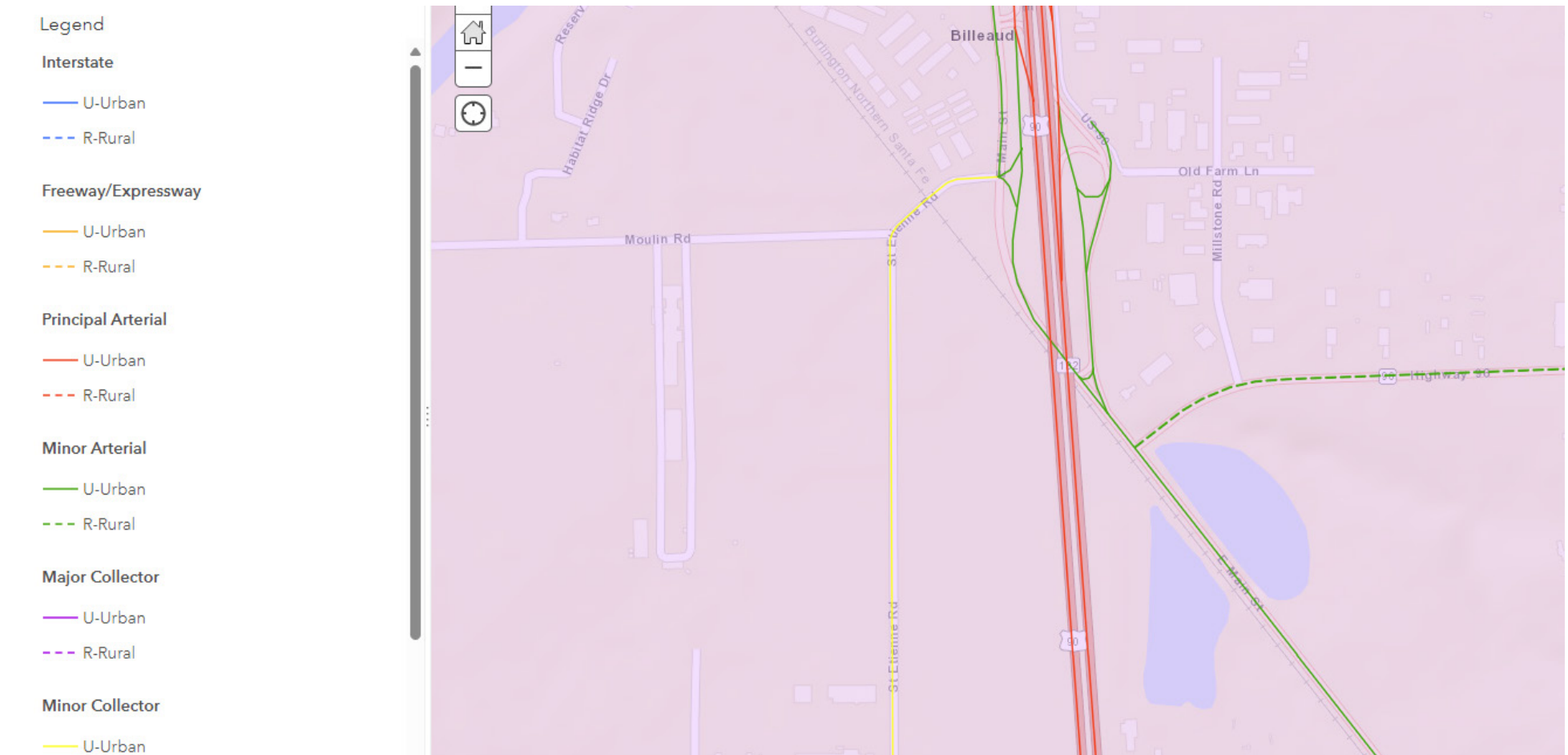
- Record: 1 for eastbound and 1 for westbound



Functional Classification Example 2

As shown in the B.F.01 example, Structure Recall Number 030533 carries US-90 eastbound and westbound over E. Main Street and Burlington-Northern railroad tracks.

- Record: 3 for US-90 eastbound and westbound
- Record: 4 for Hwy 182/E. Main St



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B.H.02 – URBAN CODE

(Inspection type: Initial, Inventory Update)

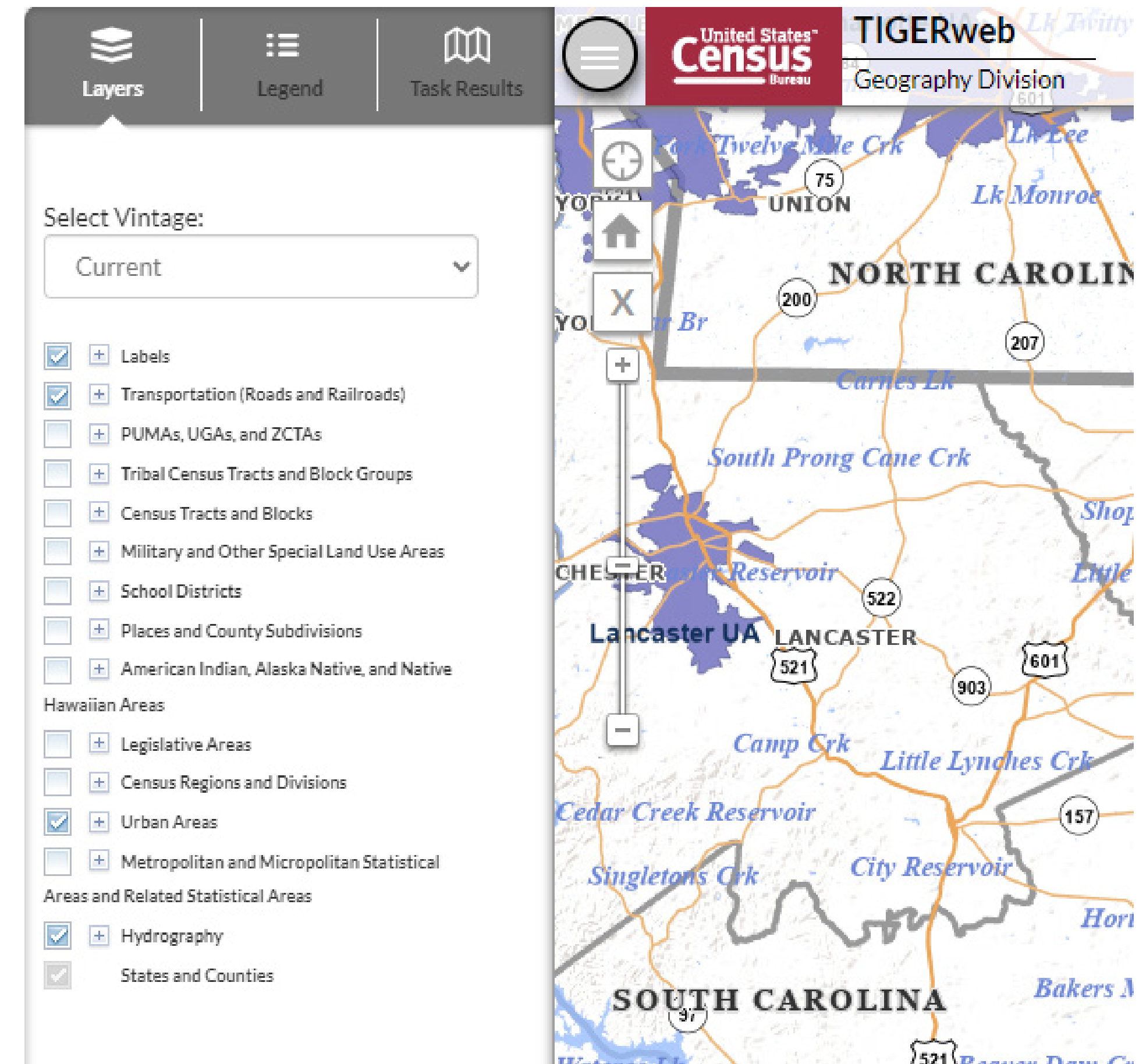
Record the Urban Code for the highway feature(s) coded as H under Feature Type (Item B.F.01) using the appropriate value selected from the drop-down menu in InspectX. The drop-down menu is only searchable using Ctrl-F when the options window is open. This item may not be left blank.

Bridges outside urbanized areas are to be recorded based on population ranges of 'less than 5,000' (outside of a city) and 'between 5,000 and 49,999' (within city limits).

In the instance where a structure is partially inside and outside of an urban area, designate the Urban Code based on the location of Begin Bridge (Abutment 1).

Urban Codes for each roadway in the State of Louisiana can be located with the steps outlined below.

1. Go to: <https://tigerweb.geo.census.gov/tigerweb/>
2. On the "Layers" tab, select Labels, Transportation, Urban Areas, and Hydrography (if not already selected).



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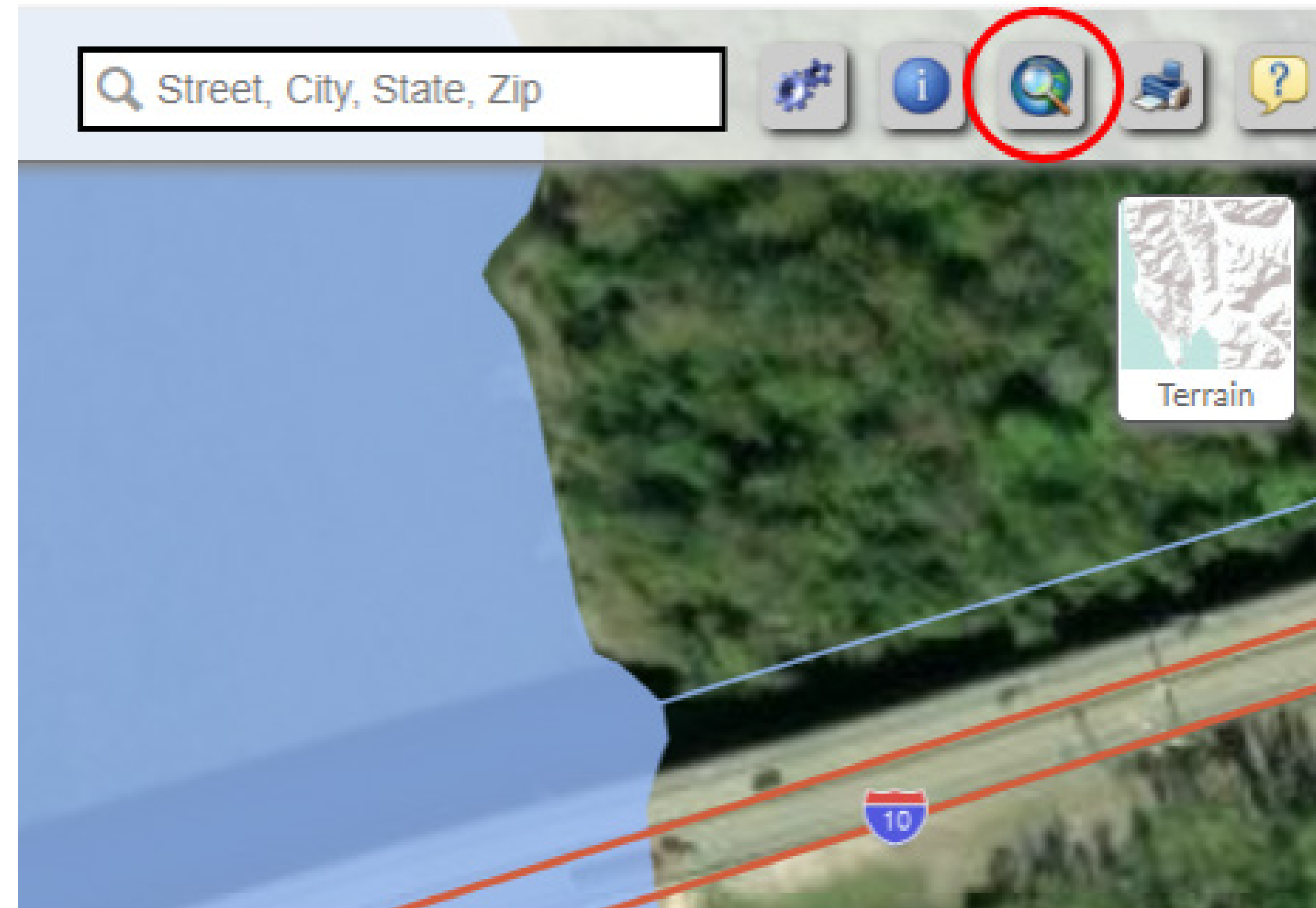
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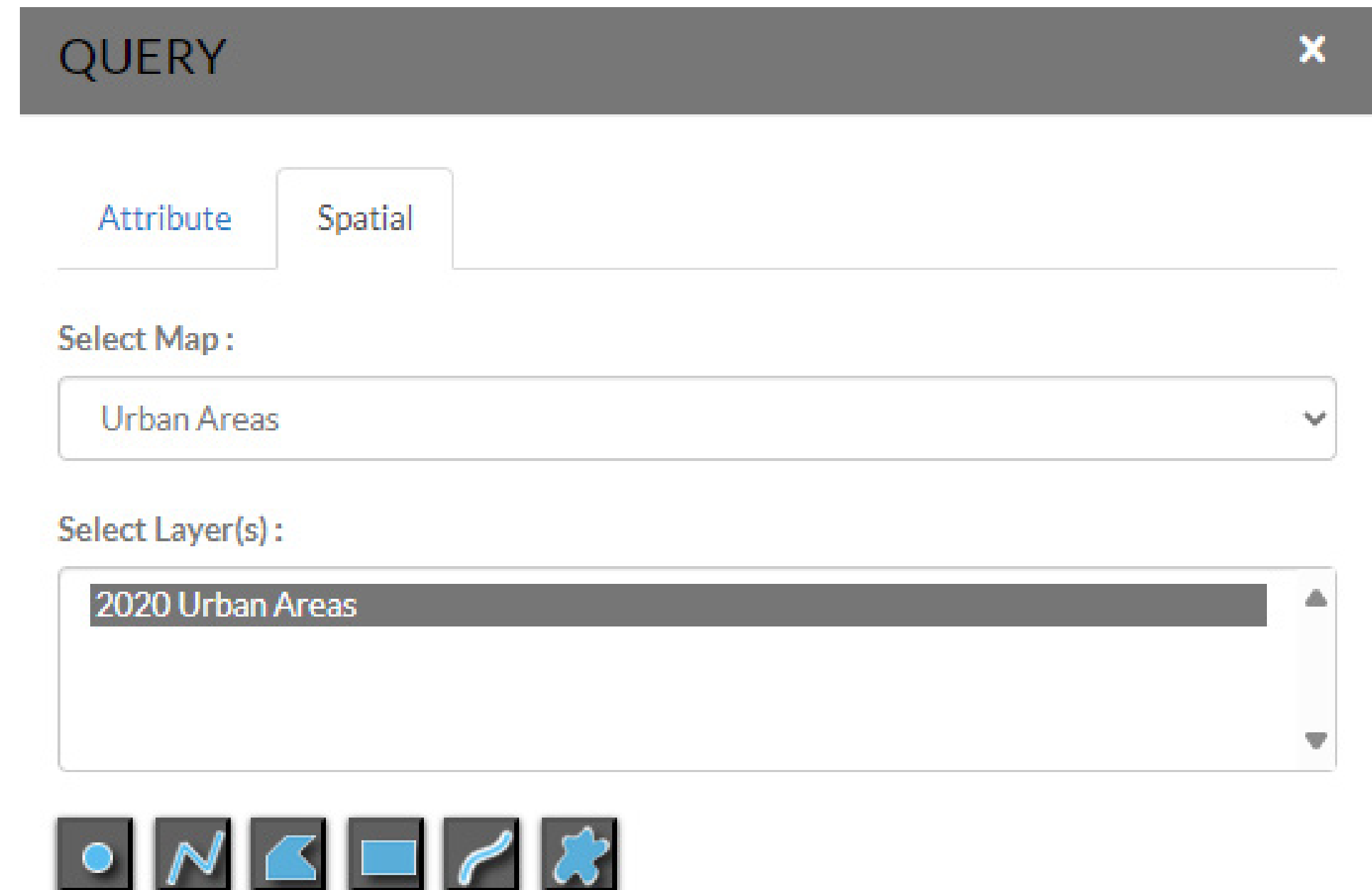
Features (Highway)

3. Locate the structure in question and zoom to it.
4. Using the cursor, click on the structure in question, then click on the "Query" icon at the top right corner of the page



5. A pop-up window will appear. Select the "Spatial" tab, then under "Select Map", select Urban Areas.

6. Next, click on "2020 Urban Areas". Six blue search method shapes will show up. Select the blue dot for "Point Search."



7. Select the location of Abutment 1.

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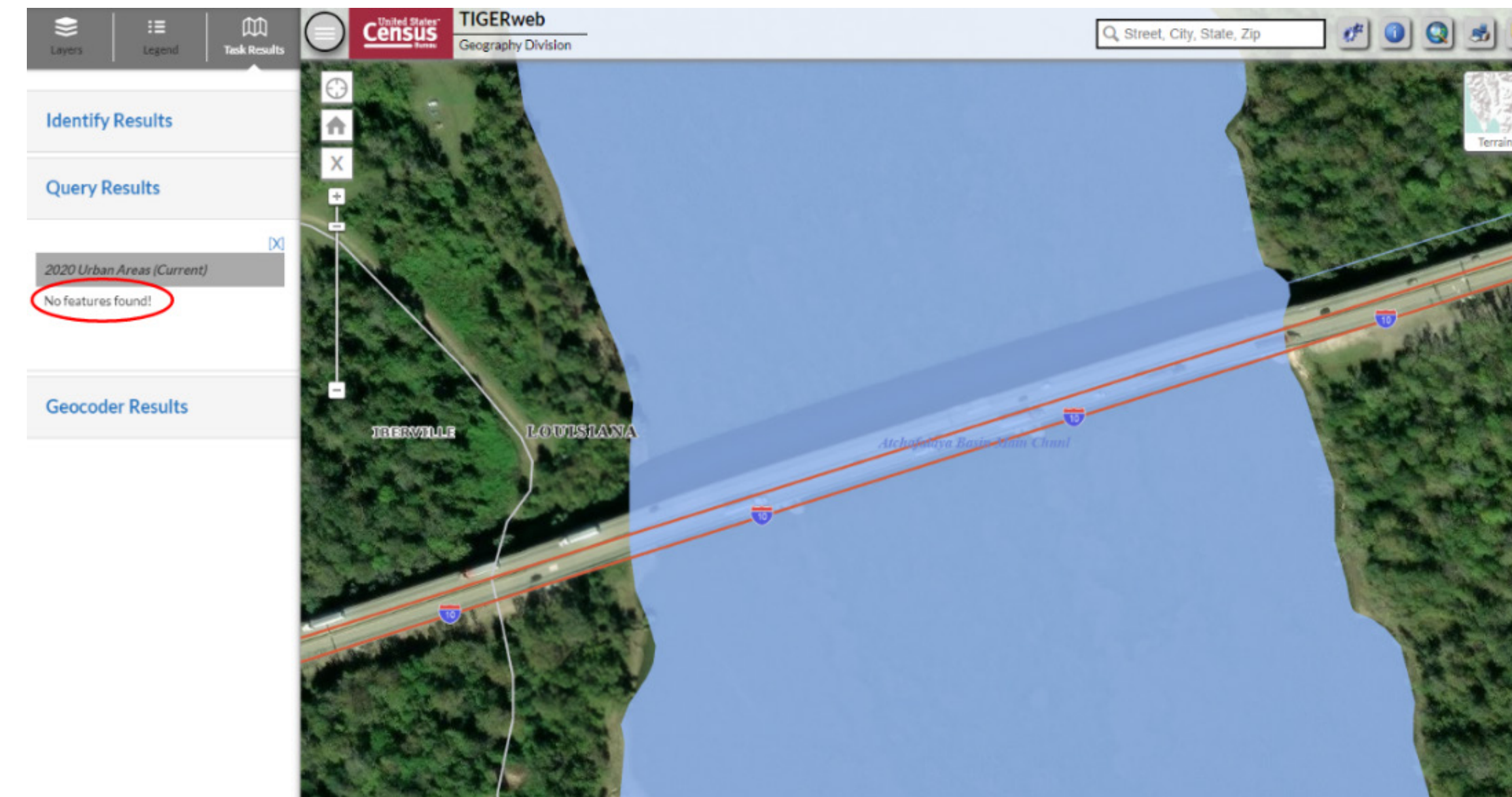
Features (Highway)

Urban Code Example 1

As shown in the image below, Structure Recall Number 300330 carries I-10 eastbound and westbound over Whiskey Bay Channel.

