

SCDOT BRIDGE INSPECTION FORM

16 of 35

(008) BRIDGE ID: 2220070100500
(005) ROUTE: GEORGETOWN US 701
(006) CROSSING: PEE DEE RIVER

(009) LOCATION: 2.8 MI NE YAUHANNAH
(026) FUNCTIONAL CLASS: 03

B. Z. H.

GENERAL BRIDGE DATA

	EXISTING	REVISED		EXISTING SUP-SUB	REVISED SUP-SUB
(027) YEAR BUILT	1954	_____	(043) MAIN ORIGINAL (A)	3 02 1	_____
(106) YEAR RECON	1996	_____	MAIN RECONST (B)	_____	_____
(031) DESIGN LOAD	3	_____	(044) APPR ORIGINAL (A)	1 04 1	_____
(032) APPR RDWAY	44	_____	APPR RECONST (B)	_____	_____
(033) BRIDGE MEDIAN	0	_____	(107) DECK STRUCT	3	_____
(034) SKEW	0	_____	(108) WEAR SURF	9 8 8	_____
(035) FLARED	0	_____	(045) # MAIN SPANS	1	_____
(36A) RAILINGS	0	_____	(046) # APPR SPANS	36	_____
(36B) TRANSITIONS	0	_____	(048) MAX SPAN LGTH	115	_____
(36C) APPR GUARD	0	_____	(308) APPR SPAN LGTH	0	_____
(36D) APPR GUARD END	0	_____	(049) STRUCT LENGTH	1603	_____
(041) TRAFFIC STATUS	A	_____	(037) HISTORY	5	_____

GEOMETRIC DATA

	EXISTING	REVISED		EXISTING	REVISED
(038) NAVIGATION CONT	1	_____	(042) TYPE SERV; (A)-(B)	1 5	_____
(039) NAV VERT CLEAR	34	_____	(028) LANES; ON(A) UND(B)	2 0	_____
(040) NAV HORZ CLEAR	100	_____	(47A) HORZ CLEAR RIGHT	26.3	_____
(111) NAV PIER PROT	2	_____	(47B) HORZ CLEAR LEFT	0	_____
(10A) GREAT MIN OVER	FT IN	FT IN	(47UA) HORZ CLEAR RIGHT	0	_____
UNDERCLEARANCES	99 99	_____	(47UB) HORZ CLEAR LEFT	0	_____
(10B) GREAT MIN RIGHT	99 99	_____	(50B) SIDEWALK RIGHT	2.5	_____
(10C) GREAT MIN LEFT	99 99	_____	(50A) SIDEWALK LEFT	2.5	_____
(54A) VERT CLEAR REF	N	_____	(051) CURB TO CURB	26.3	_____
(54B) VERT CLEAR RIGHT	0 0	_____	(052) DECK OUT-OUT	32.3	_____
(54C) VERT CLEAR LEFT	0 0	_____	(053) VERT CLEARANCE	FT IN	FT IN
(55A) LAT CLEAR REF	N	_____	ABOVE DECK	14 5	_____
(55B) LAT CLEAR RIGHT	99.9	_____			
(55C) LAT CLEAR LEFT	0	_____			

CONDITION RATINGS

	EXISTING	REVISED		EXISTING	REVISED
(063) OPERATING RATING METHOD	2	_____	(58) DECK	5	_____
(064) OPERATING RATING	52	_____	(59) SUPER STR	4	_____
(065) INVENTORY RATING METHOD	2	_____	(60) SUB STR	5	_____
(066) INVENTORY RATING	31	_____	(061) CHANNEL	8	_____
(319) LAST PAINT DATE	1954	_____	(062) CULV RET	N	_____

CRITICAL INSPECTION DATA

	EXISTING	REVISED
(090) INSP DATE	04/2012	<u>4/14</u>
(091) INSP FREQ	24	_____
(113) SCOUR CRITICAL	5	_____
	INTERVAL MTH YR	INTERVAL MTH YR
(93A) FRACTURE	N	_____
(93B) UNDERWATER	Y60 04/2013	_____
(93C) SPECIAL	N	_____

APPRAISAL RATINGS

	EXISTING	REVISED
(067) STRUCTURE	4	GEN
(068) DECK GEOM	3	GEN
(069) UNDERCLEAR	N	GEN
(070) BRIDGE POST	5	GEN
(071) WATER ADEQ	8	_____
(072) APPR RDWAY	8	_____
(411) LOAD RATING ID	_____	_____

19/
2034

g/ku

04/09/2014

Bridge Element Group Textual Data

Bridge ID: 22-2-00701-0-05-00

22 Apr-2014

Abutments and/or Headwalls:

Spill through good Piers: 2 column rein. conc. piers with partial web walls. satis

Bents and/or Piers:

Approach: 24x32" R.C cap on 4-18x18" R.C piles. Main: 2 column rein. conc. piers. fair

Bearings:

Main: H-50 laminated good Approach: Asphalt membrane and steel rockers. fair

Girders/Floor Beams/Stringers and/or Beams:

Approach: 24x14" R.C "T" beams-4 per spans 1-13 and 23 through 35.36" steel "I" beams-5 per span-spans 14-17 & 21-24. Span 19 has 7-4.5' girders. Spans 18 & 20 are slabs. See "T" beam sheet. Shims are loose and some have already come out. (Adjust and replace shims.)
See Notes for additional information.

Truss Members:

See notes.

Expansion Joints:

New span and old joints rehabilitated with compression seals. Satis.

Decks and/or Slabs:

Span 18 and 20 are RC flat slabs. Approach: rein. conc. (cast in place) fair

Curbs:

10 inch rein. conc. curbs. fair 2.5ft. rein. conc. sidewalks. fair

Bridge Railing/Parapets and/or Median Barriers:

40 inch rein. conc. curbs. rails with metal pipe. fair Spans 18-20 have 34 inch parapet walls. good

Paint System(s):

Fair on main. Poor on steel bearings. OC: beams have some minor rusting.

Waterway and Scour:

good

Fender System:

N/A

Roadway Alignment:

Satis. Good 24ft. asphalt roadway. Rec. resurfacing the North transition.