This structure is outside all urbanized areas and has a population of less than 5,000.

- Record: 99999 for eastbound and westbound by selecting Rural<5000 in InspectX

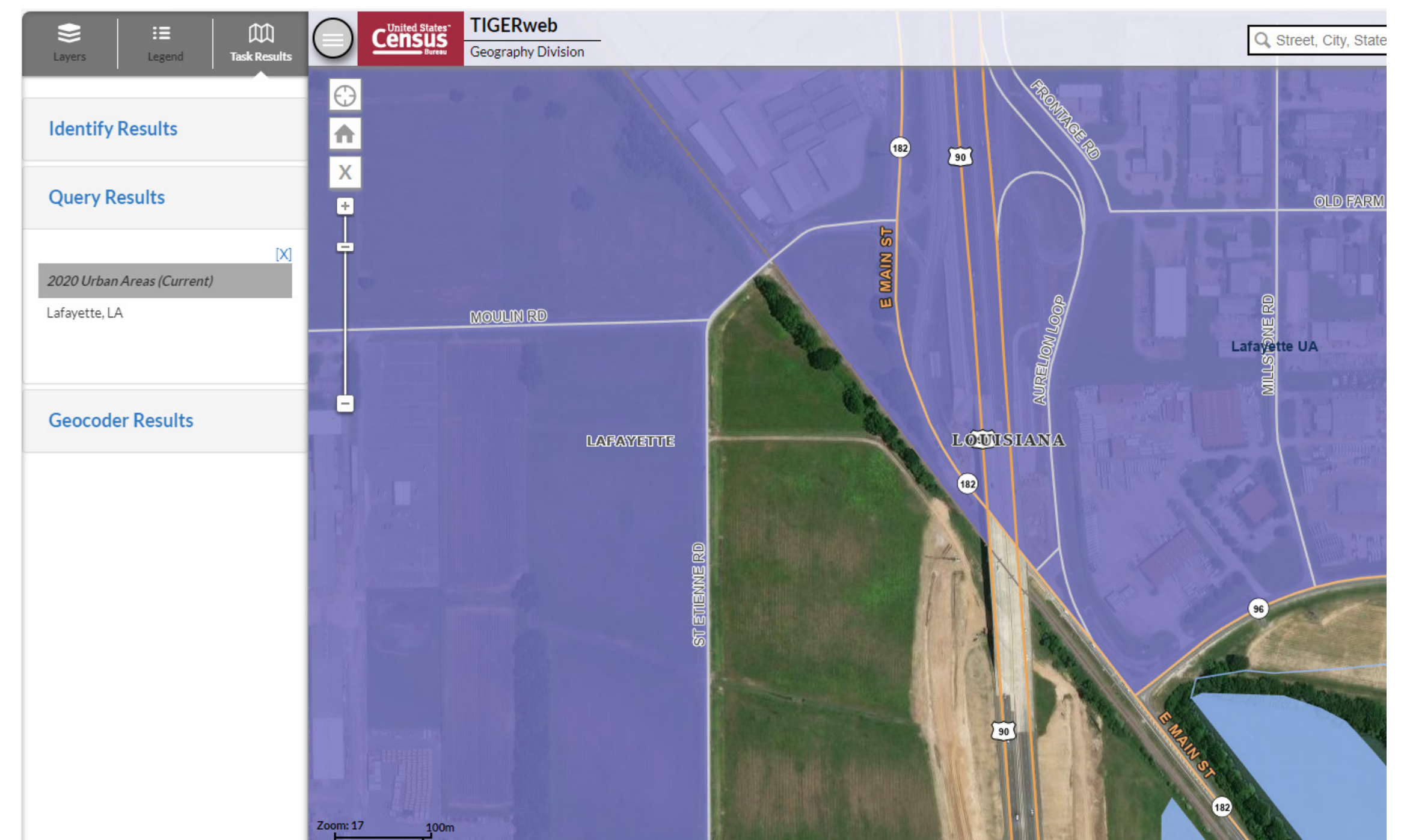


Urban Code Example 2

As shown in the image below, Structure Recall Number 030533 carries US-90 eastbound and westbound over E. Main Street and Burlington-Northern railroad tracks.

- Record: As the image below shows, this structure is partially within an Urban Area and partially outside the Lafayette Urban area. If Abutment 1 is designated as the northernmost support, the Urban Code selection in Inspect X is Lafayette for eastbound and westbound.

If Abutment 1 is the southernmost support, the Urban Code selection in InspectX is Small Urban for eastbound and westbound (assuming population values support it).



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Features (Highway)

B.H.03 – NHS DESIGNATION

(Inspection type: Initial, Inventory Update)

Record the NHS designation for the highway feature(s) recorded in Feature Type (Item B.F.01) as H, using the appropriate value selected from the drop-down menu in InspectX.

CODE DESCRIPTION

N	Non-NHS
T	NHS

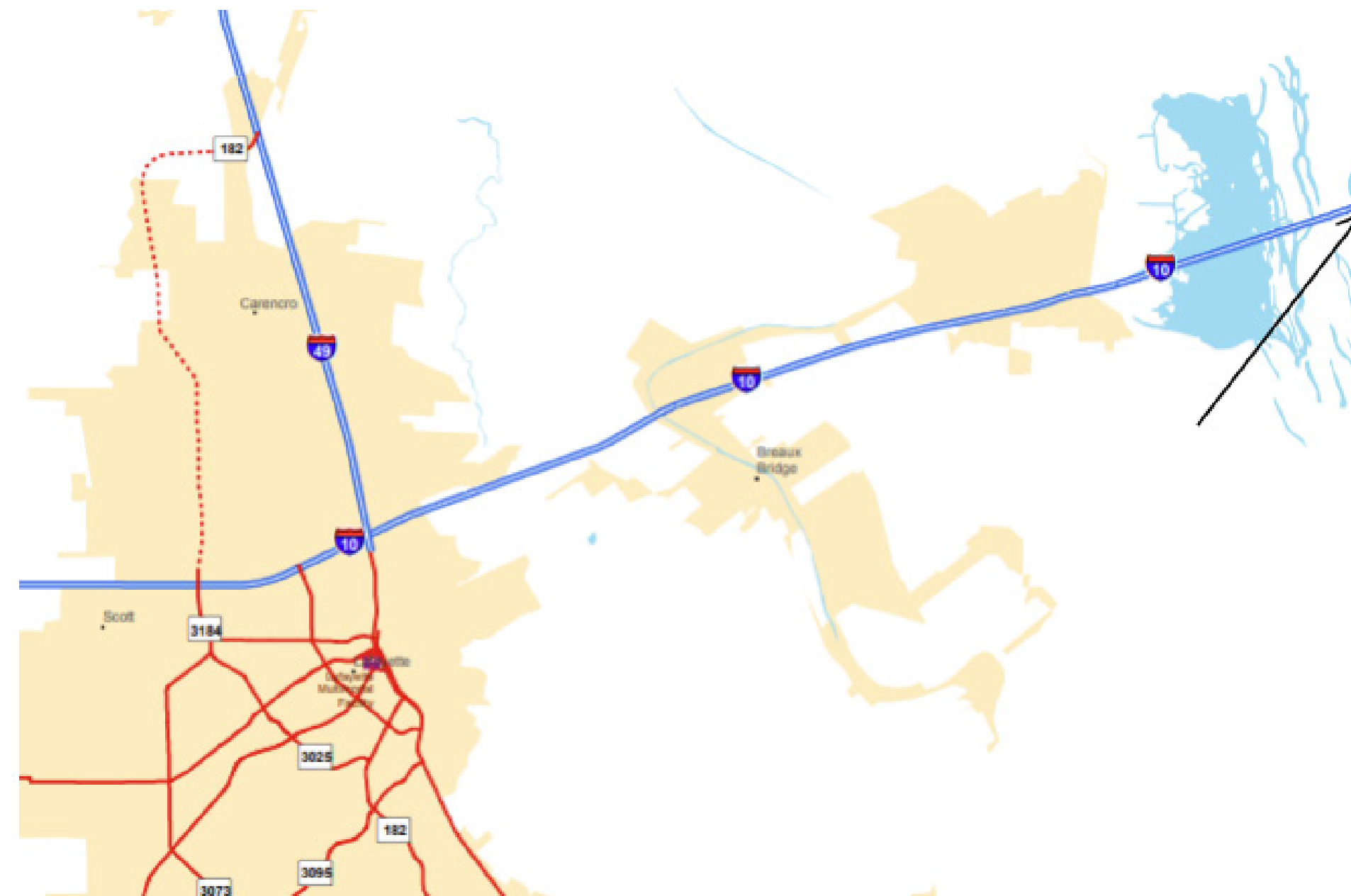
The NHS maps for Louisiana are located at:

https://www.fhwa.dot.gov/planning/national_highway_system/nhs_maps/louisiana/

NHS Example 1

As shown in B.F.01 example, Structure Recall Number 300330 carries I-10 eastbound and westbound over Whiskey Bay Channel.

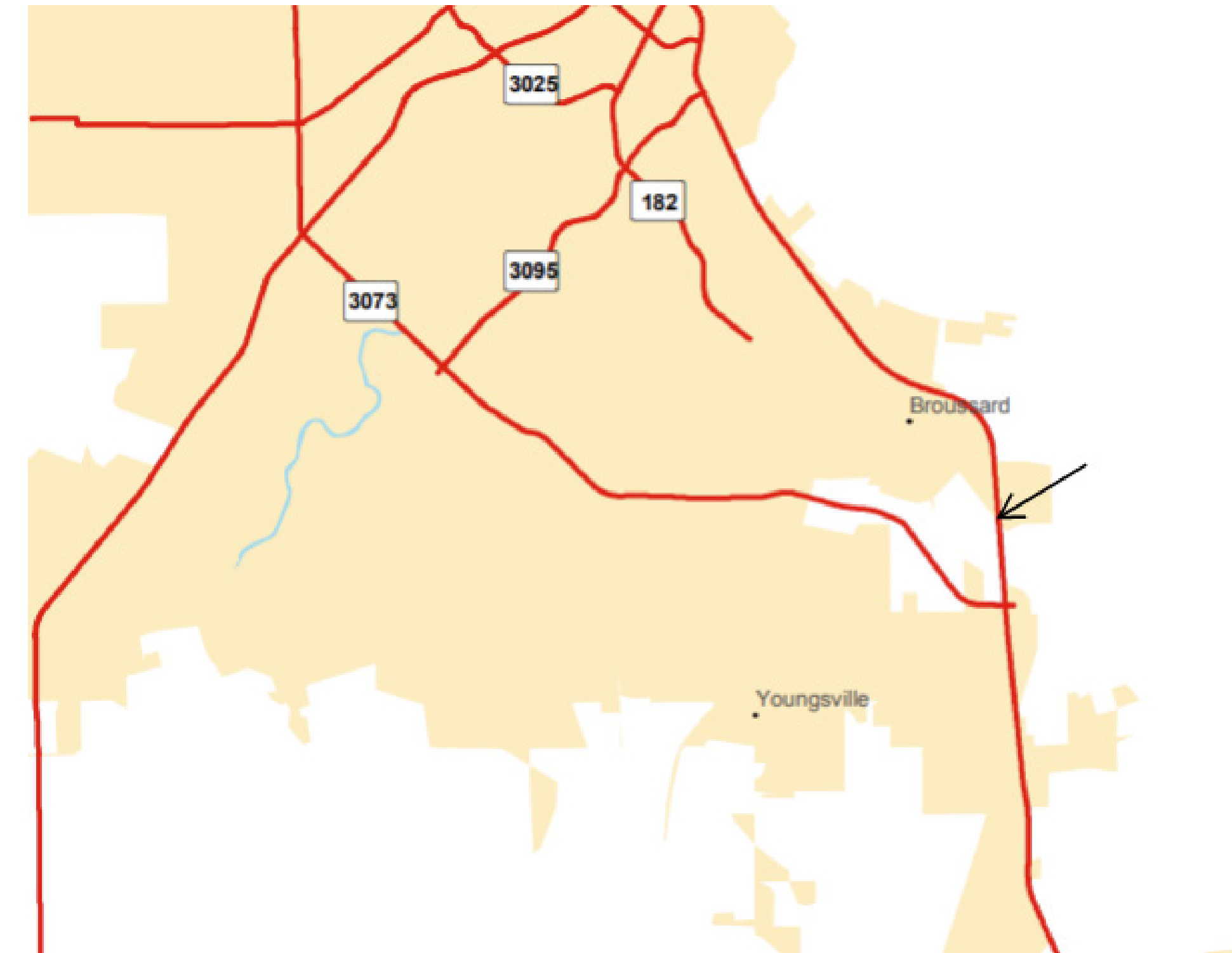
– Record: Y for eastbound and westbound



NHS Example 2

As indicated with an arrow in the image below, Structure Recall Number 030533 carries I-90 eastbound and westbound over E. Main Street and Burlington-Northern railroad tracks.

– Record: Y for eastbound and westbound



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Features (Highway)

NHS Example 3

As indicated with an arrow in the image below, Structure Recall Number 600437 carries Gunder Road over Haines Creek

– Record: N



B.H.04 – NATIONAL HIGHWAY FREIGHT NETWORK

(Inspection type: Initial, Inventory Update)

Record the National Highway Freight Network (NHFN) designation for the highway feature(s) recorded as H in Feature Type (B.F.01), using the appropriate value selected from the drop-down menu in InspectX. The NHFN maps for Louisiana are located at:

https://ops.fhwa.dot.gov/Freight/infrastructure/ismt/state_maps/states/louisiana.htm

CODE DESCRIPTION

1	Primary Highway Freight System
2	Interstate portions not on the Primary Highway Freight System
3	Critical Rural Freight Corridor
4	Critical Urban Freight Corridor
N	Not on the NHFN

B.H.05 – STRAHNET DESIGNATION

(Inspection type: Initial, Inventory Update)

Record the Strategic Highway Network (STRAHNET) designation for the highway feature(s) recorded as H in Feature Type (Item B.F.01), using the appropriate value selected from the drop-down menu in InspectX. These routes can be found on NHS maps at:

https://www.fhwa.dot.gov/planning/national_highway_system/nhs_maps/louisiana/

CODE DESCRIPTION

1	STRAHNET route
2	STRAHNET Connector route
N	Not a STRAHNET route

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Features (Highway)

B.H.06 – LRS ROUTE ID

(Inspection type: Initial, Inventory Update)

Record the LRS Route ID defined by the State that is reported to the HPMS for the feature(s) recorded in Feature Type (Item B.F.01), identified with the H## code.

Record N and contact HQ for assignment of a value if an LRS Route ID has not been assigned.

These routes can be found by entering the begin latitude and longitude and selecting submit at the following link found on the DOTD intranet:

<http://enrapps/latlong/latlongRH.aspx>

DOTD LADOTD - Convert Latitude/Longitude to Routeid or LRSID

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Submit Latitude: Longitude:

Submit Routeid: Measure:

Submit LRS ID: LRS Logmile:

Submit Route: Type Number Byp/Bus Milepoint

Submit Control Section: CS logmile:

Submit UTM East: UTM North:

Note: LRS ID is CCC-SS-D-SEQ (CCC-SS = control-section, D=Direction, SEQ = sequence) [LRS Help](#)

Year of Data: 2023

Lat/Long Formats:

- DD.DDDDD (Degrees only - one number)
- DD:MM.MMM (Degrees and minutes - two numbers separated by space or ":")
- DD:MM:SS.S (Degrees, minutes, seconds - 3 numbers sep by space or ":")
- DDMMSS (Degrees, minutes, seconds - Format for CES)

District/Parish	Lat/Lon for Trnsport
Location	Latitude Longitude
<input type="text"/>	<input type="text"/> 31:10:29 <input type="text"/> 91:59:28

Revised as of August 2020 (for Routeid/Measure as used in Roads and Highways
[[Engineering Applications](#) | [LADOTD Intranet](#)] [Upload and map a File of Points](#))

B.H.07 – LRS MILE POINT

(Inspection type: Initial, Inventory Update)

Record the LRS logmile found in the previous item (B.H.06) for the highway feature(s) recorded as H in Feature Type (B.F.01). It is to be rounded to three decimal places (00.000).

B.H.08 – LANES ON HIGHWAY

(Inspection type: Initial, Routine, Inventory Update)

Record the number of traffic lanes on the highway feature(s) recorded as H in Feature Type (B.F.01).

For structures with curb-to-curb width less than 16 feet and striped for one lane, even if it carries two-way traffic, record 1.

Lanes on Highway Example

Structure Recall Number 300330 carries I-10 eastbound and westbound over Whiskey Bay Channel.

- Record: 2 for eastbound
2 for westbound



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Features (Highway)

B.H.09 – ANNUAL AVERAGE DAILY TRAFFIC (Inspection type: Initial, Routine, Inventory Update)

This item represents the annual average daily traffic (AADT) from the most recent count for the highway feature(s) recorded as H in Feature Type (B.F.01). The value(s) will be re-evaluated on a 6-year frequency and the data automatically entered into the database. If the year recorded in Year of Annual Average Daily Traffic (B.H.11) is more than 6 years past, a new value may be obtained at:

<https://ladotd.public.ms2soft.com/tcds/tsearch.asp?loc=ladotd>

B.H.10 – ANNUAL AVERAGE DAILY TRUCK TRAFFIC (Inspection type: Initial, Routine, Inventory Update)

This item represents the annual average daily truck traffic (AADTT) from the most recent count for the highway feature(s) recorded as H in Feature Type (B.F.01). The value(s) will be re-evaluated on a 6-year frequency and the data automatically entered into the database.

If the year recorded in Year of Annual Average Daily Traffic (B.H.11) is more than 6 years past, a new value may be obtained at:

<https://ladotd.public.ms2soft.com/tcds/tsearch.asp?loc=ladotd>.

The AADTT is found by locating the structure on the map and selecting a traffic count near it. In the pop-up box that will appear, select “view detail in new search”. A table will then appear on the left side where the AADTT is displayed under K%. Multiply the K% value by the AADT and record that value. If no K% is available, use 5% for off-system rural, 10% for off-system urban, 15% for on-system rural, and 20% for on-system urban.

The screenshot shows the Traffic Count (TCDS) interface. On the right, a map displays a highway segment with a pop-up box for location 221611. The pop-up box contains the following information: Location ID: 221611, Located On: US 90 BUS AT 11.85, Direction: 2-WAY, Count: 155789 (2011), and Wo Count: 62605 (2023). A red circle highlights the 'View Detail in a New Search' link. On the left, a data table shows the AADT for various years, with the K% column circled in red.

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2023	82,883 ³		8		71,030 (86%)	11,853 (14%)	Grown from 2022
2022	82,471 ²		8		66,556 (81%)	15,915 (19%)	Grown from 2021
2021	81,092 ³		8				Grown from 2020
2020	72,018 ³		8				Grown from 2019
2019	77,606	6,056	8				

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Features (Highway)

B.H.11 – YEAR OF ANNUAL AVERAGE DAILY TRAFFIC

(Inspection type: Initial, Routine, Inventory Update)

Record the year associated with the value recorded in Annual Average Daily Traffic (B.H.09).

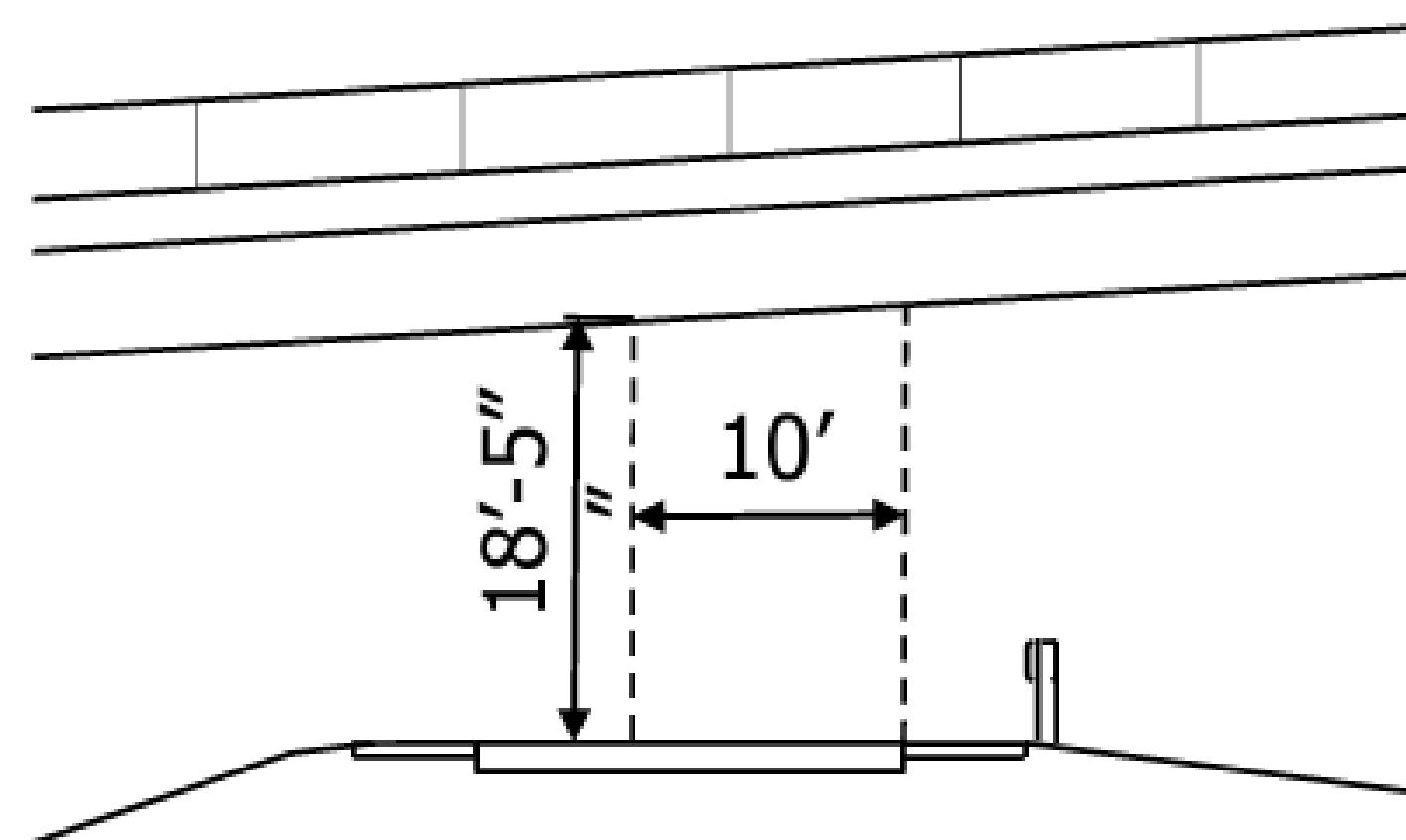
B.H.12 – HIGHWAY MAXIMUM USABLE VERTICAL CLEARANCE

(Inspection type: Initial, Routine, Inventory Update, Damage-Special)

Record the minimum vertical clearance for the highway feature(s) recorded as H in Feature Type (B.F.01), representing the lowest vertical clearance for a 10-foot wide section of the traveled way which gives the maximum usable clearance envelope. The value is to be rounded down to one decimal place (00.0). Measure the vertical clearance plumb from the deck or highway surface to the lowest bridge member restriction, appurtenance attached to the bridge (signs, utilities, etc.), or other structure. The traveled part of the highway feature does not include shoulders.

When the clearance is 100 feet or greater, or when no restriction exists above the feature, record 99.9. For clearances over 30 feet, this item may be estimated.

Highway Maximum Usable Vertical Clearance Example



Arthur Road

In cases of ramps/inclines, find the highest point at the edge of the traveled way and record the height 10 ft over. In the case above, record 18.4.

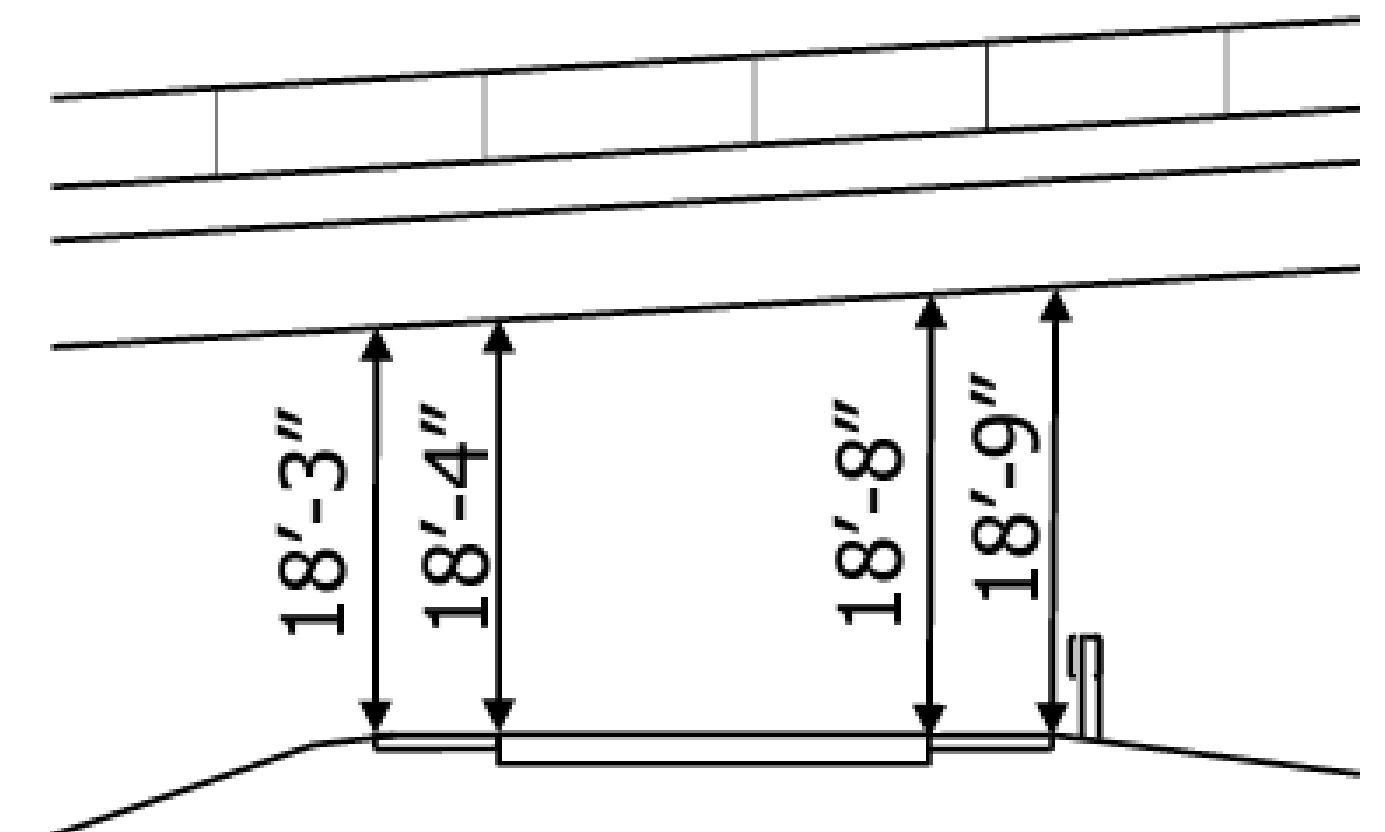
B.H.13 – HIGHWAY MINIMUM VERTICAL CLEARANCE

(Inspection type: Initial, Routine, Inventory Update, Damage-Special)

Record the minimum vertical clearance measured over the highway feature(s) recorded as H in Feature Type (B.F.01), rounded down to one decimal place (00.0).

This value is to be measured to the lowest structure member restriction, sign, utility, etc. attached to the structure and is to include shoulders when the shoulders are continuous with the traveled way and are structurally adequate for all weather and traffic conditions. Do not include shoulders that are of dissimilar material to the roadway.

When the clearance is 100 feet or greater, or when no restriction exists above the feature, record 99.9.



Arthur Road

In the example above, the shoulders are contiguous with the traveled way and structurally adequate for all weather and traffic conditions and of the same material as the travelway. Record 18.2.

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Features (Highway)

B.H.14 – HIGHWAY MINIMUM HORIZONTAL CLEARANCE, LEFT (Inspection type: Initial, Routine, Inventory Update, Damage-Special)

Record the minimum horizontal clearance on the left for the highway feature below the highway feature(s) recorded as H in Feature Type (B.F.01). The measurement is to be rounded down to one decimal place (00.0).

This value is to be measured from the left edge line of the highway (excluding shoulders, turn lanes, acceleration, or deceleration lanes) in the direction of travel to the nearest substructure unit, rigid barrier, oncoming traffic lane, or toe of slope that is steeper than 1 to 3 (v:h). Metal and timber railing are not considered rigid barriers.

When the highway feature under the structure carries two-way traffic that is not divided, record 0.

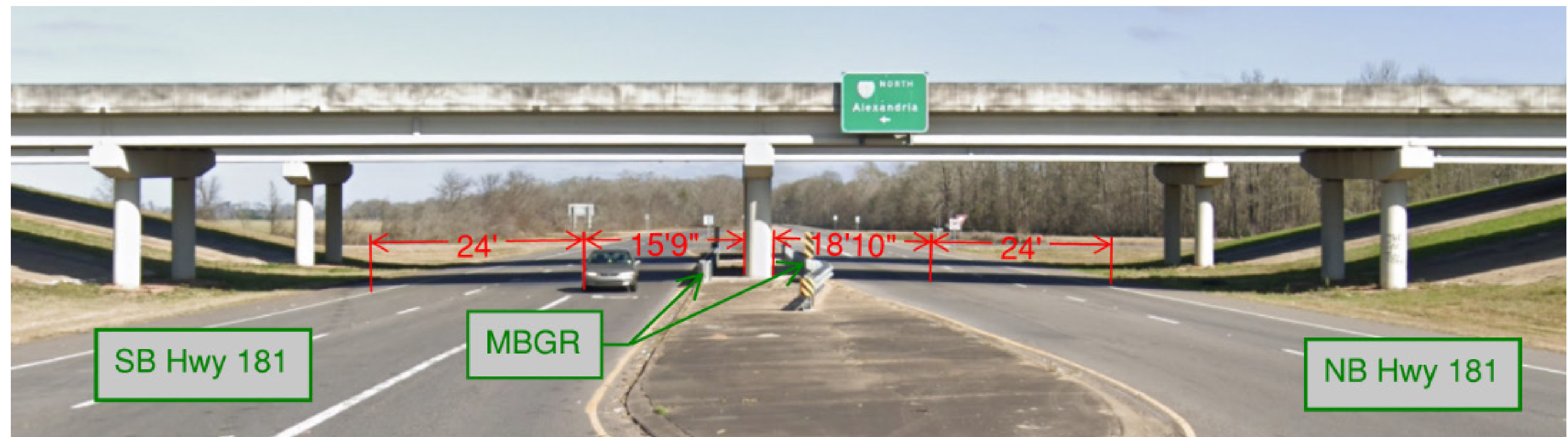
When the clearance is 100 feet or greater, Record 99.9.

Do not record this item for the highway feature carried on the structure. It is only to be recorded for the feature below.

Highway Minimum Horizontal Clearance, Left Example 1

Structure Recall Number 803360 carries eastbound I-49 over Hwy 181. The rail protecting Bent 3 is not rigid, therefore it is not included in the measurements.

– Record: 15.7 for Hwy 181 southbound



Highway Minimum Horizontal Clearance, Left Example 2

Structure Recall Number 050107 carries eastbound I-20 over Baldwin St.

– Record: 0



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Features (Highway)

B.H.15 – HIGHWAY MINIMUM HORIZONTAL CLEARANCE, RIGHT

(Inspection type: Initial, Inventory Update)

Record the minimum horizontal clearance on the right for the highway feature below the highway feature(s) recorded as H in Feature Type (B.F.01). The measurement is to be rounded down to one decimal place (00.0).

This value is to be measured from the right edge line of the highway (excluding shoulders, turn lanes, acceleration, or deceleration lanes) in the direction of travel to the nearest substructure unit, rigid barrier, oncoming traffic lane, or toe of slope that is steeper than 1 to 3 (v:h). Metal and timber railing are not considered rigid barriers.

When the clearance is 100 feet or greater, Record 99.9.

Do not record this item for the highway feature carried on the structure. It is only to be recorded for the feature below.

Highway Minimum Horizontal Clearance, Right Example

Structure Recall Number 050107 carries eastbound I-20 over Baldwin St.

– Record: 1.5



B.H.16 – HIGHWAY MAXIMUM USABLE SURFACE WIDTH

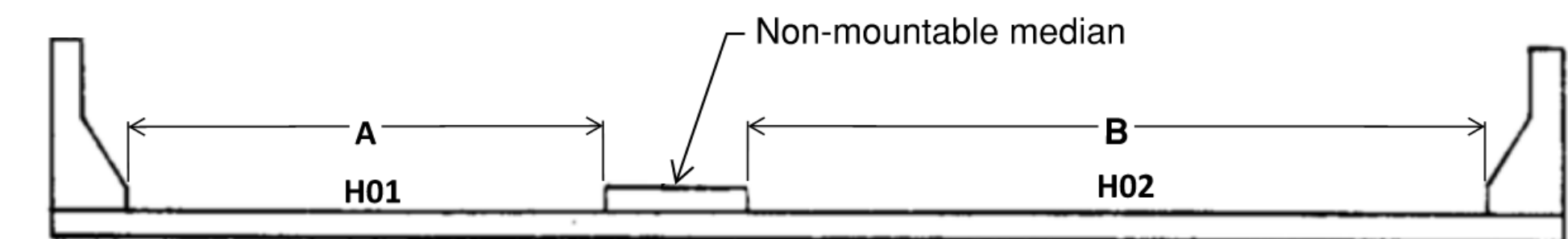
(Inspection type: Initial, Inventory Update)

Record the maximum usable surface width for the highway feature below or carried on the highway feature(s) recorded as H in Feature Type (B.F.01). The measurement is to be rounded down to one decimal place (00.0). This item may not be left blank.

This measurement is to be taken perpendicular to the centerline of the highway. It is to include paved or stabilized shoulders when the shoulders are continuous with the traveled way and are structurally adequate for all weather and traffic conditions. Do not include shoulders that are of dissimilar material to the roadway. Curbs less than 6 inches in height are considered mountable and are to be included in this measurement.

When the width is 100 feet or more, record 99.9.

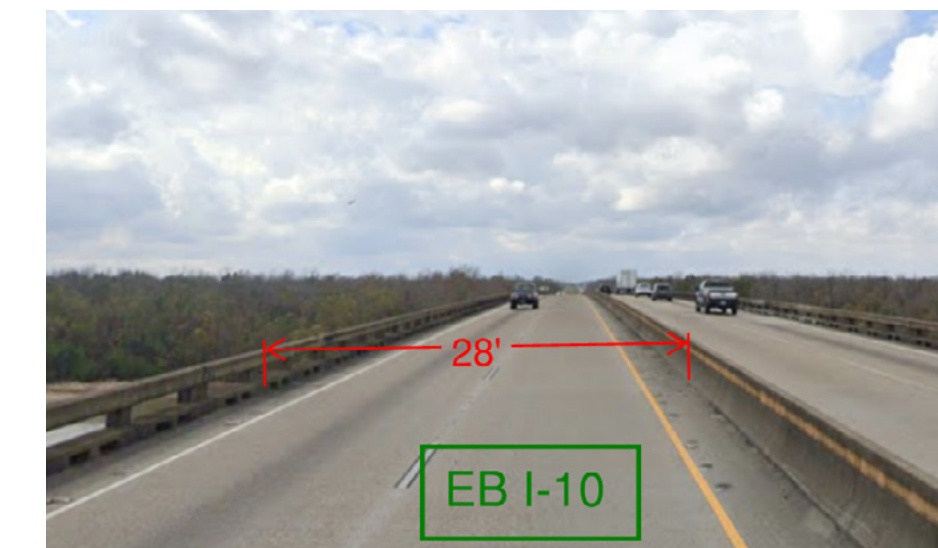
When there are two highway features are carried by the bridge and separated by a non-mountable median as shown in the diagram below, record measurement A for Highway 1 (H01) and B for Highway 2 (H02).



Highway Maximum Usable Surface Width Example 1

Structure Recall Number 300330 carries I-10 over Whiskey Bay Channel

– Record: 30.0 for I-10 westbound



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Highway Maximum Usable Surface Width Example 2

Closed median (mountable) on Structure Recall Number 804570

– Record: 88.8



Highway Maximum Usable Surface Width Example 3

As shown in the B.H.12 example, Structure Recall Number 803360 carries eastbound I-49 over Hwy 181.

– Record: 40.0' for eastbound I-49
47.6 for Hwy 181 southbound



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Features (Highway)

B.H.17 – BYPASS DETOUR LENGTH

(Inspection type: Initial, Inventory Update)

Record the length of **additional travel** required for a vehicle to bypass the highway feature(s) recorded as H in Feature Type (B.F.01), that passes below or is carried on the structure. Round the value to the nearest mile.

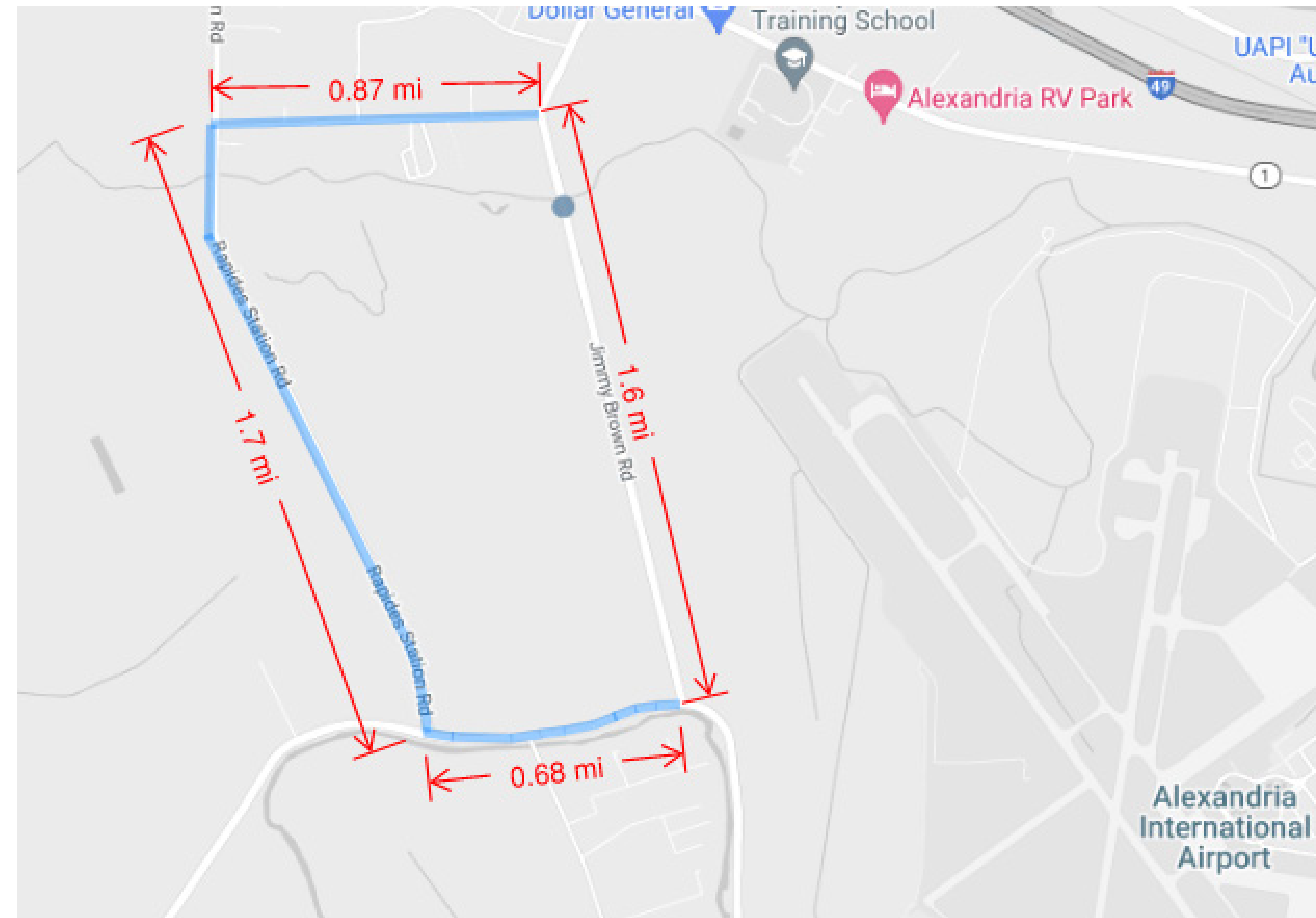
When there is no detour, record 999. When there is a ground level bypass, such as with a diamond interchange, record 0. When a parallel structure exists that could be used for a bypass with a reasonable amount of crossover grading, record 1.