Traffic Signs:

4 y and b hazard markers in place.

Encroachments:

N/A

Miscellaneous Notes:

Main span was replaced 1996. After receiving information from Columbia that some cracks had been found in similar types of beams a hands on inspection was performed on all beams with a lift and Hydra Platform 5-20-10. No cracks found. Bottom flange on beam 5 span 18 has 50% loss due to pack rust. Rec. repairing flange.

"T" BEAM DEFECTS

COUNTY: Georgetown CROSSING: Pee Dee River
 STRUCTURE # 2220070100500 DIRECTION: S to N
 ROUTE: US - 701 DATE: April 22, 2014

CS - CAP SPALL
 NC - NEEDS COLLAR
 X - COLLARED
 NP - SANDBLAST &
 REPAINT
 NR - REPLACE COLLAR

BENT #	BEAM NUMBER			
	1	2	3	4
1	Tee beams begin			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12			NC CS	

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BENT #	BEAM NUMBER			
	1	2	3	4
13	X	X	X cap spall forming	X
14	Steel begins End of tee beams	1st pier not in water		
15	2nd pier not in water			
16	3rd pier at edgewater			
17	4 in water			
18	5 in water			
19	6 in water	part of recent const.		
20	7 in water	part of recent const.		
21	8 in water			
22	9 in water			
23	10 in water			
24	11th. not in water			

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BENT #	BEAM NUMBER			
	1	2	3	4
25	tee beams resume Steel ends.	on noth side of river 12 pier not in water		
26			NC	
27	NC	X CS	X CS (20X18X2in)	
28	X CS (15x6x1in.) shims coming out	X CS (20X15X1in.)		
29	X shims coming out	X NR	X	X CS (20X16X5IN.) shims coming out
30	X	X all shims	X coming out	X shims coming out
31	X	X	X CS (30X24X2.5in)	X
32	X	X ADJUST shims	X	X
33	X	X adjust shims	X	X adjust shims
34	X	X CS (24X18X2in.) adjust or add shims	X	X shims out
35				NC
36	X			

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BENT #	BEAM NUMBER			
	1	2	3	4
37				
38	North abutment			
39				
40				
41				
42				
43				
44				
45				
46				
47				

Rev. 10/97

PIER SCOUR SHEET

STRUCTURE NUMBER: 22200 70/00500

DATE: 8-29-12

CROSSING: Pee Dee River

COUNTY: Georgetown

DIRECTION: S to N

ROUTE: US-701

PIER NUMBER: #1

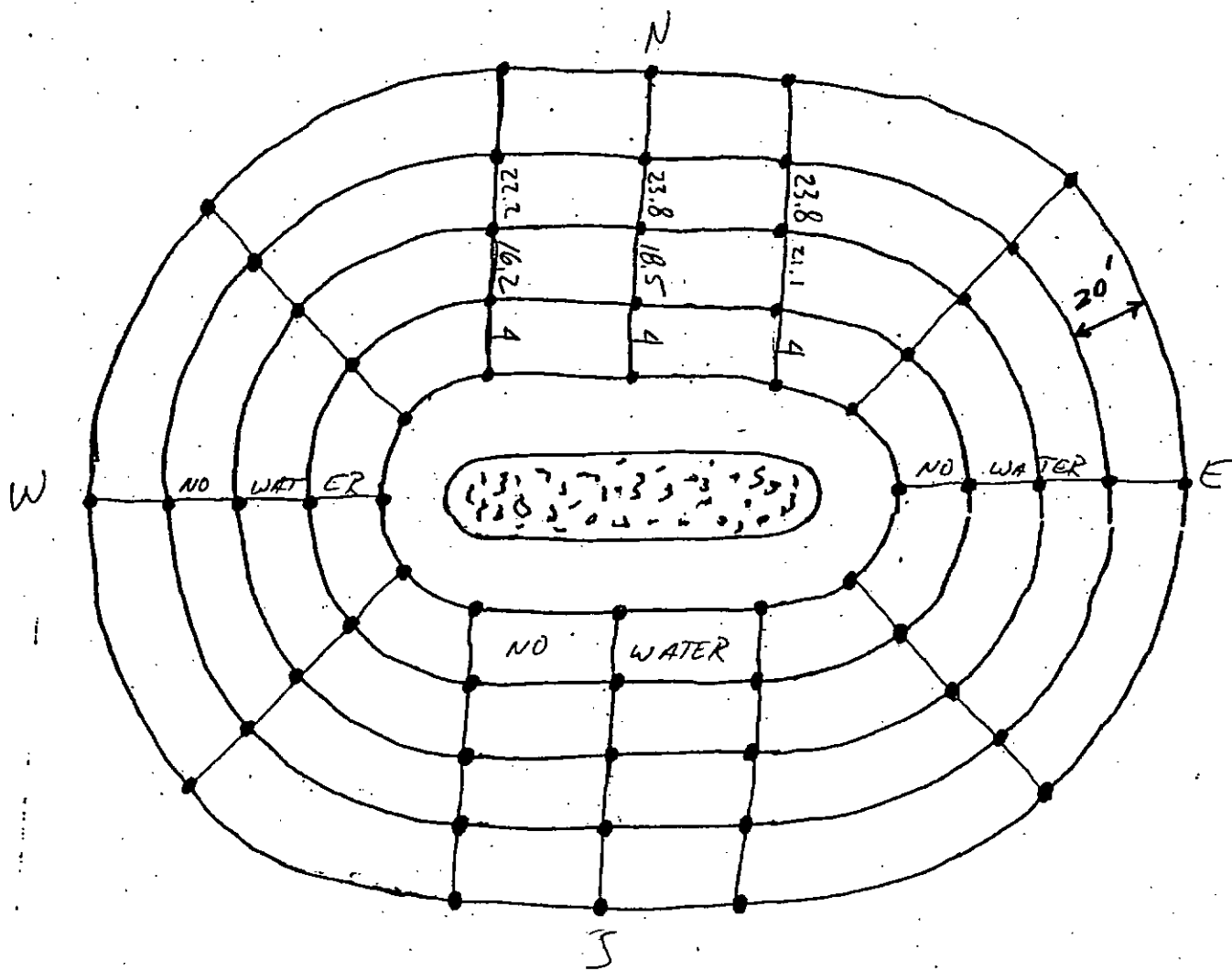
TIME: BEGIN 10:00 AM / PM

END : : AM / PM

TIDE: READING AT TIME OF MEASUREMENT FROM TIDE CHART: _____ FT.