Bypass Detour Length Example 1

Structure Recall Number 600339 carries Jimmy Brown Rd over Big Bayou.

The detour route requires traveling west on Moss Point Dr (0.87 mi), south on Rapides Station Rd (1.7 mi), then east on N. Bayou Rapides Rd (0.68 mi). This value is compared with the un-detoured distance of 1.6 miles for a difference of 1.65 miles.

– Record: 2.

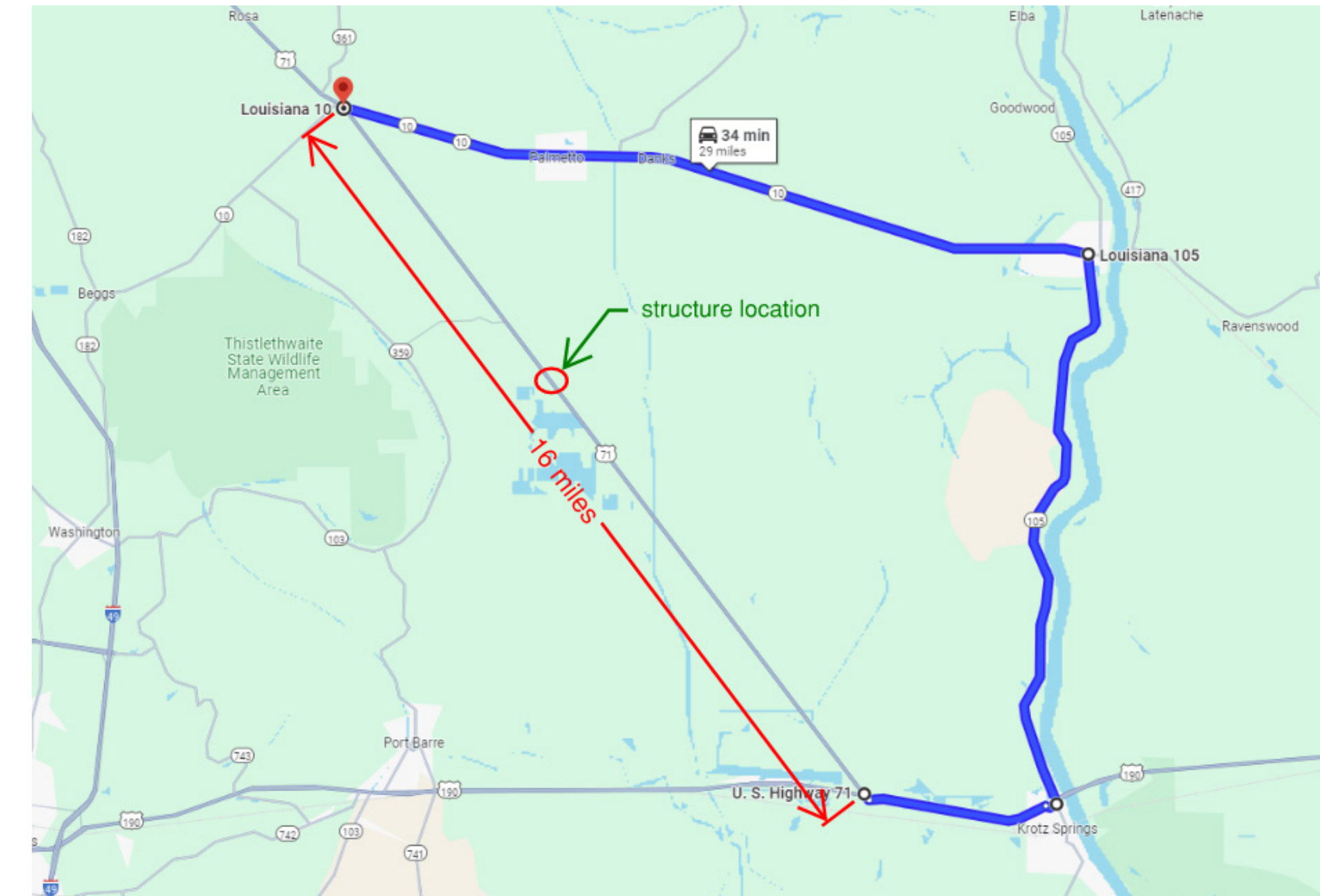


Bypass Detour Length Example 2

Structure Recall Number 030303 carries US 71 over Sandy Bayou.

The detour route requires traveling east on Hwy 190, north on LA 105, then west on LA 10. The total detour is 29 miles. Without the detour, the trip would cover 16 miles, so the distance is increased by 13 miles.

– Record: 13



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Features (Highway)

B.H.18 – CROSSING BRIDGE NUMBER new (Inspection type: Initial, Inventory Update)

The intent of this item is to capture the bridge number for bridges of a multi-level interchange, where bridges pass directly above or below other bridges.

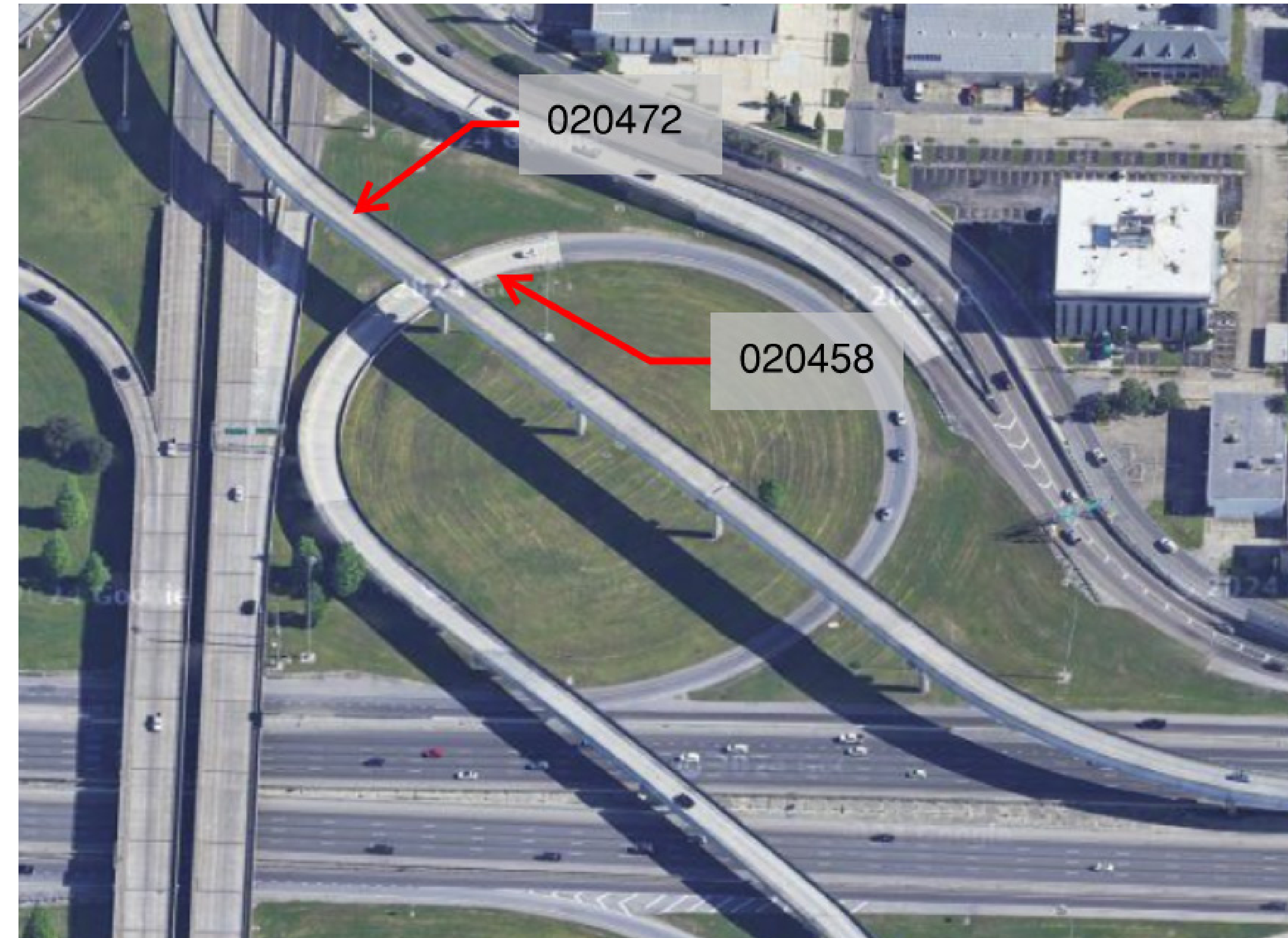
Record the exact bridge number(s) assigned in Item B.ID.01 (Bridge Number) of a highway structure which passes directly over or below the inventoried structure. When there is no structure directly above or below this structure, do not record a value for this item.

When the feature carried **above or below** the bridge you are inventorying is an NBI bridge bridge (with a B.ID.01 – Bridge Number), enter only B.F.01, B.F.02, B.F.03, and B.H.18. No other B.H.# information is required.

Crossing Bridge Number Example

B.ID.01 – Bridge Number 020472 crosses directly over B.ID.01 - Bridge Number 020458

- **Record:**
 - For Bridge Number 020458, record 020472
 - For Bridge Number 020472, record 020458



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Features (Highway)

B.RT.01 – ROUTE DESIGNATION new

(Inspection type: Initial, Inventory Update)

Record the assigned route designation for the highway recorded in Feature Type (Item B.F.01). It is to be recorded with sequential numbers, starting with 1 for the routes on the structure.

If a highway carries multiple routes, record only those routes that have a route number. The values are to be recorded with the highest-class route listed first. An interstate is considered the highest-class route. The hierarchy is shown in Route Type (Item B.RT.04).

If the highway feature is carried on a ramp bridge, record all applicable routes for the highways that are being connected. Ramps require a minimum of two entries (one for route exiting and one for route entering).

This item may not be left blank. If a highway carries only routes without route numbers, record one route designation.

This item is a child item to Feature Type (B.F.01). Access to it is made in InspectX by selecting Child: Routes in the left-most drop-down Features menu.

	B.F.01A Feature Type	B.F.01B Feature Number
Go-To	Highway	1
Go-To	Highway	2
Child: Routes		

Child: Routes

Done Features: Highway

Routes Add

	B.RT.01 Route Designation (# Only)
	1

B.RT.03 – ROUTE DIRECTION

(Inspection type: Initial, Inventory Update)

Record the designated route direction for the route recorded in Route Designation (B.RT.01), by selecting the appropriate value(s) from the drop-down menu in InspectX. Only choose NS or EW when the highway is not divided. This item may not be left blank.

CODE DESCRIPTION

NB	Northbound
EB	Eastbound
SB	Southbound
WB	Westbound
NS	Northbound and Southbound
EW	Eastbound and Westbound

B.RT.04 – ROUTE TYPE

(Inspection type: Initial, Inventory Update)

Record the route type for the route recorded in Route Designation (B.RT.01) by selecting the appropriate value(s) from the drop-down menu in InspectX. This item may not be left blank.

CODE DESCRIPTION

1	Interstate route
2	U.S. route
3	State route
4	County route
5	City street
6	Federal lands road
7	State lands road
X	Other

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Features (Highway)

B.RT.05 – SERVICE TYPE

(Inspection type: Initial, Inventory Update)

Record the designated level of service for the route recorded in Route Designation (B.RT.01) using the appropriate value selected from the drop-down menu in InspectX. This item may not be left blank.

CODE	DESCRIPTION
1	Mainline
2	Alternate
3	Bypass
4	Spur
5	Business
6	Ramp, connector, etc.
7	Service or frontage road
X	Other

B.RT InspectX Example 1

Structure Recall number 600959 carries eastbound and westbound Jean Street and has no known route number.

B.RT.01 Route Designation (# Only)	1
B.RT.02 Route Number	0
B.RT.03 Route Direction	Eastbound and Westbound ▼
B.RT.04 Route Type	City street ▼
B.RT.05 Service Type	Mainline ▼

Route Type Example 2

Structure Recall number 036932 carries northbound and southbound US 167

B.RT.01 Route Designation (# Only)	1
B.RT.02 Route Number	167
B.RT.03 Route Direction	Northbound and Southbound ▼
B.RT.04 Route Type	U.S. route ▼
B.RT.05 Service Type	Mainline ▼

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Features (Highway)

Route Type Example 3

Structure Recall number 080618 carries northbound and southbound US 71 and US 165.

Route Designation 1: US 71

B.RT.01 Route Designation (# Only)	1
B.RT.02 Route Number	71
B.RT.03 Route Direction	Northbound and Southbound ▼
B.RT.04 Route Type	U.S. route ▼
B.RT.05 Service Type	Mainline ▼

Route Designation 1: US 165

B.RT.01 Route Designation (# Only)	2
B.RT.02 Route Number	165
B.RT.03 Route Direction	Northbound and Southbound ▼
B.RT.04 Route Type	U.S. route ▼
B.RT.05 Service Type	Mainline ▼

B.RT.02 – ROUTE NUMBER

(Inspection type: Initial, Inventory Update)

Record the route number for the route recorded in Route Designation (B.RT.01).

Record letters when used as part of the route number, not the route type. (ie. US90X would record 90X)

Record 0 for routes without route numbers. This item may not be left blank.

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FEATURES (RAILROAD)

FEATURES (RAILROAD)

B.RR.01	Railroad Service Type	new
B.RR.02	Railroad Minimum Vertical Clearance	
B.RR.03	Railroad Minimum Horizontal Offset	

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Features (Railroad)

B.RR.01 – RAILROAD SERVICE TYPE new

(Inspection type: Initial, Inventory Update)

Record the railroad service type when the Feature Type (B.F.01) is recorded as R##. Use the appropriate value selected from the drop-down menu in InspectX. The majority of rail lines are freight lines, but some may carry passenger trains while others carry both. For most cases, record M unless there is evidence that it should be recorded as something else. This item may not be left blank.

CODE DESCRIPTION

F	Freight
P	Passenger
M	Multiple services
I	Inactive

B.RR.02 – RAILROAD MINIMUM VERTICAL CLEARANCE

(Inspection type: Initial, Routine, Inventory Update, Damage-Special)

Record the minimum vertical clearance measured for the railroad feature recorded as R in Feature Type (B.F.01), that passes **below** the structure. It is to be measured from the top of the rail to the bottom of the lowest bridge restriction or appurtenance. Round the value down to the nearest tenth of a foot.

When the clearance is greater than 30 feet, this value may be estimated and when it is 100 feet or greater, record 99.9. This item may not be left blank.

Railroad Minimum Vertical Clearance Example

Structure Recall Number 020328 carries Jourdan Rd over the railroad tracks south of Almonaster Ave.

– Record: 23.8



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Features (Railroad)

B.RR.03 – RAILROAD MINIMUM HORIZONTAL OFFSET

(Inspection type: Initial, Inventory Update)

Record the minimum horizontal distance from substructure element to centerline of railroad tracks recorded as R in Feature Type (B.F.01) and located below the structure. This is to be measured perpendicular to the tracks and rounded down to one decimal place (00.0).

When the clearance is greater than 30 feet, this value may be estimated and when it is 100 feet or greater, record 99.9. This item may not be left blank.

Railroad Minimum Horizontal Offset Example

Structure Recall Number 020328 carries Jourdan Rd over the railroad tracks south of Almonaster Ave.

– Record: 16.5



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FEATURES (WATERWAY)

[B.N.06](#)

Substructure Navigation Protection

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Features (Waterway)

B.N.06 – SUBSTRUCTURE NAVIGATION PROTECTION

(Inspection type: Initial, Routine, Inventory Update, Damage-Special)

When Navigable Waterway (Item B.N.01) is recorded as Y, record the presence and adequacy of substructure navigation protection for the waterway feature recorded as W in Feature Type (Item B.F.01) by selecting the appropriate value from the drop-down menu in InspectX. This item should be evaluated and revised as needed during every Underwater Inspection.

CODE DESCRIPTION

CODE	DESCRIPTION
0	Navigation protection not required; bridge has been designed or assessed to have adequate capacity to resist anticipated impact loads without collapse.
1	Navigation protection not required; assessment of navigation opening and vessel traffic has determined that there is a low probability that an errant vessel could impact the bridge.
2	Protective system in place and functioning.
3	Protective system in place, but damage or deterioration impacts ability to protect.
4	Protective system in place, but reevaluation of design suggested.
5	No protective system in place, but reevaluation of the need for a protective system is recommended.

Substructure Navigation Protection Example

Structure Recall Number 003220 carries LA 24 over Company Canal (Bourg). The pier protection in place has some decay but is functioning.

– Record: 2



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IDENTIFICATION DATE

B.IE.02	Inspection Begin Date	
B.IE.03	Inspection Completion Date	new
B.IE.11	Inspection Note	new

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B.IE.02 – INSPECTION BEGIN DATE

(Inspection type: Initial, Routine, NSTM, Inventory Update, Damage-Special, High Water Event, Posting Change, Load Rating)

Record the date the inspection took place using the calendar dialog box in InspectX.

B.IE.03 – INSPECTION COMPLETION DATE new

(Inspection type: Initial, Routine, NSTM, Inventory Update, Damage-Special, High Water Event, Posting Change, Load Rating)

Record the date the inspection was finished using the calendar dialog box in InspectX.

B.IE.11 – INSPECTION NOTE new

(Inspection type: Initial, Routine, NSTM, Inventory Update, Damage-Special, High Water Event, Posting Change, Load Rating)

When not all elements are inspected, record a brief (300 character limit) description of the inspection scope. This note is to be specific to each inspection and may not be carried over from previous inspections. It may only be blank for full routine inspections. It will be added to the Inspection Comment when scheduling an inspection in InspectX.

B.SP.01A Span Set Designation

Approach

B.SP.02 Number of Spans

7

B.SP.04 Span Material

Reinforced concrete – cast-in-place

B.SP.06 Span Type

Slab – solid

B.SP.08 Deck Interaction

Integral or monolithic

B.SP.10 Wearing Surface

None

B.SP.12 Deck Reinforcing Protective System

None

Inspection Note Examples

A **Routine/NSTM** inspection was conducted on a bridge

- **Record:** This routine/NSTM inspection completed a full routine inspection and a hands-on inspection of the following NSTM: {describe}

A **Routine (12 month Special in Lieu of a Routine)** inspection was conducted at a bridge

- **Record:** A special inspection limited to {describe} deficiencies was conducted in lieu of a routine.

A **Special (Non-recurring)** inspection was performed on a bridge.

- This Special Inspection documented the following recently completed repairs: {describe}

An **Interim (For Closure)** inspection was performed on a bridge.

- This was a 6 month Interim Inspection to document bridge closure.

An **Interim (for CS2)** inspection was performed on a bridge.

- This was a 6 month interim inspection to document {describe} deficiencies.

A **Damage inspection** performed on a bridge.

- This Damage Inspection documented traffic impact damage to Girders #-# at Span #.

A **High Water Event** inspection performed on a bridge.

- This High Water Event inspection was completed in response to Hurricane {name}.
- Or
- This High Water Event inspection was completed following a heavy rain event on {mm/dd/yy}.

A **Posting Change Update** was performed for a bridge.

- This Posting Change Update was done to change the load posting from {load} to {load}.

A **District Inventory Update** was performed for a bridge.

- This District Inventory Update was done to update the following items: {List SNBI Item numbers}

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INSPECTION CREW

[Num Inspectors](#)

[Man-hours](#)

[Actual Detour Length](#)

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Inspection Crew

//NUM INSPECTORS

Record the number of inspectors present at the field inspection.

//MAN-HOURS

Record the number of hours expended to complete the inspection. This value should include all hours of all personnel present on-site during the inspection. This is to be calculated by multiplying the hours spent at the field inspection by the number of inspectors.

//ACTUAL DETOUR LENGTH

Record the distance, rounded up to the nearest mile, from one end of the bridge to the other in the event of its closure.

State bridges will only use state routes when available. If there are no state routes, use a parish route.

Parish bridge detours can use any public road.

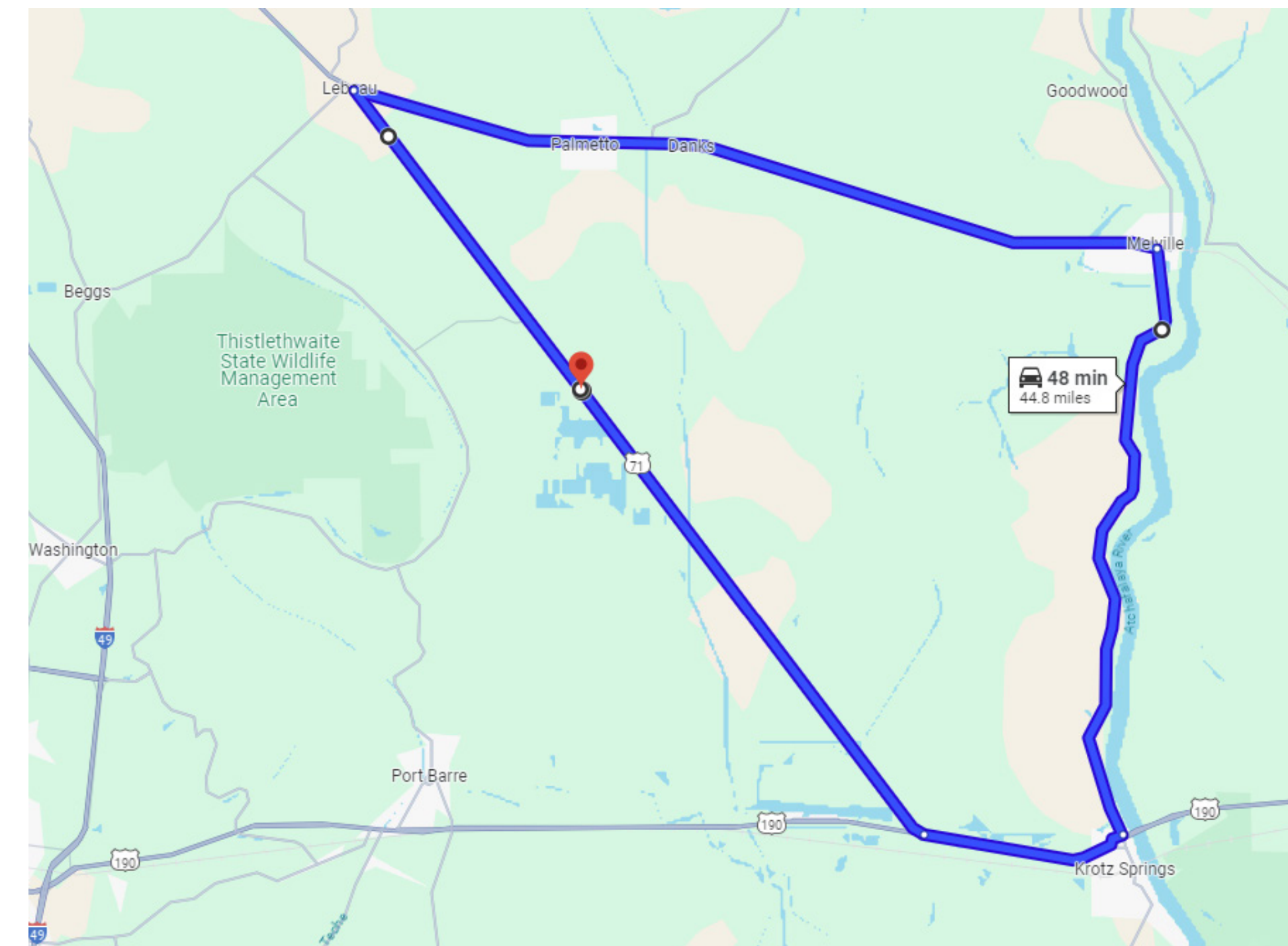
Routes with no detour available (dead end roads) will be recorded 0.

Interstate route detours will start when exiting the route and end when returning to the original route.

Actual Detour Length Example

Structure Recall Number 030303 carries US 71 over Sandy Bayou.

The detour route requires traveling south on Hwy 71, east on Hwy 190, north on LA 105, west on LA 10, then south on Hwy 71. The actual detour length is 44.8 miles.



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POSTING INFORMATION

POSTING INFORMATION

B.PS.01	Load Posting Status
B.PS.02	Posting Status Change Date new
	Posted Load
	EV Posted Load

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Posting Information

B.PS.01 – LOAD POSTING STATUS new

(Inspection type: Initial, Posting Change)

Record the load posting status of the structure by using the appropriate value from the drop-down menu in InspectX.

CODE	DESCRIPTION	NOTES
PO	Permanent - Open	Permanent bridge is open with no restrictions
PP	Permanent – Posted	Permanent bridge is load posted
PR	Permanent – Posted for Other Restrictions	Permanent bridge has lane closure restrictions without a load posting
TO	Temporary – Open	Temporary bridge is open with no restrictions
TP	Temporary – Posted	Temporary bridge is load posted
TR	Temporary – Posted for Other Restrictions	Temporary bridge has lane closure restrictions without a load posting
SO	Supported – Open	Bridge supported with temporary shoring, supports, repairs, or supplemental members in place to keep the bridge open with no restrictions
SP	Supported – Posted	Bridge supported with temporary shoring, supports, repairs, or supplemental members in place to keep the bridge open is load posted
SR	Supported – Posted for Other Restrictions	Bridge supported with temporary shoring, supports, repairs, or supplemental members in place to keep the bridge open has lane closure restrictions without a load posting
C	Closed	Bridge is closed

Entries into this item provide a comprehensive posting history for the structure. Therefore, entries into the database for this item are never to be deleted. A new entry should be added for each change in load posting value. For example, duplicate Code PP with a new date.

Note: When adding entries into this item, an entry to Posting Status Change Date (B.PS.02) must also be added.

B.PS.02 – POSTING STATUS CHANGE DATE new

(Inspection type: Initial, Posting Change)

Record the date on which the load posting status (Item B.PS.01) was entered. When closing a bridge, record the date the bridge was physically closed.

Record a new date for each change in load posting value regardless of B.PS.01 status change.

This item is required whenever a value is added into Load Posting Status (B.PS.01).

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Posting Information

//POSTED LOAD

Record the load posting signs that are in place at the structure by selecting the appropriate value from the drop-down menu in InspectX. Photos of the posting sign or closure from each end of the bridge are to be included with this item in the report in InspectX. If there is no posting, select Not Posted. For On-System bridges, the Required Posting and Posted Load should match.

//EV POSTED LOAD

Record Y or N for the Emergency Vehicle (EV) posting for the structure. Photos of the EV posting sign from each end of the bridge are to be included with this item in the report in InspectX if Y is selected.

Reason for Closure

Record the reason for closure by selecting the appropriate value from the drop-down menu in InspectX. Add notes as described in the table below using the comment bubble for this field. See example below:

CODE	DESCRIPTION	NOTES
1	Condition	Bridge is closed due to specific defects – Inspection Remarks are to be updated identifying the defects.
2	Replacement Project	Bridge closed during a replacement project – Inspection Remarks to include the Project Number.
3	Route Closure/ Other	Bridge closed for non-structural safety concerns or due to adjacent route closure. Inspection Remarks to provide an explanation of the situation requiring closure.
-	Blank	The bridge is open to traffic



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CONDITION RATING

B.C.01/07	Deck Condition Rating	
B.C.08	Bridge Joints Condition Rating - General B.C.	new
B.C.09	Channel Condition Rating	
B.C.10	Channel Protection Condition Rating	new
B.C.11	Scour Condition Rating	
B.C.14	NSTM Inspection Condition - General B.C.	new

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POSTING CHANGE UPDATE DISTRICT INVENTORY UPDATE

Condition Rating

B.C.01/07 – CONDITION RATING

(Inspection type: Initial, Routine, Inventory Update, Damage-Special, High Water Event, Load Rating)

Record condition ratings considering visual inspection of all visible surfaces and any non-destructive or destructive test results. This applies to Deck, Superstructure, Substructure, Culvert, Bridge Railing, Bridge Railing Transition, and Bridge Bearings Condition Ratings. For all ratings, when the element is not present, record N.

CODE DESCRIPTION NOTES

CODE	DESCRIPTION	NOTES
N	Not Applicable	Component does not exist.
9	Excellent	Isolated inherent defects.
8	Very Good	Some inherent defects
7	Good	Some minor defects
6	Satisfactory	Widespread minor or isolated moderate defects.
5	Fair	Some moderate defects; strength and performance of the component are not affected.
4	Poor	Widespread moderate or isolated major defects; strength and/or performance of the component is affected.
3	Serious	Major defects; strength and/or performance of the component is seriously affected. Condition typically necessitates more frequent monitoring, load restrictions, and/or corrective actions.
2	Critical	Major defects; component is severely compromised. Condition typically necessitates frequent monitoring, significant load restrictions, and/or corrective actions in order to keep the bridge open.
1	Imminent Failure	Bridge is closed to traffic due to component condition. Repair or rehabilitation may return the bridge to service.
0	Failed	Bridge is closed due to component condition, and is beyond corrective action. Replacement is required to restore service.

The appropriate value is to be selected from the drop-down menu in InspectX. The table below is to be used as a guideline for correlating element Condition States and Condition Ratings.

Condition Ratings	Defect Severity					
	Inherent (CS1)	Minor (CS2)	Moderate (CS3)	Major (CS4)	Affects Strength and/or performance	Bridge Closed
Good	9 - Excellent	Isolated				
	8 - Very Good	Some				
	7 - Good		Some			
Fair	6 - Satisfactory		Widespread or Isolated			
	5 - Fair			Some		
Poor	4 - Poor			Widespread or Isolated	and Yes	
	3 - Serious			Some	and Yes	
	2 - Critical			Some	and Yes	
Failed	1 - Imminent Failure			Some	and Yes and Yes	
	0 - Failed			Some	and Yes and Yes	

Notes:

1. Isolated defects affect approximately 10% or less of the bridge component
2. Some defects affect approximately 10% to 40% of the bridge component
3. Widespread defects affect approximately 40% or more of the bridge component

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Condition Rating

Defect Severity:

- An **inherent (CS1)** defect is one that is a characteristic of the material or results from industry standard practices.
- A **minor (CS2)** defect is one where damage or deterioration has initiated but is not yet considered significant.
- A **moderate (CS3)** defect is one where damage or deterioration are significant but the strength and performance of the component are not affected.
- A **major (CS4)** defect affects the strength and/or performance of the component, as determined by a structural or hydraulic review.

Defect Extent:

- An **isolated** defect occurs in one or a few concentrated locations. It affects approximately less than 10% of the bridge component.
- The term "**some**" is used when the defect prevalence is more than isolated and less than widespread. These affect approximately 10% - 40% of the bridge component.
- A **widespread** defect is present in many separate areas of the component. These affect approximately more than 40% of the bridge component.

B.C.08 – BRIDGE JOINTS CONDITION RATING new

(Inspection type: Initial, Routine, Inventory Update, Damage-Special, High Water Event, Load Rating)

Record the bridge deck joint condition using the appropriate value from the drop-down menu in InspectX.

CODE DESCRIPTION NOTES

CODE	DESCRIPTION	NOTES
N	NOT APPLICABLE	Bridge does not have deck joints.
9	EXCELLENT	Isolated inherent defects.
8	VERY GOOD	Some inherent defects.
7	GOOD	Some minor defects.
6	SATISFACTORY	Widespread minor or isolated moderate defects.
5	FAIR	Some moderate defects.
4	POOR	Widespread moderate or isolated major defects.
3	SERIOUS	Some major defects.
2	CRITICAL	Widespread major defects.
1	IMMINENT FAILURE	Joints have failed and are ineffective
0	FAILED	Joints have failed and present a safety hazard.

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B.C.09 – CHANNEL CONDITION RATING

(Inspection type: Initial, Routine, Inventory Update, Damage-Special, High Water Event, Load Rating)

Record the channel condition using the appropriate value from the drop-down menu in InspectX.

The condition must meet all criteria for the chosen condition code.

CODE	CONDITION	DESCRIPTION
N	NOT APPLICABLE	Bridge does not cross over water.
9	EXCELLENT	No defects.
8	VERY GOOD	Inherent defects only.
7	GOOD	Some minor defects.
6	SATISFACTORY	Widespread minor or isolated moderate defects.
5	FAIR	Moderate defects; bridge and approach roadway are not threatened.
4	POOR	Major defects; bridge or approach roadway is seriously threatened. Condition typically necessitates more frequent monitoring, load restrictions, and/or corrective actions.
3	SERIOUS	Major defects; bridge or approach roadway is severely threatened. Condition typically necessitates frequent monitoring, significant load restrictions, and/or corrective actions in order to keep the bridge open.
2	CRITICAL	Bridge is closed to traffic due to channel condition. Channel rehabilitation may return the bridge to service.
1	IMMINENT FAILURE	Bridge is closed due to channel condition. Channel rehabilitation may return the bridge to service.
0	FAILED	Bridge is closed due to channel condition, and is beyond corrective action. Bridge location or design can no longer accommodate the channel, and bridge replacement is needed to restore service.

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B.C.10 – CHANNEL PROTECTION CONDITION RATING new

(Inspection type: Initial, Routine, Inventory Update, Damage-Special, High Water Event, Load Rating)

Record the channel protection condition using the appropriate value from the drop-down menu in InspectX.

The condition must meet all criteria for the chosen condition code.

CODE	CONDITION	DESCRIPTION
N	NOT APPLICABLE	Bridge does not cross over water or channel protection devices do not exist.
9	EXCELLENT	Isolated inherent defects.
8	VERY GOOD	Some inherent defects.
7	GOOD	Some minor defects.
6	SATISFACTORY	Widespread minor or isolated moderate defects.
5	FAIR	Some moderate defects; performance of the channel protection is not affected.
4	POOR	Widespread moderate or isolated major defects; performance of channel protection is affected.
3	SERIOUS	Major defects; performance of channel protection is seriously affected. Condition typically necessitates more frequent monitoring or corrective actions.
2	CRITICAL	Major defects; channel protection is severely compromised. Condition typically necessitates more frequent monitoring or corrective actions.
1	IMMINENT FAILURE	Channel protection has failed, but corrective action could restore it to working condition.
0	FAILED	Channel protection is beyond repair and must be replaced.



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Condition Rating

B.C.11 – SCOUR CONDITION RATING

(Inspection type: Initial, Routine, Inventory Update, Damage-Special, High Water Event, Load Rating)

Record the scour condition using the appropriate value from the drop-down menu in InspectX.

The condition must meet all criteria for the chosen condition code.

CODE DESCRIPTION

N	Bridge does not cross over water.
9	No scour.
8	Insignificant scour.
7	Some minor scour.
6	Widespread minor or isolated moderate scour.
5	Moderate scour; strength and stability of the bridge are not affected.
4	Widespread moderate or isolated major scour; strength and/or stability of the bridge is affected.
3	Major scour; strength and/or stability of the bridge is seriously affected. Condition typically necessitates more frequent monitoring, load restrictions, and/or corrective actions.
2	Major scour; strength and/or stability of the bridge is severely compromised. Condition typically necessitates frequent monitoring, significant load restrictions, and/or corrective actions to keep the bridge open.
1	Bridge is closed to traffic due to scour condition. Channel rehabilitation may return the bridge to service.
0	Bridge is closed due to scour condition, and is beyond corrective action. Bridge replacement is needed to restore service.

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B.C.14 – NSTM INSPECTION CONDITION new (Inspection type: Initial, Routine, NSTM, Inventory Update)

Record the condition rating of Non-Redundant Steel Tension Members.

The appropriate value is to be selected from the drop-down menu in InspectX. The table below is to be used as a guideline for correlating NSTM element level Condition States to the NSTM Condition Ratings.

When the NSTM condition rating is less than the superstructure (and/or substructure depending on NSTM location) condition rating, it controls.

Reduce the superstructure (and/or substructure depending on NSTM location) condition rating to match this value. (ie. Superstructure CR = 5 with NSTM CR = 6 is allowed. However, if NSTM CR = 5 and Superstructure CR = 6, this will throw an error.)

When there are no NSTM's on the structure, this item is to remain blank.

Condition Ratings		Defect Severity					
		Inherent (CS1)	Minor (CS2)	Moderate (CS3)	Major (CS4)	Affects Strength and/or performance	Bridge Closed
Good	9 - Excellent	Isolated					
	8 - Very Good	Some					
	7 - Good		Some				
Fair	6 - Satisfactory		Widespread or	Isolated			
	5 - Fair			Some			
Poor	4 - Poor			Widespread or	Isolated	and Yes	
	3 - Serious				Some	and Yes	
	2 - Critical				Some	and Yes	
Imminent Failure	1 - Imminent Failure				Some	and Yes and Yes	
	0 - Failed				Some	and Yes and Yes	

Notes:

1. Isolated defects affect approximately 10% or less of the bridge component
2. Some defects affect approximately 10% to 40% of the bridge component
3. Widespread defects affect approximately 40% or more of the bridge component

Defect Severity:

- An **inherent (CS1)** defect is one that is a characteristic of the material or results from industry standard practices.
- A **minor (CS2)** defect is one where damage or deterioration has initiated but is not yet considered significant.
- A **moderate (CS3)** defect is one where damage or deterioration are significant but the strength and performance of the component are not affected.
- A **major (CS4)** defect affects the strength and/or performance of the component, as determined by a structural or hydraulic review.

Defect Extent:

- An **isolated** defect occurs in one or a few concentrated locations. It affects approximately less than 10% of the bridge component.
- The term "**some**" is used when the defect prevalence is more than isolated and less than widespread. These affect approximately 10% - 40% of the bridge component.
- A **widespread** defect is present in many separate areas of the component. These affect approximately more than 40% of the bridge component.

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[B.IE.12](#)

Inspection Equipment

new

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Inspection Equipment

B.IE.12 – INSPECTION EQUIPMENT new

(Inspection type: Initial, Routine, NSTM, Inventory Update, Damage-Special, High Water Event, Posting Change, Load Rating)

Record access and inspection equipment used to perform the inspection using one, or multiple, appropriate value(s) from the drop-down menu in InspectX. After selection of the equipment used, insert the number of hours that the equipment was used in the InspectX box labeled B.IE.12A (Number of Hours).

This item may not be left blank – if no access equipment was used, select that option.

When Unmanned Aircraft Systems (UAS) are used, additional comments are to be used in this field for pilot name(s), flight time(s), etc .

ACCESS EQUIPMENT	DESCRIPTION
AN	No Access Equipment Used
A01	Ladder
A02	Bucket Lift Vehicle
A03	Under Bridge Inspection Vehicle
A04	Rigging
A05	Waders
A06	Boat
A07	Snorkel
A08	SCUBA
A09	Surface Supplied Air
A10	Remotely Operated Vehicle (ROV)
A11	Video Pole
A12	Borescope
A13	Unmanned Aerial Systems
A14	Service Traveler
AX	Other

INSPECTION EQUIPMENT	DESCRIPTION
I01	Ultrasonic
I02	Ground Penetrating Radar
I03	Infrared Thermography
I04	Radiographic Testing
I05	Impact Echo
I06	Electromagnetic Methods
I07	Rebound and Penetration Methods
I08	Acoustic Emissions Testing
I09	Dye Penetrant
I10	Magnetic Particle
I11	Eddy Current
I12	Boring or Drilling
I13	Underwater Imaging
I14	Depth Finder/Fathometer
I15	Stress Wave Timer

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B.IR.02	Fatigue Details	new
	Pin and Hanger	
	Surface Thickness	
B.IR.04	Complex Feature	new

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B.IR.04 – COMPLEX FEATURE new

(Inspection type: Initial, Inventory Update)

Record if the structure has a complex feature using the appropriate value from the drop-down menu in InspectX.