APPROX. FLUCTUATION OF WATER LEVEL DURING MEASUREMENT: _____ FT.

TOP OF RAIL TO WATER LINE: _____ FT. @ : : AM / PM



PIER SCOUR SHEET

STRUCTURE NUMBER: _____

DATE: _____ CROSSING: _____

COUNTY: _____ DIRECTION: _____

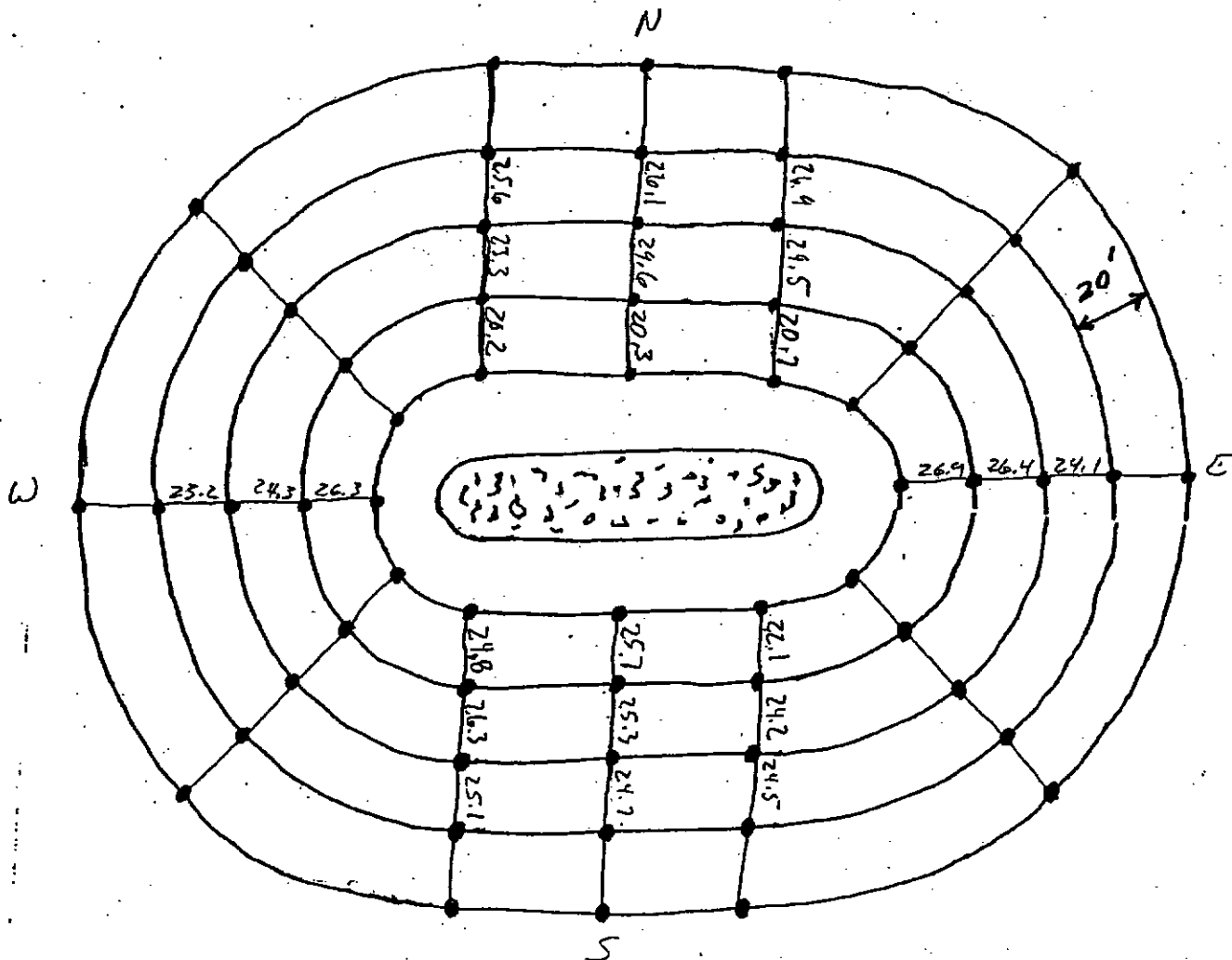
ROUTE: _____ PIER NUMBER: #2

TIME: BEGIN _____ AM / PM END _____ AM / PM

TIDE: READING AT TIME OF MEASUREMENT FROM TIDE CHART: _____ FT.

APPROX. FLUCTUATION OF WATER LEVEL DURING MEASUREMENT: _____ FT.