Only record Y for cable stayed and movable bridges, otherwise, record N.

If this value is recorded Y, each complex bridge must have the following minimum items noted within the “Structure Notes”:

- Identification of complex features or features with unusual characteristics
- Inspection methods, specialized inspection procedures, and frequencies
- Additional qualifications/experience required of inspection personnel and qualification/experience for specialized personnel assisting in the inspection
- Other procedure items that would assist an inspection team to ensure a successful inspection

CODE	DESCRIPTION
N	Bridge does not have complex feature
Y	Bridge has complex feature

B.IR.02 – FATIGUE DETAILS new

(Inspection type: Initial, NSTM, Inventory Update)

Record if the structure has AASHTO fatigue category E or E’ details using the appropriate value from drop-down menu in InspectX. If there are no steel members in the structure, leave blank.

CODE	DESCRIPTION
N	No E/E’ details
Y	E/E’ details are present

Category E/E’ Detail Example 1

– Record: Y



Category E/E’ Detail Example 2

– Record: Y



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//PIN AND HANGER

Record the presence of pin and hanger devices on the structure using the appropriate value from the drop-down menu in InspectX.

CODE	DESCRIPTION
N	There are not pin and hangers on the structure
Y	There are pin and hangers on the structure

//SURFACE THICKNESS

Record the average thickness of any material such as asphaltic concrete or gravel on the bridge deck to the nearest inch. This item must be verified during every inspection. The surface to be measured is that added above the structural deck. If there is no surface material above the structural deck, record 0.



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INSPECTION NOTES

//EXECUTIVE SUMMARY

Record information pertinent to the structure. Information to be included is repair recommendations and major findings.

//INSPECTION REMARKS

Record the information pertinent to the Inspection. Information to be included is:

- Temperature
- Any element or portion of an element(s) not able to be inspected
- Summary of element(s) being closely monitored
- Inventory Photos (see below)
- School bus or truck violations of Posted Bridges
- Findings not associated with Elements
- Project numbers and letting dates for upcoming or completed rehab/repair/replacement

//STRUCTURE NOTES

Record the information pertinent to the Structure. Information to be included is:

- Metric 17 note for Underwater Inspection
- Metric 19 note for Complex Structures for movable or cable stayed bridges

//UNDERWATER NOTES

Record the information pertinent to the Underwater Inspection. This information is for reference only and is provided by the most recent UWI (if applicable).

//PARISH INSPECTION NOTES

Record the information pertinent to the Parish Inspection. This information is for reference only and is provided by the most recent Parish Inspection (if applicable).

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CHANNEL DATA

//CORRECTION LOCATION

Record the horizontal distance from Abutment 1 to the location where you measured the Correction for Channel Bed Measurements, rounded to 1 decimal place (00.0).

//WATER LEVEL

Record the vertical distance from the Reference Point to the water surface. This value is to be measured in feet, rounded to 1 decimal place (00.0).

//CHANNEL BED COMMENTS

Record narrative to describe the material, condition, and any noted damage to the channel bed.

If the streambed profile has historically been taken on the upstream side, for example, and this changes during an inspection, add comments explaining why.

//SIDE OF STRUCTURE

In the inventory direction, record which side of the bridge the channel cross section measurements were taken from by selecting the appropriate value from the drop-down menu in InspectX.

CODE	DESCRIPTION
Left	Measurements were taken from the left side of the structure
Right	Measurements were taken from the right side of the structure

//REFERENCE POINT

Record what reference point was used for the channel cross section measurements using the appropriate value from the drop-down menu in InspectX.

CODE	DESCRIPTION
Top of Rail	Measurements were taken from the top of the bridge rail
Top of Curb	Measurements were taken from the top of the curb
Top of Deck	Measurements were taken from the top of the deck

//CORRECTION

Record the vertical distance from the Reference Point to the top of pile for Channel Bed Measurements. This value is to be measured in feet and rounded to one decimal place (00.0).

//CHANNEL CROSS SECTION

Using the table in InspectX, insert measurement label (i.e. A1 for Abutment 1, B2 for Bent 2, etc.), for the horizontal location from Abutment 1, and depth measured, for each location measured along the structure.

The streambed profile is normally measured manually by dropping a weighted tape from the bridge deck at uniform intervals, beginning at the abutment, each bent, and at each midspan for spans 40 feet or longer. Measurements will be taken along the upstream fascia of the bridge at a minimum as follows (other intervals are allowed as long as their distance is properly referenced):

- At each abutment face
- At each bent
- At each midspan for each span 40 feet or longer

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//STATUS

Record the status of the work request using the appropriate value from the drop-down menu in InspectX.

SET ORDER	VALUE
1	Open
2	In-Progress
3	Completed

//PRIORITY

Record the priority level for the recommended work using the appropriate value from the drop-down menu in InspectX.

PRIORITY	COMPLETION TIME FRAME	DESCRIPTION
Emergency	7 calendar days	The bridge is assumed to be in imminent failure. The structure may need to be physically closed until repairs can be made
High	30 calendar days	A primary structural support member is found to be in a serious condition. The structure may require temporary restrictions to loads, lanes, etc.
Medium	12 months	A secondary support member is found to be in a serious condition. The structure may require more frequent monitoring and/or temporary restrictions to loads, lanes, etc.
Low	N/A	Work that is generally considered preventative maintenance and preservation.

//TYPE OF WORK

Record the type of work being recommended for the structure by using the appropriate value from the drop-down menu in InspectX.

SET ORDER	CODE	LOOKUP VALUE
1	Clean	Clean/Debris Removal
2	Coat	Coat
3	Drift Removal	Drift Removal
4	Erosion Control/Backfill	Erosion Control/Backfill
5	Paint	Paint
6	Patch	Patch
7	Posting Issue	Posting Issue
8	Rehab	Rehab – Rehabilitation
9	Repair	Repair
10	Replace	Replace
11	Seal	Seal
12	Vegetation Removal	Vegetation Removal
14	Wash	Wash
9999	Stub	Pile Repair

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SET ORDER CODE LOOKUP VALUE

//COMPONENT

Record the component on which the work is recommended using the applicable value from the drop-down menu in InspectX.

SET ORDER	CODE	LOOKUP VALUE
1	Abutment	Abutment
2	Approach	Approach - Approach Roadway Alignment
3	Bearings	Bearings
4	Bridge	Bridge
5	Cap	Cap
6	Catch Basin	Catch Basin
7	Channel	Channel - Channel and Channel Protection
8	Culverts	Culverts
9	Deck	Deck
10	Guardrail/Bridge Rail	Guardrail/Bridge Rail
11	Miscellaneous	Miscellaneous
12	Pile	Pile
13	Signs	Signs
14	Substructure	Substructure
15	Superstructure	Superstructure
16	Wingwall	Wingwall

//DATE RECOMMENDED

Record the date on which the maintenance item was created.

//CAN WORK BE COMPLETED BY DISTRICT FORCES

Record if the recommended work can be done by District Forces using the applicable value from the drop-down menu in InspectX.

SET ORDER VALUE

1	Yes
2	No

//AGILE ACTIVITY CODE

Record the activity code applicable to the recommended work using the appropriate value from the drop-down menu in InspectX.

SET ORDER	CODE	LOOKUP VALUE
1	425-00	MUD JACK (EA)
2	440-00	SCOUR *THAT ISNT MUD JACK*
3	460-01	GRAFFITI (SQ FT)
4	460-02	JOINT REPAIRS (LF)
6	465-00	CLEANING BEARINGS/CAPS/ETC (EA)
9	465-01	CLEANING DECKS OR DRAINS (LF)
10	465-03	STRINGER MAINTENANCE (LF)
11	465-04	STUBS / MUDSILLS / RESHIMMING (EA)
12	465-07	DECK PATCHING (SQ YD)
13	465-08	GUARDRAIL REPAIR (LF)
14	465-09	CRASH ATTENUATOR REPAIR (EA)
15	465-17	DRIFT (EA)
16	465-18	CAP PATCHING (EA)
17	465-19	REPAIR / REPLACE TIMBER DECK (SQ FT)
18	465-20	WING WALL REPAIRS (SQ FT)
19	465-30	SPLICING STEEL PILE (EA)
20	465-31	PILE PATCHING, CONCRETE (EA)
21	465-32	PILE DRIVING (EA)

//AGILE WORK REQUEST NUMBER

Record the Work Request Number, when available.

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B.W.02 – YEAR WORK PERFORMED

(Inspection type: Initial)

Record the Maintenance Date Completed in the Maintenance Tab of InspectX. InspectX will record the year that work was completed on a structure.

Priority	Medium	▼
Component	Bridge	▼
Maintenance Date Completed (B.W.02)	10/1/2024	📅
Can work be completed by district forces		▼
Agile Work Request Number		

When phased construction was utilized, record the year the first phase was completed and traffic was able to cross the structure.

Routine maintenance or repair is not to be recorded.

B.W.03 – WORK PERFORMED

(Inspection type: Initial)

Record all work completed on the structure in each year, using one, or multiple, appropriate value(s) from the drop-down menu in InspectX.

Routine maintenance or repair is not to be recorded for this item.

BRIDGE ELEMENT LEVEL DATA

DESCRIPTION

DECKS

These elements describe the component that is transferring load from the vehicle to the bridge. This does not include secondary deck elements such as joints, deck/slab protection systems, or wearing surfaces. Deck elements transmit the loads into superstructure elements. Slab elements transmit the load into the substructure elements. Structures that include slab elements typically do not have superstructure elements. These elements transmit traffic loads directly into the substructure. All deck or slab elements can be supplemented with one or more associated protection systems or wearing surface elements.

Deck, slab, and flange evaluation is three-dimensional in nature with the defects observed on the top and bottom surface, edges, or all; and captured using the condition states defined. Top or bottom surfaces that are not visible for inspection shall be assessed based on the available visible surface. If both top and bottom surfaces are not visible, the condition shall be assessed based on destructive and nondestructive testing or indicators in the materials covering the surfaces.

SUPERSTRUCTURE

Superstructure elements transmit load from decks into the substructure. These elements include girders, trusses, arches, and floor systems. The floor systems include floor beams and stringers. Additional elements in this group include cables, gusset plates, and pin or pin and hanger assemblies. These elements do not include bracing members such as diaphragms, cross bracing, or portal sway bracing.

SUBSTRUCTURE

Substructure elements transmit the load from the superstructure into the ground. These elements include columns, piles, pile caps/footings, pile extensions, pier/bent caps, pier walls, and abutments. These elements include elements of steel, concrete, timber, masonry, and other materials.

WEARING SURFACES, PROTECTIVE COATINGS, AND CONCRETE REINFORCING STEEL PROTECTIVE SYSTEMS

These elements are wearing surface, steel and concrete protective coatings, and concrete reinforcing steel protection systems such as cathodic protection. These systems will influence the deterioration and condition of the underlying structural element.

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12	Reinforced Concrete Deck	Classification: NBE	Unit of Measure: ft²
	Description:	All reinforced concrete bridge decks regardless of the wearing surface or protection system used	
	Quantity Calculation:	Area of the slab from edge to edge, including any median areas and accounting for any flares or ramps present.	
13	Prestressed Concrete Deck	Classification: NBE	Unit of Measure: ft²
	Description:	All reinforced concrete bridge decks regardless of the wearing surface or protection systems used.	
	Quantity Calculation:	Area of the slab from edge to edge, including any median areas and accounting for any flares or ramps present.	
15	Prestressed Concrete Top Flange	Classification: NBE	Unit of Measure: ft²
	Description:	All prestressed bridge girder top flanges where traffic rides directly on the structural element regardless of the wearing surface or protective systems used.	
	Quantity Calculation:	Area of the deck from edge to edge, including any median areas and accounting for any flares or ramps present.	
16	Reinforced Concrete Top Flare	Classification: NBE	Unit of Measure: ft²
	Description:	All reinforced concrete bridge girder top flanges where traffic rides directly on the structural element regardless of the wearing surface or protection systems used. These bridge types include tee-beams, box girders, and girders that require traffic to ride on the top flange.	
	Quantity Calculation:	Area of the top flange from edge to edge, including any median areas and accounting for any flares or ramps present. This quantity is for the top flange riding surface only. Girder web and bottom flange are to be evaluated by the appropriate girder element.	
28	Steel deck with Open Grid	Classification: NBE	Unit of Measure: ft²
	Description:	All open grid steel bridge decks with no fill.	
	Quantity Calculation:	Area of the deck from edge to edge, including any median areas and accounting for any flares or ramps present.	
	Note:	When the steel grid deck has concrete fill in the wheel tracks only, use Element 29 for the concrete filled portion and Element 28 for the unfilled portion of the deck.	
29	Steel Deck with Concrete Filled Grid	Classification: NBE	Unit of Measure ft²
	Description:	Steel bridge decks with concrete fill either in all of the openings or within the wheel tracks.	
	Quantity Calculation:	Area of the deck from edge to edge, including any median areas and accounting for any flares or ramps present.	
	Note:	When the steel grid deck has concrete fill in the wheel tracks only, use Element 29 for the concrete filled portion and Element 28 for the unfilled portion of the deck.	

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30	Steel Deck Corrugated/Orthotropic/Etc.	Classification: NBE	Unit of Measure: ft²
	Description:	Those bridge decks constructed of corrugated metal filled with portland cement, asphaltic concrete, or other riding surfaces. Orthotropic steel decks are also included.	
	Quantity Calculation:	Area of the deck from edge to edge, including any median areas and accounting for any flares or ramps present.	
31	Timber Deck	Classification: NBE	Unit of Measure: ft²
	Description:	All timber bridge decks, regardless of the wearing surface or protection systems used.	
	Quantity Calculation:	Area of the deck from edge to edge, including any median areas and accounting for any flares or ramps present.	
38	Reinforced Concrete Slab	Classification: NBE	Unit of Measure: ft²
	Description:	All reinforced concrete bridge slabs regardless of the wearing surface or protection systems used.	
	Quantity Calculation:	Area of the slab from edge to edge, including any median areas and accounting for any flares or ramps present.	
54	Timber Slab	Classification: NBE	Unit of Measure: ft²
	Description:	All timber bridge slabs, regardless of the wearing surface or protection systems used.	
	Quantity Calculation:	Area of the slab from edge to edge, including any median areas and accounting for any flares or ramps present.	
54	Other Deck	Classification: NBE	Unit of Measure: ft²
	Description:	All bridge decks constructed of materials not covered by other elements, regardless of the wearing surface or protection systems used.	
	Quantity Calculation:	Area of the deck from edge to edge, including any median areas and accounting for any flares or ramps present.	
65	Other Slab	Classification: NBE	Unit of Measure: ft²
	Description:	All slabs constructed of materials not covered by other elements, regardless of the wearing surface or protection systems used.	
	Quantity Calculation:	Area of the slab from edge to edge, including any median areas and accounting for any flares or ramps present.	

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RAILINGS

330 Metal Bridge Railing	Classification: NBE	Unit of Measure: ft
Description:	All types and shapes of metal bridge railing. Steel, aluminum, metal beam, rolled shapes, etc. will all be considered part of this element. Included in this element are posts of metal, timber, or concrete; blocking; and curb.	
Quantity Calculation:	Number of rows of bridge rail times the length of the bridge. The element quantity includes only the rail on the bridge.	
331 Reinforced Concrete Bridge Railing	Classification: NBE	Unit of Measure: ft
Description:	All reinforced concrete bridge girder top flanges where traffic rides directly on the structural element regardless of the wearing surface or protection systems used. These bridge types include tee-beams, box girders, and girders that require traffic to ride on the top flange.	
Quantity Calculation:	Area of the top flange from edge to edge, including any median areas and accounting for any flares or ramps present. This quantity is for the top flange riding surface only. Girder web and bottom flange are to be evaluated by the appropriate girder element.	
332 Timber Bridge Railing	Classification: NBE	Unit of Measure: ft
Description:	All types and shapes of timber bridge railing. Included in this element are posts of timber, metal, or concrete; blocking; and curb.	
Quantity Calculation:	Number of rows of bridge rail times the length of the bridge; includes only the rail on the bridge.	
333 Other Bridge Railing	Classification: NBE	Unit of Measure: ft
Description:	All types and shapes of bridge railing, except those defined as metal, concrete, timber, or masonry.	
Quantity Calculation:	Number of rows of bridge rail times the length of the bridge; includes only the rail on the bridge.	
334 Masonry Bridge Railing	Classification: NBE	Unit of Measure: ft
Description:	All types and shapes of masonry block or stone bridge railing. All elements of the railing must be masonry block or stone.	
Quantity Calculation:	Number of rows of bridge rail times the length of the bridge; includes only the rail on the bridge.	

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102	Steel Closed Web/Box Girder	Classification: NBE	Unit of Measure: ft
	Description:	All steel box girders or closed web girders. For all box girders regardless of protective system.	
	Quantity Calculation:	Sum of all the lengths of each box girder section; can be determined by counting the visible web faces, dividing by two, and then multiplying by the appropriate length.	
104	Prestressed Concrete Closed Web/Box Girder	Classification: NBE	Unit of Measures: ft
	Description:	All pretensioned or post-tensioned concrete closed web girders or box girders. For all box girders regardless of protective system.	
	Quantity Calculation:	Sum of all the length of each box girder section. This quantity can be determined by counting the visible web faces, dividing by two, and then multiplying by the appropriate length of the box section. Elements such as adjacent box girders are considered individual girders.	
105	Reinforced Concrete Closed Web/Box Girder	Classification: NBE	Unit of Measure: ft
	Description:	All reinforced concrete box girders or closed web girders. For all box girders regardless of protective system.	
	Quantity Calculation:	Sum of all the length of each box girder section. This quantity can be determined by counting the visible web faces, dividing them by two, and then multiplying by the appropriate length of the box section. Elements such as adjacent box girders are considered individual girders.	
106	Other Closed Web/Box Girder	Classification: NBE	Unit of Measures: ft
	Description:	All box girders or closed web girders constructed of materials not covered by other elements. For all other material box girders, regardless of protective system.	
	Quantity Calculation:	Sum of all the length of each box girder section. This quantity can be determined by counting the visible web faces, dividing by two, and then multiplying by the appropriate length of the box section. Elements such as adjacent box girders are considered individual girders.	
107	Steel Open Girder/Beam	Classification: NBE	Unit of Measure: ft
	Description:	All steel open girders regardless of protective system.	
	Quantity Calculation:	Sum of all the lengths of each girder.	
109	Prestressed Concrete Open Girder/Geam	Classification: NBE	Unit of Measures: ft
	Description:	Pretensioned or post-tensioned concrete open web girders regardless of protective system.	
	Quantity Calculation:	Sum of all the lengths of each girder.	
	Notes:	Where traffic rides directly on the structural element, regardless of the wearing surface, evaluation of the top flange above the fillet is considered with Element 15.	

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110	Reinforced Concrete Open Girder/Beam	Classification: NBE	Unit of Measure: ft
	Description:	Mild steel reinforced concrete open web girders regardless of protective system.	
	Quantity Calculation:	Sum of all the lengths of each girder.	
111	Timber Open Girder/Beam	Classification: NBE	Unit of Measures: ft
	Description:	All timber open girders, regardless of protection system.	
	Quantity Calculation:	Sum of all the lengths of each girder/beam.	
112	Other Open Girder/Beam	Classification: NBE	Unit of Measure: ft
	Description:	All girders constructed of materials not covered by other elements, regardless of protection system.	
	Quantity Calculation:	Sum of all the lengths of each girder.	
113	Steel Stringer	Classification: NBE	Unit of Measures: ft
	Description:	Steel members that support the deck in a stringer floor beam system regardless of protective system.	
	Quantity Calculation:	Sum of all of the lengths of each stringer.	
115	Prestressed Concrete Stringer	Classification: NBE	Unit of Measure: ft
	Description:	Pretensioned or post-tensioned concrete members that support the deck in a stringer floor beam system regardless of protective system.	
	Quantity Calculation:	Sum of all of the lengths of each stringer.	
116	Reinforced Concrete Stringer	Classification: NBE	Unit of Measures: ft
	Description:	Pretensioned or post-tensioned concrete open web girders regardless of protective system.	
	Quantity Calculation:	Sum of all the lengths of each girder.	
117	Timber Stringer	Classification: NBE	Unit of Measure: ft
	Description:	Timber members that support the deck in a stringer floor beam system, regardless of protective system.	
	Quantity Calculation:	Sum of all of the lengths of each stringer.	
118	Other Stringer	Classification: NBE	Unit of Measures: ft
	Description:	All stringers constructed of materials not covered by other elements, regardless of protection system.	
	Quantity Calculation:	Sum of all the lengths of each stringer.	
120	Steel Truss	Classification: NBE	Unit of Measure: ft
	Description:	All steel truss elements, including all tension and compression members for through and deck trusses. For all trusses regardless of protective system.	
	Quantity Calculation:	Sum of all of the lengths of each truss panel measured longitudinally along the travel way.	

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135	Timber Truss	Classification: NBE	Unit of Measures: ft
	Description:	All timber truss elements, including all tension and compression members for through and deck trusses. For all trusses, regardless of protective system.	
	Quantity Calculation:	Sum of all of the lengths of each truss panel measured longitudinally along the travel way.	
136	Other Truss	Classification: NBE	Unit of Measure: ft
	Description:	All truss elements constructed of materials not covered by other elements, including all tension and compression members, and through and deck trusses. For all other material trusses, regardless of protective system.	
	Quantity Calculation:	Sum of all of the lengths of each truss panel measured longitudinally along the travel way.	
141	Steel Arch	Classification: NBE	Unit of Measures: ft
	Description:	Arches constructed of materials not covered by other elements, regardless of type or protective system.	
	Quantity Calculation:	Sum of all of the lengths of each arch panel measured longitudinally along the travel way.	
142	Other Arch	Classification: NBE	Unit of Measures: ft
	Description:	Arches constructed of materials not covered by other elements, regardless of type or protective system.	
	Quantity Calculation:	Sum of all of the lengths of each arch panel measured longitudinally along the travel way.	
143	Prestressed Arch	Classification: NBE	Unit of Measure: ft
	Description:	Arches constructed of materials not covered by other elements, regardless of type or protective system.	
	Quantity Calculation:	Sum of all of the lengths of each arch panel measured longitudinally along the travel way.	
143	Prestressed Arch	Classification: NBE	Unit of Measures: ft
	Description:	Only pretensioned or post-tensioned concrete arches regardless of protective system.	
	Quantity Calculation:	Sum of the length of each arch panel measured longitudinally along the travel way.	
144	Reinforced Concrete Arch	Classification: NBE	Unit of Measures: ft
	Description:	Only mild steel reinforced concrete arches regardless of protective system.	
	Quantity Calculation:	Sum of all of the lengths of each arch panel measured longitudinally along the travel way.	
145	Masonry Arch	Classification: NBE	Unit of Measure: ft
	Description:	Masonry or stacked stone arches, regardless of protective system.	
	Quantity Calculation:	Sum of all of the lengths of each arch section measured longitudinally along the travel way.	

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146	Timber Arch		Classification: NBE	Unit of Measures: ft
	Description:	Only timber arches, regardless of protective system.		
	Quantity Calculation:	Sum of all of the lengths of each arch panel measured longitudinally along the travel way.		
147	Main Steel Cables		Classification: NBE	Unit of Measures: ft
	Description:	All steel main suspension or cable stay cables not embedded in concrete. For all cable groups regardless of protective systems.		
	Quantity Calculation:	Sum of all of the lengths of each main cable measured longitudinally along the travel way.		
	Notes:	This element is intended for use on main cables in suspension bridges or main cable stays in cable stayed bridges. Suspender cables or other smaller cables shall be captured using Element 148.		
148	Secondary Steel Cables		Classification: NBE	Unit of Measures: ea
	Description:	All steel suspender cables not embedded in concrete. For all individual or cable groups regardless of protective systems.		
	Quantity Calculation:	Sum of the individual cable or cable groups carrying the load from the superstructure to the main cable/arch elements.		
	Notes:	This element is intended for use on suspender cables, other smaller cables, or groups of cables in one location acting as a system to carry loads from the superstructure to the main cable/arch. Suspension bridge main cables or cable stays shall be captured using Element 147.		
149	Other Secondary Cables		Classification: NBE	Unit of Measures: ea
	Description:	All cables constructed of materials not covered by other elements and not embedded in concrete. For all individual other material cables or cable groups, regardless of protective systems.		
	Quantity Calculation:	Sum of the individual cable or cable groups carrying the load from the superstructure to the main cable/arch elements.		
	Notes:	This element is intended for use on suspender cables, other smaller cables, or groups of cables in one location acting as a system to carry loads from the superstructure to the main cable/arch. Suspension bridge main cables or cable stays shall be captured using Element 147.		
152	Steel Floor Beam		Classification: NBE	Unit of Measures: ft
	Description:	Steel floor beams that typically support stringers regardless of protective system.		
	Quantity Calculation:	Sum of all of the lengths of each floor beam.		
154	Prestressed Concrete Floor Beam		Classification: NBE	Unit of Measure: ft
	Description:	Prestressed concrete floor beams that typically support stringers regardless of protective system.		
	Quantity Calculation:	Sum of all of the lengths of each floor beam.		
155	Reinforced Concrete Floor Beam		Classification: NBE	Unit of Measures: ft
	Description:	Mild steel reinforced concrete floor beams that typically support stringers regardless of protective system.		
	Quantity Calculation:	Sum of all of the lengths of each floor beam.		

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156	Timber Floor Beam	Classification: NBE	Unit of Measure: ft
	Description:	Timber floor beams that typically support stringers, regardless of protective system.	
	Quantity Calculation:	Sum of all of the lengths of each floor beam.	
157	Other Floor Beam	Classification: NBE	Unit of Measures: ft
	Description:	Floor beams constructed of materials not covered by other elements, that typically support stringers, regardless of protective system.	
	Quantity Calculation:	Sum of all of the lengths of each floor beam.	
161	Steel Pin and Pin & Hanger Assembly	Classification: NBE	Unit of Measure: ea
	Description:	Prestressed concrete floor beams that typically support stringers regardless of protective system.	
	Quantity Calculation:	Sum of all of the lengths of each floor beam.	
162	Steel Gusset Plate	Classification: NBE	Unit of Measures: ea
	Description:	Only those steel gusset plate(s) connections that are on the main truss/arch panel(s). These connections can be constructed with one or more plates that may be bolted, riveted, or welded. For all gusset plates regardless of protective systems.	
	Quantity Calculation:	Sum of the number of primary load path gusset plate assemblies. For multiple-plate gusset connections at a single panel point, the quantity shall be one gusset plate regardless of the number of individual plates at the single connection point.	

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330	Metal Bridge Railing	Classification: NBE	Unit of Measure: ea
	Description:	Bridge bearings that are constructed primarily of elastomers, with or without fabric or metal reinforcement.	
	Quantity Calculation:	Sum of each bearing of this type.	
311	Movable Bearing	Classification: NBE	Unit of Measure: ea
	Description:	Bridge bearings that provide for both rotation and longitudinal movement by means of roller, rocker, or sliding mechanisms.	
	Quantity Calculation:	Sum of each bearing of this type.	
312	Enclosed/Concealed Bearing	Classification: NBE	Unit of Measure: ea
	Description:	Bridge bearings that are enclosed so that they are not open for detailed inspection.	
	Quantity Calculation:	Sum of each bearing of this type.	
	Note:	This element should be used for box girder hinges. In cases where the bearing material is not visible, the Inspector shall assess the condition based on alignment, grade across the joint, persistence of debris, or other indirect indicators of the condition.	
313	Fixed Bearing	Classification: NBE	Unit of Measure: ea
	Description:	Bridge bearings that provide for rotation only (no longitudinal movement).	
	Quantity Calculation:	Sum of each bearing of this type.	
314	Pot Bearing	Classification: NBE	Unit of Measure: ea
	Description:	Those high load bearings with confined elastomer. The bearing may be fixed against horizontal movement, guided to allow sliding in one direction, or floating to allow sliding in any direction.	
	Quantity Calculation:	Sum of each bearing of this type.	
315	Disk Bearing	Classification: NBE	Unit of Measure: ea
	Description:	Those high load bearings with a hard plastic disk. This bearing may be fixed against horizontal movement, guided to allow movement in one direction, or floating to allow sliding in any direction.	
	Quantity Calculation:	Sum of each bearing of this type.	
316	Other Bearing	Classification: NBE	Unit of Measure: ea
	Description:	All bridge bearings constructed of materials not covered by other elements, regardless of translation or rotation constraints.	
	Quantity Calculation:	Sum of each bearing of this type.	
	Note:	This element is intended for bearings constructed of materials that cannot be classified using anyother bearing element.	

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202	Steel Column	Classification: NBE	Unit of Measure: ea
	Description:	All steel columns regardless of protective system.	
	Quantity Calculation:	Sum of the number of columns.	
203	Other Column	Classification: NBE	Unit of Measure: ea
	Description:	All columns constructed of materials not covered by other elements, regardless of protective system.	
	Quantity Calculation:	Sum of the number of columns.	
	Note:	This element is intended for columns constructed of composite materials, or other materials that cannot be classified using any other elements.	
204	Prestressed Concrete Column	Classification: NBE	Unit of Measure: ea
	Description:	All prestressed concrete columns regardless of protective system.	
	Quantity Calculation:	Sum of the number of columns.	
205	Reinforced Concrete Column	Classification: NBE	Unit of Measure: ea
	Description:	All prestressed concrete columns regardless of protective system.	
	Quantity Calculation:	Sum of the number of columns.	
206	Timber Column	Classification: NBE	Unit of Measure: ea
	Description:	All timber columns, regardless of protective system.	
	Quantity Calculation:	Number of columns.	
207	Steel Tower	Classification: NBE	Unit of Measure: ft
	Description:	Those high load bearings with a hard plastic disk. This bearing may be fixed against horizontal movement, guided to allow movement in one direction, or floating to allow sliding in any direction.	
	Quantity Calculation:	Sum of each bearing of this type.	
	Note:	This element is intended to be used for truss-framed tower supports or built-up steel towers. It is intended to capture large supports and towers associated with suspension bridges, cable stayed bridges, movable bridges, or similar structural configurations.	
208	Timber Trestle	Classification: NBE	Unit of Measure: ft
	Description:	Framed timber supports. For all timber trestle/towers, regardless of protective system.	
	Quantity Calculation:	Sum of the heights of built-up or framed tower supports.	

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	Note:	This element is intended to be used for truss framed trestle or towers. It is intended to capture large supports and towers associated with large deck truss bridges.
210	Reinforced Concrete Pier Wall	Classification: NBE Unit of Measure: ft
	Description:	Reinforced concrete pier walls regardless of protective systems.
	Quantity Calculation:	Sum of the lengths of the pier walls measured along the skew angle.
211	Other Pier Wall	Classification: NBE Unit of Measure: ft
	Description:	Those pier walls constructed of materials not covered by other elements, regardless of protective systems.
	Quantity Calculation:	Sum of the lengths of the pier walls measured along the skew angle.
212	Timber Pier Wall	Classification: NBE Unit of Measure: ft
	Description:	Those timber pier walls that include pile, timber sheet material, and filler. For all pier walls regardless of protective systems.
	Quantity Calculation:	Sum of the length of the pier walls measured along the skew angle.
213	Masonry Pier Wall	Classification: NBE Unit of Measure: ft
	Description:	Those pier walls constructed of block or stone. The block or stone may be placed with or without mortar. For all pier walls, regardless of protective systems.
	Quantity Calculation:	Sum of the wall lengths measured along the skew angle.
215	Reinforced Concrete Abutment	Classification: NBE Unit of Measure: ft
	Description:	Reinforced concrete abutments, including the material retaining the embankment and monolithic wingwalls and abutment extensions. For all reinforced concrete abutments regardless of protective systems.
	Quantity Calculation:	Sum of the width of the abutment with monolithic wingwalls and abutment extensions measured along the skew angle.
216	Timber Abutment	Classification: NBE Unit of Measure: ft
	Description:	Timber abutments, including the sheet material retaining the embankment, integral wingwalls, and abutment extensions. For all abutments, regardless of protective systems.
	Quantity Calculation:	Sum of the width of the abutment with integral wingwalls and abutment extensions measured along the skew angle.
217	Masonry Abutment	Classification: NBE Unit of Measure: ft
	Description:	Those abutments constructed of block or stone, including integral wingwalls and abutment extensions. The block or stone may be placed with or without mortar. For all abutments, regardless of protective systems.
	Quantity Calculation:	Sum of the width of the abutment with integral wingwalls and abutment extensions measured along the skew angle.

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SUBSTRUCTURE

218	Other Abutment	Classification: NBE	Unit of Measure: ft
	Description:	Abutment systems, including the sheet material retaining the embankment, and integral wingwalls and abutment extensions, constructed of materials not covered by other elements. For all abutments, regardless of protective systems.	
	Quantity Calculation:	Sum of the width of the abutment with integral wingwalls and abutment extensions measured along the skew angle.	
219	Steel Abutment	Classification: NBE	Unit of Measure: ft
	Description:	Steel abutments, including the sheet material retaining the embankment, and monolithic wingwalls and abutment extensions. For all abutments regardless of protective systems.	
	Quantity Calculation:	Sum of the width of the abutment with monolithic wingwalls and abutment extensions measured along the skew angle.	
220	Reinforced Concrete Pile Cap/Footing	Classification: NBE	Unit of Measure: ft
	Description:	Reinforced concrete pile caps/footings that are visible for inspection, including pile caps/footings exposed from erosion or scour or visible during an underwater inspection. The exposure may be intentional or caused by erosion or scour.	
	Quantity Calculation:	Sum of the length of footings or pile caps along the skew angle.	
225	Steel Pile	Classification: NBE	Unit of Measure: ea
	Description:	Steel piles that are visible for inspection, including piles exposed from erosion or scour and piles visible during an underwater inspection. For all steel piles regardless of protective system.	
	Quantity Calculation:	Sum of the number of piles visible for inspection.	
226	Prestressed Concrete Pile	Classification: NBE	Unit of Measure: ea
	Description:	Prestressed concrete piles that are visible for inspection, including piles exposed from erosion or scour and piles visible during an underwater inspection. For all prestressed concrete piles regardless of protective system.	
	Quantity Calculation:	Sum of the number of piles visible for inspection.	
227	Reinforced Concrete Pile	Classification: NBE	Unit of Measure: ea
	Description:	Reinforced concrete piles that are visible for inspection, including piles exposed from erosion or scour and piles visible during an underwater inspection. For all reinforced concrete piles regardless of protective system.	
	Quantity Calculation:	Sum of the number of piles visible for inspection.	
228	Timber Pile	Classification: NBE	Unit of Measure: ea
	Description:	Timber piles that are visible for inspection, including piles exposed from erosion or scour and piles visible during an underwater inspection. For all timber piles, regardless of protective system	
	Quantity Calculation:	Sum of the number of piles visible for inspection.	
229	Other Pile	Classification: NBE	Unit of Measure: ea

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SUBSTRUCTURE

	Description:	Piles that are visible for inspection, including piles exposed from erosion or scour and piles visible during an underwater inspection, constructed of materials not covered by other elements. For all other material piles, regardless of protective system.		
	Quantity Calculation:	Sum of the number of piles visible for inspection.		
231	Steel Pier Cap		Classification: NBE	Unit of Measure: ft
	Description:	Those steel pier caps that support girders and transfer load into piles or columns. For all steel pier caps regardless of protective system.		
	Quantity Calculation:	Sum of the cap lengths measured along the skew angle.		
233	Prestressed Concrete Pier Cap		Classification: NBE	Unit of Measure: ft
	Description:	Those prestressed concrete pier caps that support girders and transfer load into piles or columns. For all caps regardless of protective system.		
	Quantity Calculation:	Sum of the cap lengths measured along the skew angle.		
234	Reinforced Concrete Pier Cap		Classification: NBE	Unit of Measure: ft
	Description:	Those reinforced concrete pier caps that support girders and transfer load into piles or columns. For all pier caps regardless of protective system.		
	Quantity Calculation:	Sum of the cap length measured along the skew angle.		
235	Timber Pier Cap		Classification: NBE	Unit of Measure: ft
	Description:	Those timber pier caps that support girders that transfer load into piles, or columns. For all timber pier caps, regardless of protective system.		
	Quantity Calculation:	Sum of the pier cap lengths measured along the skew angle.		
236	Other Pier Cap		Classification: NBE	Unit of Measure: ft
	Description:	Pier caps constructed of materials not covered by other elements that support girders that transfer load into piles or columns. For all such pier caps, regardless of protective system.		
	Quantity Calculation:	Sum of the pier cap lengths measured along the skew angle.		

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CULVERTS

240	Steel Culvert	Classification: NBE	Unit of Measure: ft
	Description:	Steel culverts, including arched, round, or elliptical pipes.	
	Quantity Calculation:	Flow line length of the barrel times the number of barrels.	
241	Reinforced Concrete Culvert	Classification: NBE	Unit of Measure: ft
	Description:	Reinforced concrete culverts, including box, arched, round, or elliptical shapes.	
	Quantity Calculation:	Flow line length of the barrel times the number of the barrels.	
242	Timber Culvert	Classification: NBE	Unit of Measure: ft
	Description:	All timber culverts.	
	Quantity Calculation:	Flow line length of the barrel times the number of barrels.	
243	Other Culvert	Classification: NBE	Unit of Measure: ft
	Description:	Culverts constructed of materials not covered by other elements, including arches, or round or elliptical pipes.	
	Quantity Calculation:	Flow line length of the barrel times the number of barrels.	
244	Masonry Culvert	Classification: NBE	Unit of Measure: ft
	Description:	Masonry block or stone culverts.	
	Quantity Calculation:	Flow line length of the barrel times the number of barrels.	
245	Prestressed Concrete Culvert	Classification: NBE	Unit of Measure: ea
	Description:	All prestressed concrete culverts.	
	Quantity Calculation:	Flow line length of the barrel times the number of barrels.	

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JOINTS

300 Strip Seal Expansion Joint	Classification: BME	Unit of Measure: ft
Description:	Those expansion joint devices which utilize a neoprene type waterproof gland with some type of metal extrusion or other system to anchor the gland.	
Quantity Calculation:	Sum of all the lengths of the joint measured along the skew angle.	
301 Pourable Joint Seal	Classification: BME	Unit of Measure: ft
Description:	Those joints filled with a pourable seal with or without a backer.	
Quantity Calculation:	Sum of all the lengths of the joint measured along the skew angle.	
302 Compression Joint Seal	Classification: BME	Unit of Measure: ft
Description:	Those joints filled with a preformed compression type seal. This joint may or may not have an anchor system to confine the seal.	
Quantity Calculation:	Sum of all the lengths of the joint measured along the skew angle.	
303 Assembly Joint with Seal	Classification: BME	Unit of Measure: ft
Description:	Those joints filled with an assembly mechanism that has a seal.	
Quantity Calculation:	Sum of all the lengths of the joint measured along the skew angle.	
304 Open Expansion Joint	Classification: BME	Unit of Measure: ft
Description:	Those joints that are open and not sealed.	
Quantity Calculation:	Sum of all the lengths of the joint measured along the skew angle.	
Note:	This element is intended for joints designed as open joints, not for those joints that were designed to have a seal that is currently missing	
305 Assembly Joint without Seal	Classification: BME	Unit of Measure: ea
Description:	Those assembly joints that are open and not sealed, including finger and sliding plate joints.	
Quantity Calculation:	Sum of all the lengths of the joint measured along the skew angle.	
Note:	This element shall include open joints with or without a drainage trough below the joint	
306 Other Joint	Classification: BME	Unit of Measure: ft
Description:	Those joints that are not defined by any other joint element.	
Quantity Calculation:	Sum of all the lengths of the joint measured along the skew angle.	

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APPROACH SLAB

320 Prestressed Concrete Approach Slab		Classification: BME	Unit of Measure: ft
Description:	Those structural sections between the abutment and the approach pavement that are constructed of prestressed (post-tensioned) reinforced concrete.		
Quantity Calculation:	Area of the approach slab(s) from edge to edge including any median areas and accounting for any flares or ramps present.		
321 Reinforced Concrete Approach Slab		Classification: BME	Unit of Measure: ft
Description:	Those structural sections between the abutment and the approach pavement that are constructed of mild steel reinforced concrete.		
Quantity Calculation:	Area of the approach slab(s) from edge to edge including any median areas and accounting for any flares or ramps present.		