TOP OF RAIL TO WATER LINE: _____ FT. @ _____ AM / PM



PIER SCOUR SHEET

STRUCTURE NUMBER, _____

DATE, _____ CROSSING, _____

COUNTY, _____ DIRECTION, _____

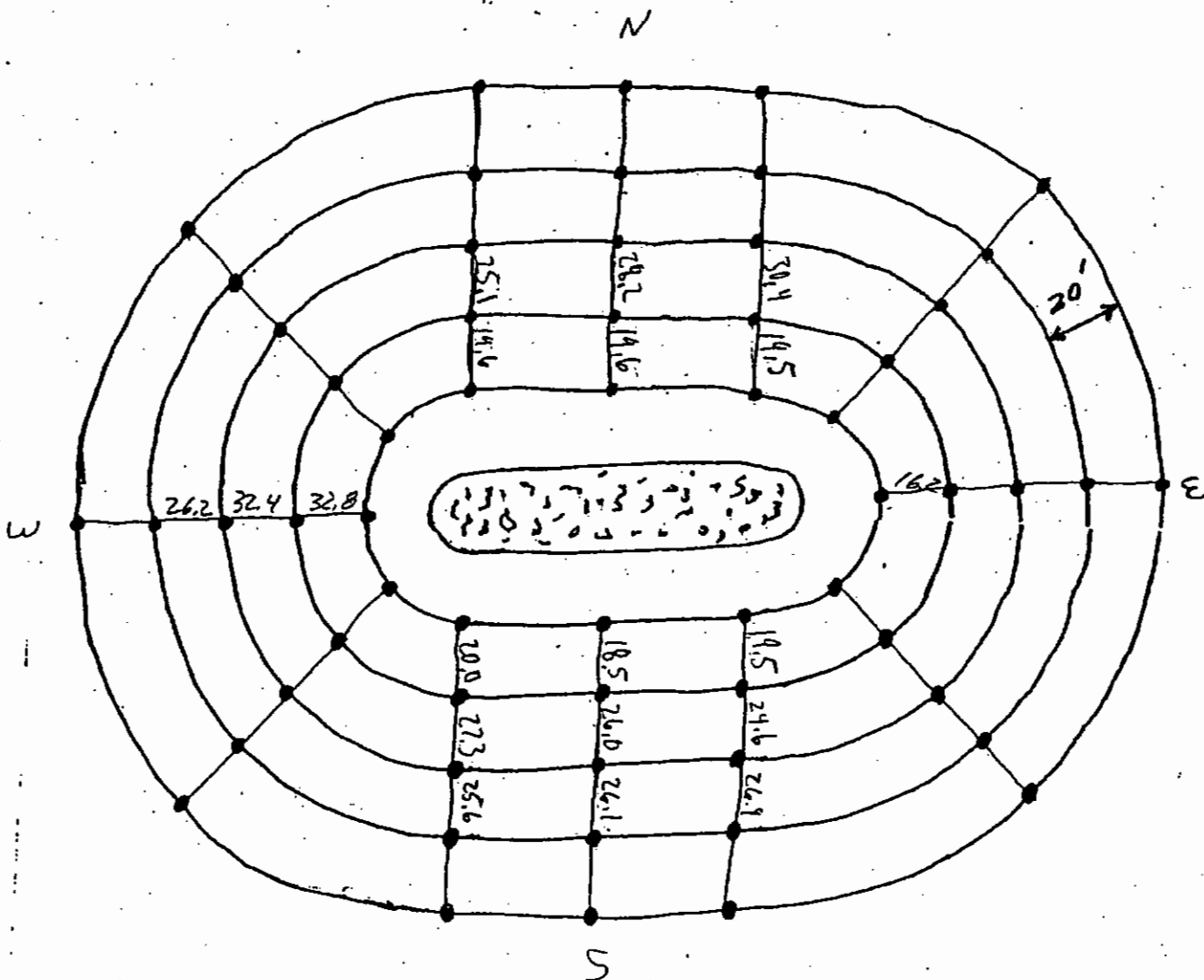
ROUTE, _____ PIER NUMBER, #3

TIME: BEGIN _____ AM / PM END _____ AM / PM

TIDE: READING AT TIME OF MEASUREMENT FROM TIDE CHART, _____ FT.

APPROX. FLUCTUATION OF WATER LEVEL DURING MEASUREMENT, _____ FT.