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SNBI ITEMS/ADE

INITIAL ROUTINE ROUTINE/NSTM SPECIAL DAMAGE HIGH WATER EVENT POSTING CHANGE UPDATE DISTRICT INVENTORY UPDATE

ELEMENT LEVEL CONDITION STATES

REINFORCED CONCRETE

DEFECTS	CS1	CS2	CS3	CS4	
	GOOD	FAIR	POOR	SEVERE	
Delamination/Spall/ Patched Area (1080)	None	Delamination/Spall/ Patched Area (1080)	Spall greater than 1 in. deep or greater than 6 in. diameter. Patched area that is unsound or showing distress. Does not warrant structural review	The condition warrants a structural review to determine the effect on strength or serviceability of the element or bridge; OR a structural review has been completed and the defects impact strength or serviceability of the element or bridge.	
Exposed Rebar (1090)	None	Present without measurable section loss.	Present with measurable section loss but does not warrant structural review.		
Efflorescence/Rust Staining (1120)	None	Present with measurable section loss but does not warrant structural review.	Heavy build-up with rust staining.		
Cracking (RC) (1130)	Insignificant cracks or moderate width cracks that have been sealed.	Unsealed moderate-width cracks, or unsealed moderate pattern (map) cracking.	Wide cracks or heavy pattern (map) cracking.		
Abrasion/Wear (PSC/RC) (1190)	No abrasion or wearing.	Abrasion or wearing has exposed coarse aggregate but the aggregate remains secure in the concrete	Coarse aggregate is loose or has popped out of the concrete matrix due to abrasion or wear.		
Settlement (4000)	None	Exists within tolerable limits or arrested with no observed structural distress	Exceeds tolerable limits but does not warrant structural review.		
Scour (6000)	None	Exists within tolerable limits or has been arrested with effective countermeasures.	Exceeds tolerable limits but is less than the critical limits determined by scour evaluation and does not warrant structural review.		
Damage (7000)	Not applicable	The element has impact damage. The specific damage caused by the impact has been captured in CS 2 under the appropriate material defect entry.	The element has impact damage. The specific damage caused by the impact has been captured in CS 3 under the appropriate material defect entry.		
					The element has impact damage. The specific damage caused by the impact has been captured in CS 4 under the appropriate material defect entry.

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PRESTRESSED CONCRETE

DEFECTS	CS1 GOOD	CS2 FAIR	CS3 POOR	CS4 SEVERE
Delamination/ Spall/ Patched Area (1080)	None	Delaminated. Spall 1 in. or less deep or 6 in. or less in diameter. Patched area that is sound.	Spall greater than 1 in. deep or greater than 6 in. diameter. Patched area that is unsound or showing distress. Does not warrant structural review.	The condition warrants a structural review to determine the effect on strength or serviceability of the element or bridge; OR a structural review has been completed and the defects impact strength or serviceability of the element or bridge.
Exposed Rebar (1090)	None	Present without measurable section loss.	Present with measurable section loss but does not warrant structural review.	
Exposed Prestressing (1100)	None	Present without section loss	Present with section loss but does not warrant structural review.	
Efflorescence/ Rust Staining (1120)	None	Surface white without build-up or leaching without rust staining	Heavy build-up with rust staining.	
Cracking (PSC) (1110)	Insignificant cracks or moderate-width cracks that have been sealed	Unsealed moderate width cracks or unsealed moderate pattern (map) cracking.	Wide cracks or heavy pattern (map) cracking.	
Abrasion/Wear (PSC/RC) (1190)	No abrasion or wearing.	Abrasion or wearing has exposed coarse aggregate but the aggregate remains secure in the concrete.	Coarse aggregate is loose or has popped out of the concrete matrix due to abrasion or wear.	
Distortion (1900)	None	Distortion not requiring mitigation or mitigated distortion	Distortion that requires mitigation that has not been addressed but does not warrant structural review.	
Settlement (4000)	None	Exists within tolerable limits or no observed structural distress.	Exceeds tolerable limits but does not warrant structural review.	
Scour (6000)	None	Exists within tolerable limits or has been arrested with effective countermeasures.	Exceeds tolerable limits but is less than the critical limits determined by scour evaluation and does not warrant structural review.	
Damage (7000)	Not applicable	The element has impact damage. The specific damage caused by the impact has been captured in CS 2 under the appropriate material defect entry.	The element has impact damage. The specific damage caused by the impact has been captured in CS 3 under the appropriate material defect entry.	

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STEEL

DEFECTS	CS1 GOOD	CS2 FAIR	CS3 POOR	CS4 SEVERE
Corrosion (1000)	None	Freckled rust. Corrosion of the steel has initiated.	Section loss is evident or pack rust is present but does not warrant structural review	The condition warrants a structural review to determine the effect on strength or serviceability of the element or bridge; OR a structural review has been completed and the defects impact strength or serviceability of the element or bridge.
Cracking (1010)	None	Crack that has self arrested or has been arrested with effective arrest holes, doubling plates, or similar.	Identified crack that is not arrested but does not warrant structural review.	
Connection (1020)	Connection is in place and functioning as intended.	Loose fasteners or pack rust without distortion is present but the connection is in place and functioning as intended.	Missing bolts, rivets, or fasteners; broken welds; or pack rust with distortion but does not warrant a structural review.	
Distortion (1900)	None	Distortion not requiring mitigation or mitigated distortion	Distortion that requires mitigation that has not been addressed but does not warrant structural review.	
Settlement (4000)	None	Exists within tolerable limits or arrested with no observed structural distress.	Exceeds tolerable limits but does not warrant structural review.	
Scour (6000)	None	Exists within tolerable limits or has been arrested with effective countermeasures.	Exceeds tolerable limits but is less than the critical limits determined by scour evaluation and does not warrant structural review.	
Damage (7000)	Not applicable	The element has impact damage. The specific damage caused by the impact has been captured in CS 2 under the appropriate material defect entry.	The element has impact damage. The specific damage caused by the impact has been captured in CS 3 under the appropriate material defect entry.	

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TIMBER

DEFECTS	CS1 GOOD	CS2 FAIR	CS3 POOR	CS4 SEVERE	
Connection (1020)	Connection is in place and functioning as intended	Loose fasteners or pack rust without distortion is present but the connection is in place and functioning as intended.	Missing bolts, rivets, or fasteners; broken welds; or pack rust with distortion but does not warrant a structural review	The condition warrants a structural review to determine the effect on strength or serviceability of the element or bridge; OR a structural review has been completed and the defects impact strength or serviceability of the element or bridge.	
Decay/Section Loss (1140)	None	Affects less than 10% of the member section.	Affects 10% or more of the member but does not warrant structural review		
Check/Shake (1150)	Surface penetration less than 5% of the member thickness regardless of location	Penetrates 5%–50% of the thickness of the member and not in a tension zone.	Penetrates more than 50% of the thickness of the member or penetrates more than 5% of the thickness of the member in the tension zone. Does not warrant structural review		
Crack (Timber) (1160)	None	Crack that has been arrested through effective measures.	Identified crack that is not arrested but does not require structural review		
Split/Delamination (Timber) (1170)	None	Length less than the member depth or arrested with effective actions taken to mitigate.	Length equal to or greater than the member depth but does not require structural review		
Abrasion/Wear (Timber) (1180)	None or no measurable section loss.	Section loss less than 10% of the member thickness	Section loss 10% or more of the member thickness but does not warrant structural review		
Settlement (4000)	None	Exists within tolerable limits or arrested with no observed structural distress.	Exceeds tolerable limits but does not warrant structural review		
Scour (6000)	None	Exists within tolerable limits or has been arrested with effective countermeasures	Exceeds tolerable limits but is less than the critical limits determined by scour evaluation and does not warrant structural review		
Damage (7000)	Not applicable	The element has impact damage. The specific damage caused by the impact has been captured in Condition State 2 under the appropriate material defect entry	The element has impact damage. The specific damage caused by the impact has been captured in Condition State 3 under the appropriate material defect entry.		The element has impact damage. The specific damage caused by the impact has been captured in Condition State 4 under the appropriate material defect entry.

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MASONRY

DEFECTS	CS1	CS2	CS3	CS4
	GOOD	FAIR	POOR	SEVERE
Delamination/Spall/Patched Area (1080)	None	Delaminated. Spall 1 in. or less deep or 6 in. or less in diameter. Patched area that is sound	Spall greater than 1 in. deep or greater than 6 in. diameter. Patched area that is unsound or showing distress. Does not warrant structural review.	The condition warrants a structural review to determine the effect on strength or serviceability of the element or bridge; OR a structural review has been completed and the defects impact strength or serviceability of the element or bridge
Efflorescence/Rust Staining (1120)	None	Surface white without build-up or leaching without rust staining	Heavy build-up with rust staining	
Mortar Breakdown (Masonry) (1610)	None	Cracking or voids in less than 10% of joints	Cracking or voids in 10% or more of the joints	
Split/Spall (Masonry) (1620)	None	Block or stone has split or spalled with no shifting	Block or stone has split or spalled with shifting but does not warrant a structural review	
Patched Area (Masonry) (1630)	None	Sound patch	Unsound patch	
Masonry Displacement (1640)	None	Block or stone has shifted slightly out of alignment	Block or stone has shifted significantly out of alignment or is missing but does not warrant structural review.	
Distortion (1900)	None	Distortion not requiring mitigation or mitigated distortion	Distortion that requires mitigation that has not been addressed but does not warrant structural review	
Settlement (4000)	None	Exists within tolerable limits or arrested with no observed structural distress.	Exceeds tolerable limits but does not warrant structural review.	
Scour (6000)	None	Exists within tolerable limits or has been arrested with effective countermeasures.	Exceeds tolerable limits, but is less than the critical limits determined by scour evaluation and does not warrant structural review.	
Damage (7000)	Not applicable	The element has impact damage. The specific damage caused by the impact has been captured in Condition State 2 under the appropriate material defect entry	The element has impact damage. The specific damage caused by the impact has been captured in Condition State 3 under the appropriate material defect entry	

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OTHER

DEFECTS	CS1	CS2	CS3	CS4
	GOOD	FAIR	POOR	SEVERE
Corrosion (1000)	None	Freckled rust. Corrosion of the steel has initiated.	Section loss is evident or pack rust is present but does not warrant structural review	The condition warrants a structural review to determine the effect on strength or serviceability of the element or bridge; OR a structural review has been completed and the defects impact strength or serviceability of the element or bridge.
Cracking (1010)	None	Crack that has self-arrested or has been arrested with effective arrest holes, doubling plates, or similar	Identified crack that is not arrested but does not warrant structural review.	
Connection (1020)	Connection is in place and functioning as intended	Loose fasteners or pack rust without distortion is present but the connection is in place and functioning as intended.	Missing bolts, rivets, or fasteners; broken welds; or pack rust with distortion but does not warrant a structural review	
Delamination/ Spall/ Patched Area (1080)	None	Delaminated. Spall 1 in. or less deep or 6 in. or less in diameter. Patched area that is sound.	Spall greater than 1 in. deep or greater than 6 in. diameter. Patched area that is unsound or showing distress. Does not warrant structural review.	
Efflorescence/ Rust Staining (1120)	None	Surface white without build-up or leaching without rust staining	Heavy build-up with rust staining	
Cracking (RC and Other) (1130)	Insignificant cracks or moderate-width cracks that have been sealed.	Unsealed moderate width cracks or unsealed moderate pattern (map) cracking	Wide cracks or heavy pattern (map) cracking	
Deterioration (Other) (1220)	None	Initiated breakdown or deterioration	Significant deterioration or breakdown but does not warrant structural review.	
Distortion (1900)	None	Distortion not requiring mitigation or mitigated distortion	Distortion that requires mitigation that has not been addressed but does not warrant structural review.	
Settlement (4000)	None	Exists within tolerable limits or arrested with no observed structural distress	Exceeds tolerable limits but does not warrant structural review	
Scour (6000)	None	Exists within tolerable limits or has been arrested with effective countermeasures.	Exceeds tolerable limits but is less than the critical limits determined by scour evaluation and does not warrant structural review.	
Damage (7000)	Not applicable	The element has impact damage. The specific damage caused by the impact has been captured in Condition State 2 under the appropriate material defect entry	The element has impact damage. The specific damage caused by the impact has been captured in Condition State 3 under the appropriate material defect entry	The element has impact damage The specific damage caused by the impact has been captured in Condition State 4 under the appropriate material defect entry

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BEARING

DEFECTS	CS1	CS2	CS3	CS4
	GOOD	FAIR	POOR	SEVERE
Corrosion (1000)	None	Freckled rust. Corrosion of the steel has initiated	Section loss is evident or pack rust is present but does not warrant structural review.	
Connection (1020)	Connection is in place and functioning as intended	Loose fasteners or pack rust without distortion is present but the connection is in place and functioning as intended	Missing bolts, rivets, or fasteners; broken welds; or pack rust with distortion but does not warrant a structural review	
Movement (2210)	Free to move	Minor restriction	Restricted, but not warranting structural review.	
Alignment (2220)	Lateral and vertical alignment is as expected for the temperature conditions	Tolerable lateral or vertical alignment that is inconsistent with the temperature conditions	Approaching the limits of lateral or vertical alignment for the bearing but does not warrant a structural review	
Bulging, Splitting, or Tearing (2230)	None	Bulging less than 15% of the thickness	Bulging 15% or more of the thickness. Splitting or tearing. Bearing's surfaces are not parallel. Does not warrant structural review	
Loss of Bearing Area (2240)	None	Less than 10%	10% or more but does not warrant structural review	
Damage (7000)	Not applicable	The element has impact damage. The specific damage caused by the impact has been captured in CS 2 under the appropriate material defect entry	The element has impact damage. The specific damage caused by the impact has been captured in CS 3 under the appropriate material defect entry	The element has impact damage. The specific damage caused by the impact has been captured in CS 4 under the appropriate material defect entry

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JOINTS

DEFECTS	CS1	CS2	CS3	CS4
	GOOD	FAIR	POOR	SEVERE
Leakage (2310)	None	Minimal. Minor dripping through the joint	Moderate. More than a drip and less than free flow of water	Free flow of water through the joint
Seal Adhesion (2320)	Fully adhered	Adhered for more than 50% of the joint height	Adhered 50% or less of joint height, but still some adhesion	Complete loss of adhesion
Seal Damage (2330)	None	Seal abrasion without punctures	Punctured or ripped or partially pulled out	Punctured completely through, pulled out, or missing
Seal Damage (2340)	None	Surface crack	Crack that partially penetrates the seal	Crack that fully penetrates the seal
Debris Impaction (2350)	No debris to a shallow cover of loose debris may be evident but does not affect the performance of the joint	Partially filled with hard-packed material but still allowing free movement.	Completely filled and impacts joint movement	Completely filled and prevents joint movement
Adjacent Deck or Header (2360)	Sound. No spall, delamination, or unsound patch	Edge delamination or spall 1 in. or less deep or 6 in. or less in diameter. No exposed rebar. Patched area that is sound	Spall greater than 1 in. deep or greater than 6 in. diameter. Exposed rebar. Delamination or unsound patched area that makes the joint loose	Spall, delamination, unsound patched area, or loose joint anchor that prevents the joint from functioning as intended.
Metal Deterioration or Damage (2370)	None	Freckled rust; metal has no cracks or impact damage. Connection may be loose but functioning as intended	Section loss, missing or broken fasteners, cracking of the metal, or impact damage but joint still functioning	Metal cracking, section loss, damage, or connection failure that prevents the joint from functioning as intended
Damage (7000)	Not applicable	The element has impact damage. The specific damage caused by the impact has been captured in Condition State 2 under the appropriate material defect entry	The element has impact damage. The specific damage caused by the impact has been captured in Condition State 3 under the appropriate material defect entry	The element has impact damage. The specific damage caused by the impact has been captured in Condition State 4 under the appropriate material defect entry

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WEARING SURFACES

DEFECTS	CS1	CS2	CS3	CS4
	GOOD	FAIR	POOR	SEVERE
Delamination/Spall/Patched Area/Pothole (Wearing Surfaces) (3210)	None	Delaminated. Spall less than 1 in. deep or less than 6 in. diameter. Patched area that is sound. Partial-depth pothole	Spall 1 in. deep or greater or 6 in. diameter or greater. Patched area that is unsound or showing distress. Full-depth pothole	The wearing surface is no longer effective
Crack (Wearing Surface) (3220)	Width less than 0.012 in. or spacing greater than 3.0 ft.	Width 0.012–0.05 in. or spacing of 1.0–3.0 ft.	Width of more than 0.05 in. or spacing of less than 1.0 ft.	
Effectiveness (Wearing Surface) (3230)	Fully effective. No evidence of leakage or further deterioration of the protected element	Substantially effective. Deterioration of the protected element has slowed	Limited effectiveness. Deterioration of the protected element has progressed	
Damage (7000)	Not applicable	The element has impact damage. The specific damage caused by the impact has been captured in Condition State 2 under the appropriate material defect entry	The element has impact damage. The specific damage caused by the impact has been captured in Condition State 3 under the appropriate material defect entry	
				The element has impact damage. The specific damage caused by the impact has been captured in Condition State 4 under the appropriate material defect entry.

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STEEL PROTECTIVE COATING

DEFECTS	CS1	CS2	CS3	CS4
	GOOD	FAIR	POOR	SEVERE
Chalking (Steel Protective Coatings) (3410)	None	Surface dulling	Loss of pigment	Not applicable
Peeling/Bubbling/Cracking (Steel Protective Coatings) (3420)	None	Finish coats only	Finish and primer coats	Exposure of bare metal
Oxide Film Degradation Color/Texture Adherence (Steel Protective Coatings) (3430)	Yellow-orange or light brown for early development. Chocolate-brown to purple-brown for fully developed. Tightly adhered, capable of withstanding hammering or vigorous wire brushing	Granular texture	Small flakes, less than 1/2-in. diameter	Dark black color. Large flakes, 1/2-in. diameter or greater, or laminar sheets or nodules
Effectiveness (Steel Protective Coatings) (3440)	Fully effective	Substantially effective	Limited effectiveness	Failed; no protection of the underlying metal
Damage (7000)	Not applicable	The element has impact damage. The specific damage caused by the impact has been captured in Condition State 2 under the appropriate material defect entry.	The element has impact damage. The specific damage caused by the impact has been captured in Condition State 3 under the appropriate material defect entry.	The element has impact damage. The specific damage caused by the impact has been captured in Condition State 4 under the appropriate material defect entry.

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CONCRETE PROTECTIVE COATING

DEFECTS	CS1	CS2	CS3	CS4
	GOOD	FAIR	POOR	SEVERE
Wear (Concrete Protective Coatings) (3510)	None	Underlying concrete not exposed; coating showing wear from UV exposure; friction course missing	Underlying concrete is not exposed; thickness of the coating is reduced	Underlying concrete exposed. Protective coating no longer effective
Effectiveness (Concrete Protective Coatings) (3540)	Fully effective	Substantially effective	Limited effectiveness	The protective system has failed or is no longer effective
Damage (7000)	Not applicable	The element has impact damage. The specific damage caused by the impact has been captured in Condition State 2 under the appropriate material defect entry	The element has impact damage. The specific damage caused by the impact has been captured in Condition State 3 under the appropriate material defect entry	The element has impact damage. The specific damage caused by the impact has been captured in Condition State 4 under the appropriate material defect entry.

CONCRETE REINFORCING STEEL PROTECTIVE SYSTEM

DEFECTS	CS1	CS2	CS3	CS4
	GOOD	FAIR	POOR	SEVERE
Effectiveness— Protective System (e.g. cathodic) (3600)	Fully effective	Substantially effective	Limited effectiveness	The protective system has failed or is no longer effective
Damage (7000)	Not applicable	The element has impact damage. The specific damage caused by the impact has been captured in Condition State 2 under the appropriate material defect entry.	The element has impact damage. The specific damage caused by the impact has been captured in Condition State 3 under the appropriate material defect entry	The element has impact damage. The specific damage caused by the impact has been captured in Condition State 4 under the appropriate material defect entry