TOP OF RAIL TO WATER LINE, _____ FT. @ _____ AM / PM



PIER SCOUR SHEET

STRUCTURE NUMBER: _____

DATE: _____ CROSSING: _____

COUNTY: _____ DIRECTION: _____

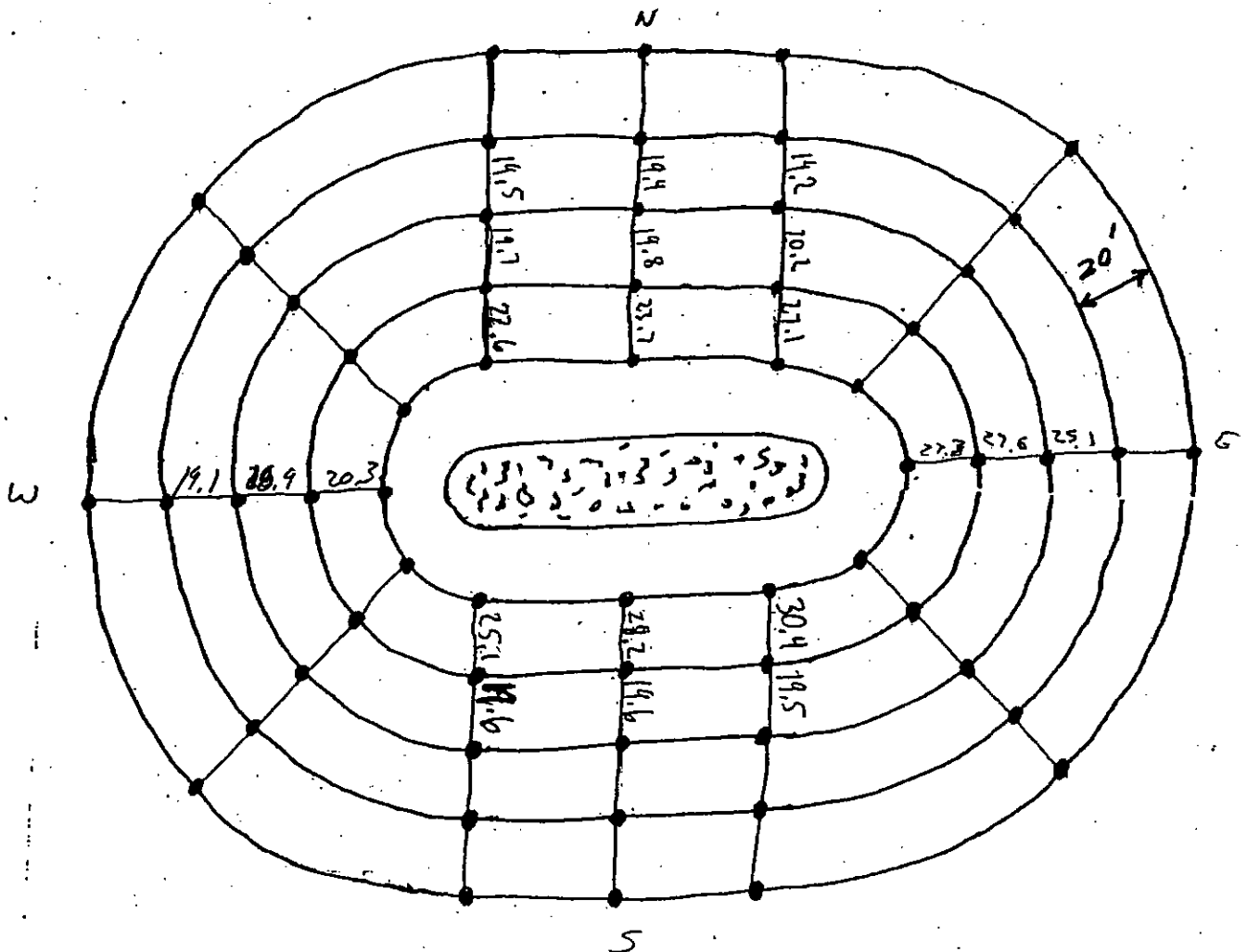
ROUTE: _____ PIER NUMBER: #4

TIME, BEGIN _____ AM / PM END _____ AM / PM

TIDE, READING AT TIME OF MEASUREMENT FROM TIDE CHART: _____ FT.

APPROX. FLUCTUATION OF WATER LEVEL DURING MEASUREMENT: _____ FT.

TOP OF RAIL TO WATER LINE: _____ FT. @ _____ AM / PM



PIER SCOUR SHEET

STRUCTURE NUMBER, _____

DATE, _____ CROSSING, _____

COUNTY, _____ DIRECTION, _____

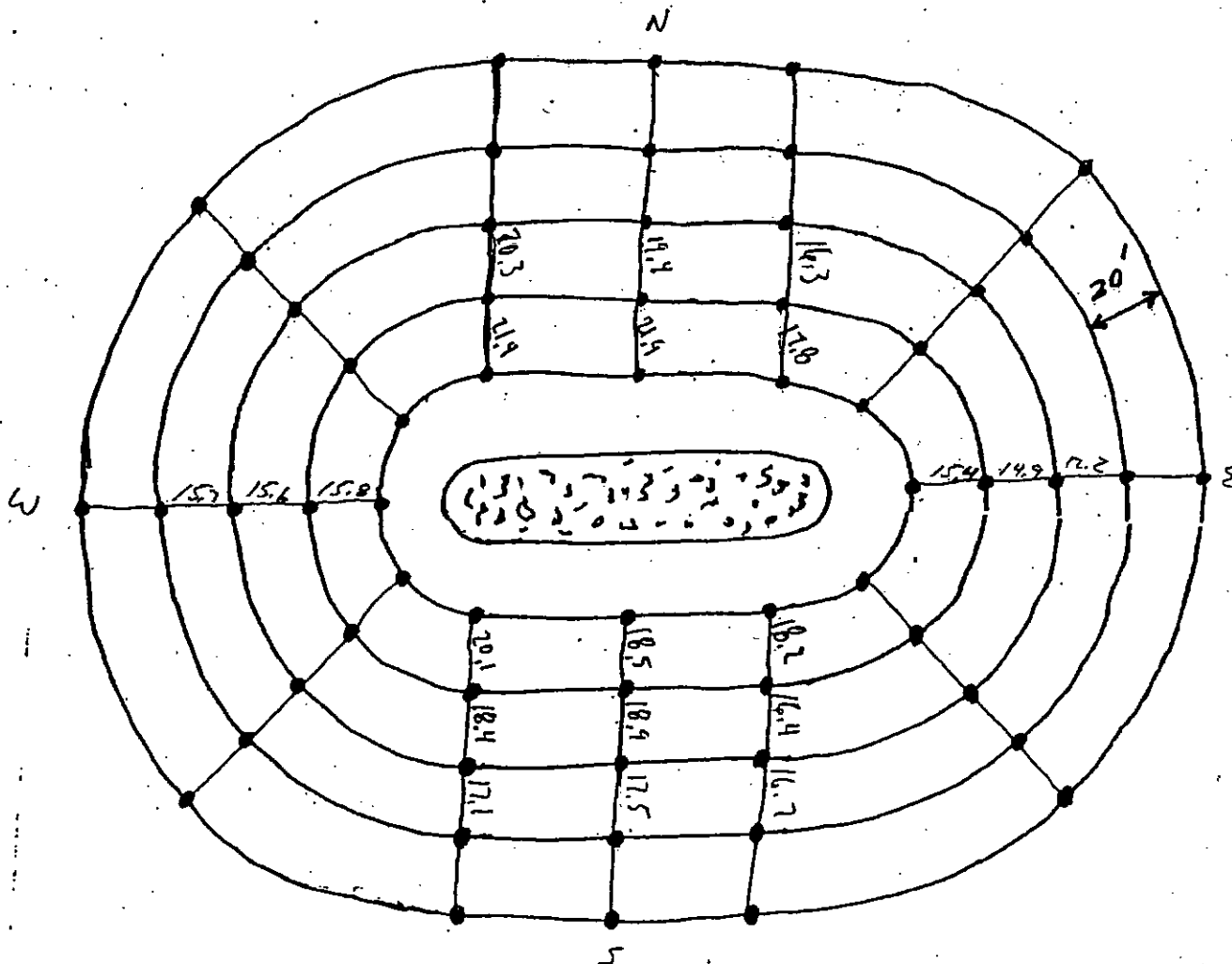
ROUTE, _____ PIER NUMBER: #5

TIME, BEGIN _____ AM / PM END _____ AM / PM

TIDE, READING AT TIME OF MEASUREMENT FROM TIDE CHART: _____ FT.

APPROX. FLUCTUATION OF WATER LEVEL DURING MEASUREMENT: _____ FT.

TOP OF RAIL TO WATER LINE, _____ FT. @ _____ AM / PM



PIER SCOUR SHEET

STRUCTURE NUMBER: _____

DATE: _____ CROSSING: _____

COUNTY: _____ DIRECTION: _____

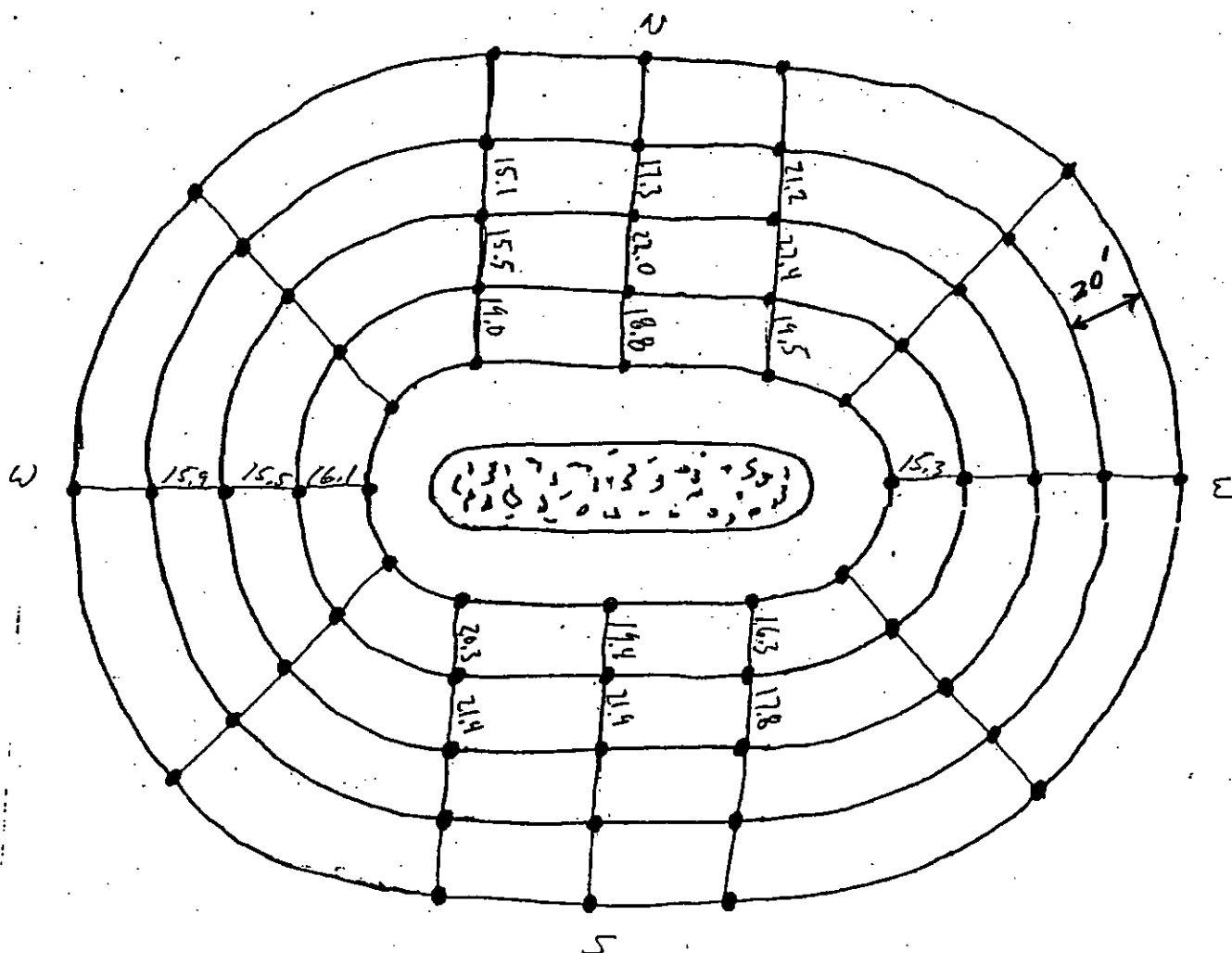
ROUTE: _____ PIER NUMBER: #6

TIME, BEGIN _____ AM / PM END _____ AM / PM

TIDE, READING AT TIME OF MEASUREMENT FROM TIDE CHART: _____ FT.

APPROX. FLUCTUATION OF WATER LEVEL DURING MEASUREMENT: _____ FT.

TOP OF RAIL TO WATER LINE: _____ FT. @ _____ AM / PM



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PIER SCOUR SHEET

STRUCTURE NUMBER: _____

DATE: _____ CROSSING: _____

COUNTY: _____ DIRECTION: _____

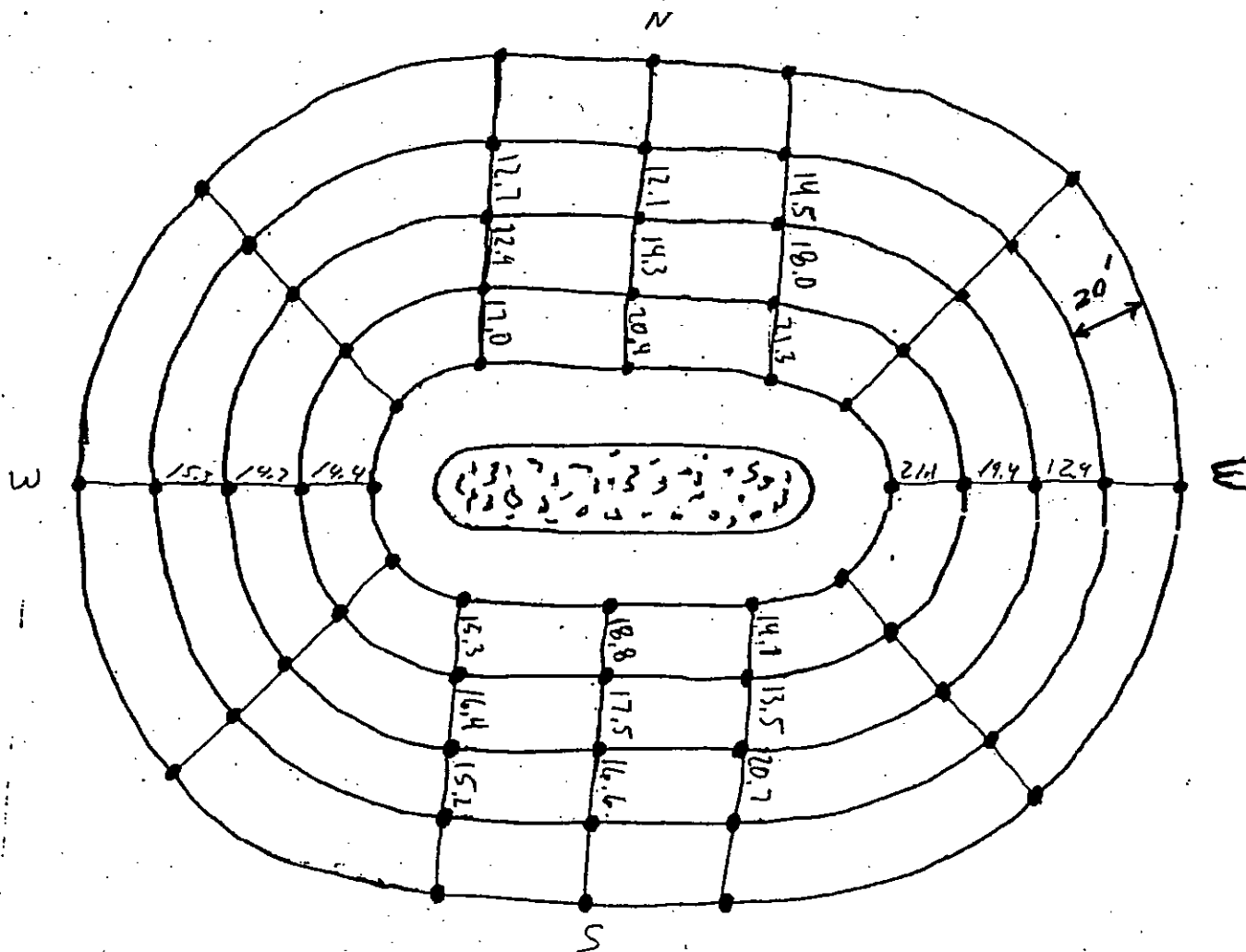
ROUTE: _____ PIER NUMBER: #7

TIME: BEGIN _____ AM / PM END _____ AM / PM

TIDE: READING AT TIME OF MEASUREMENT FROM TIDE CHART: _____ FT.

APPROX. FLUCTUATION OF WATER LEVEL DURING MEASUREMENT: _____ FT.

TOP OF RAIL TO WATER LINE: _____ FT. @ _____ AM / PM



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PIER SCOUR SHEET

STRUCTURE NUMBER, _____

DATE, _____ CROSSING, _____

COUNTY, _____ DIRECTION, _____

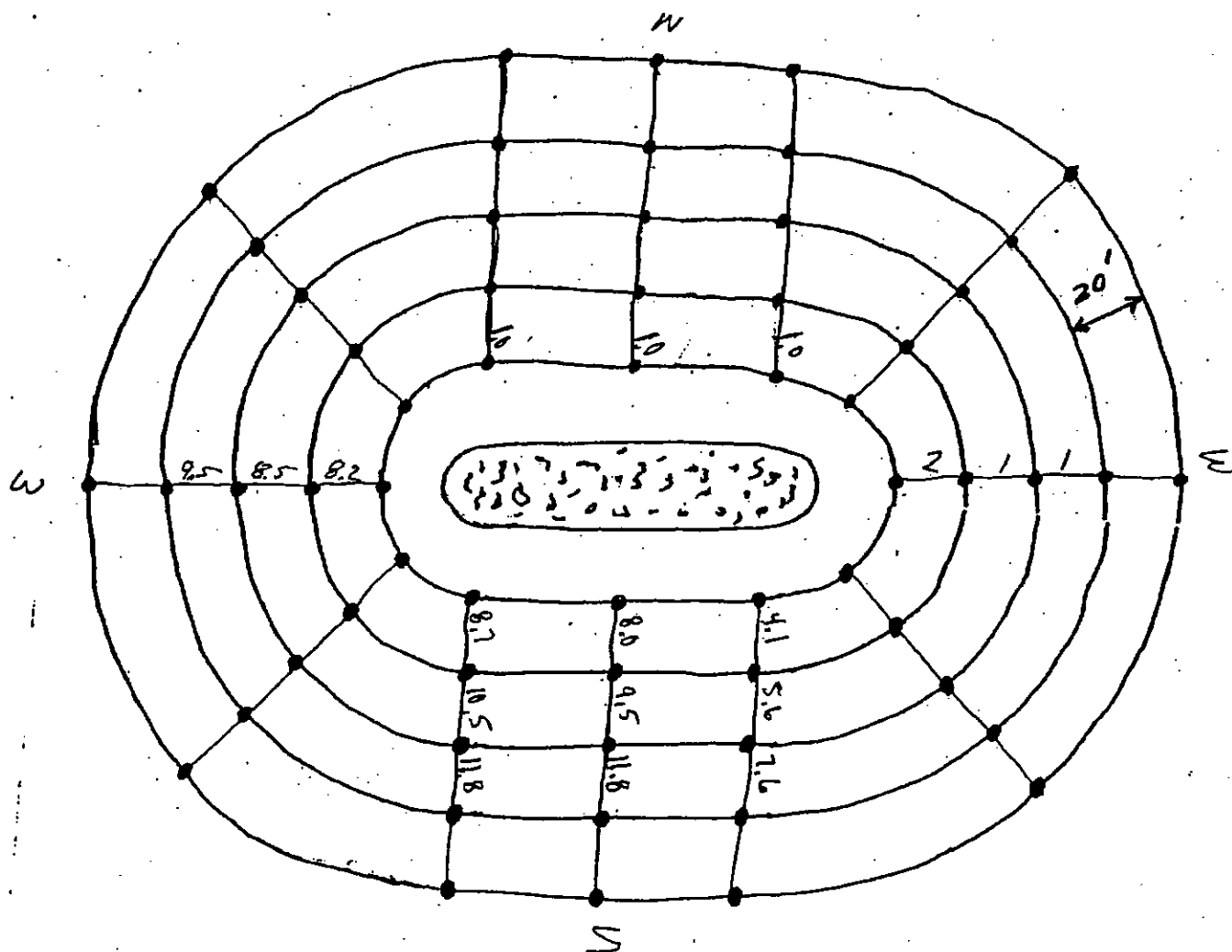
ROUTE, _____ PIER NUMBER: #8

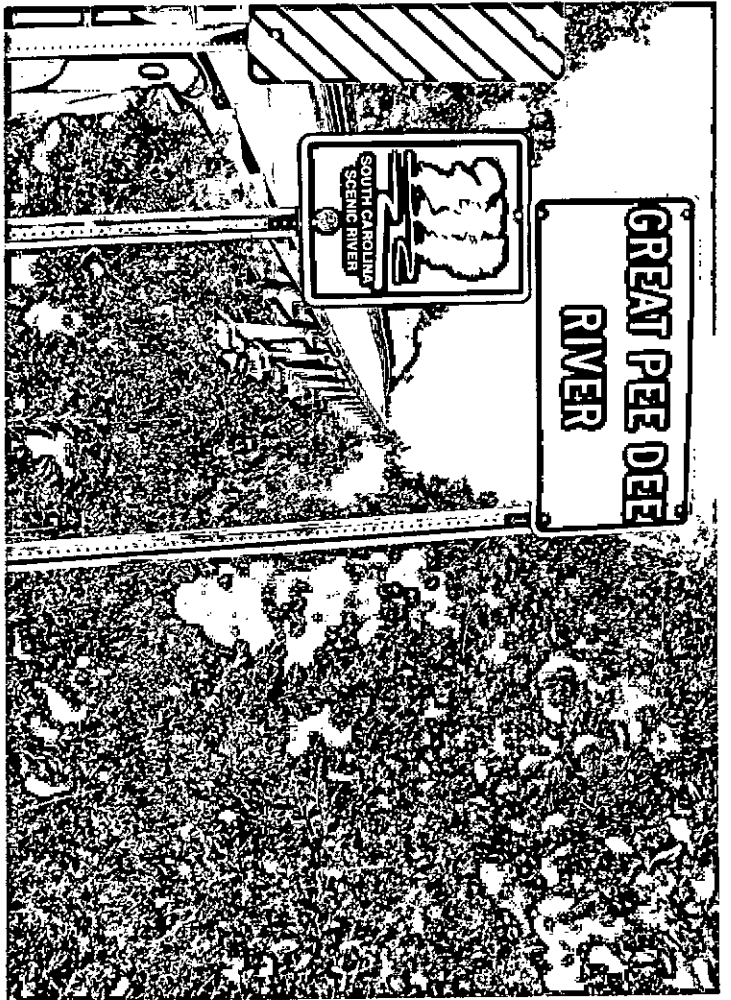
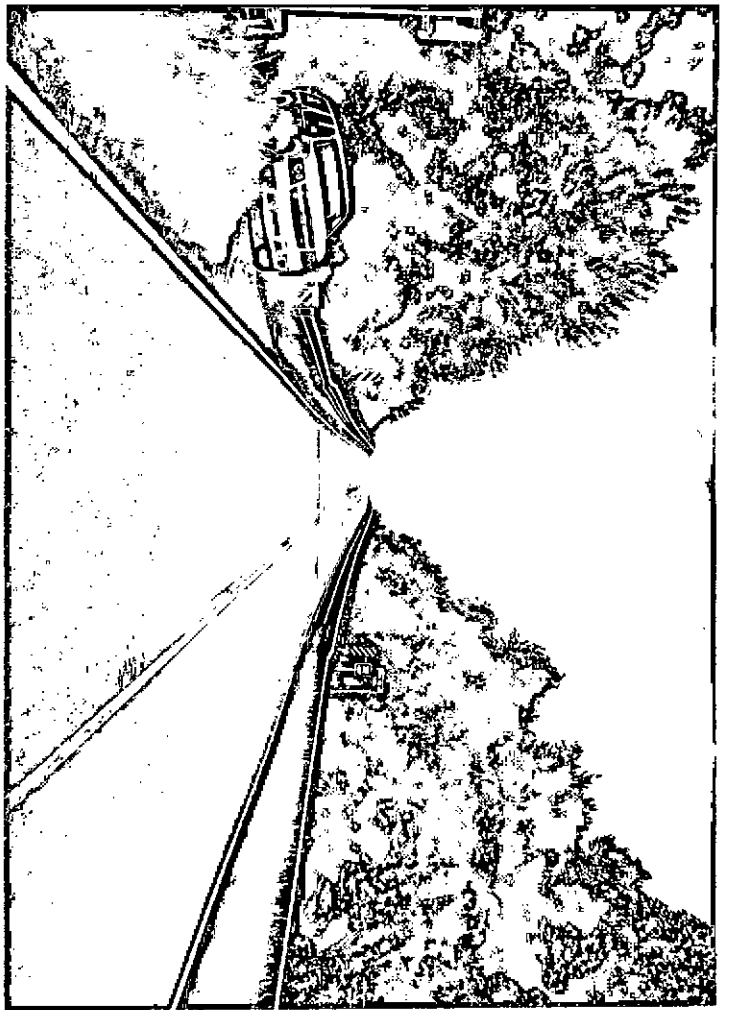
TIME: BEGIN _____ AM / PM END 10 : 31 AM / PM

TIDE: READING AT TIME OF MEASUREMENT FROM TIDE CHART: _____ FT.

APPROX. FLUCTUATION OF WATER LEVEL DURING MEASUREMENT: _____ FT.

TOP OF RAIL TO WATER LINE, _____ FT. @ _____ AM / PM





STRUCTURE NO.: 2220070100500
FACILITY CARRIED: US 701
CROSSING: PEE DEE RIVER
INSPECTION DATE: ~~29 Apr 2012~~

4.22-14

CULVERT: N

[illegible]