INTRODUCTION

The purpose of this Technical Advisory is to inform inspection personnel of changes to the Uniform Code of Bridge Inspection (UCBI) until those changes can be formally amended in Appendix A of the NYSDOT Bridge Inspection Manual. This Technical Advisory also provides guidance regarding applicability of select UCBI changes.

Changes to the UCBI were effective upon publication of amendments to 17 NYCRR Part 165 in the 6/7/17 issue of the State Register.

CHANGES TO UCBI

Changes to the UCBI are noted in bold text in the following excerpts. Struck out text was removed from the UCBI. Underlined text was added to the UCBI.

165.3 Definitions
As used in this Part, unless the context otherwise requires, the following words and terms shall have the following meaning:


165.4 Inspection Type and Frequency.
Bridge inspections shall fall into one or more of the following categories:

a. General Inspection
b. Diving Inspection
c. In Depth Inspection
d. Special Inspection

2) Interim Inspections. All bridges subject to the provisions of the Code which meet one or more of the following criteria shall receive an interim inspection:
i. All bridges which are posted for load capacity below the State unrestricted legal load limit as a result of an engineering analysis that results in the load restriction.

ii. All bridges which received a General Recommendation, as defined by the current Department Bridge Inspection Manual, of three (3) or less during their most recent general inspection;

iii. All bridges which carry an active structural flag, as defined by the Department’s Engineering Instruction entitled “Inspection Flagging Procedure for Bridges”.

iv. All bridges which received a condition rating, that is computed by the Department’s Bridge Inventory and Inspection system, of three (3.00) or less from their most recent General inspection.

iv. All bridges for which the entity with inspection responsibility determines that it is appropriate.

Interim inspections shall be performed at or near one year after each biennial inspection. Bridges open to highway traffic while undergoing repair, reconstruction or rehabilitation shall receive an interim inspection when due.

For very large or unusual structures, a program of scheduled special inspections may be substituted for interim inspections. In such cases, the inspection scope, schedule and findings must be documented and clearly demonstrate that the basis that is the cause for an interim inspection is being addressed. In no case shall such special inspections occur at an interval exceeding that required by an interim inspection.

165.6 Scope and Documentation of Inspections.
All general, in-depth and diving bridge inspections shall include a review of the most recent inspection report, the most recent structural integrity evaluation, and, to the extent available and reasonably retrievable and consistent with engineering practice and public safety to understand the structural performance and work history of the bridge, an examination of the design, as built plans, contract documents, history of construction including any history of structural alterations, repairs, rehabilitation or maintenance.

b) Diving Inspection. A diving inspection shall be performed and documented in accordance with the requirements of the Department’s “Bridge Diving Inspection Specifications” and “Bridge Diving Inspection Rating Criteria” Bridge Inspection Manual including current updates, revisions and technical advisories and the AASHTO Manual.

165.7 Filing Requirements for Bridge Inspection Reports.
Two copies of all bridge inspection reports shall be filed with the Department’s Regional Director located in the Department’s Regional Office in which the bridge is located. Reports shall be filed with the Department within the time allowed in the following table. All General and Diving inspections scheduled for a calendar year inspection cycle shall be filed no later than January 15th of the year following the inspection calendar year.
GUIDANCE

UCBI 165.4 a. 2) i

Occasionally a bridge or large culvert will have load posting signage for reasons unrelated to an engineering analysis that results in a load restriction. Such errant postings, when recorded in the BDIS active inventory, cause unnecessary scheduling of interim inspections; therefore, the following course of action is required by inspection personnel during each inspection:

1. Review the structure’s load rating, flagging, inspection reports and other miscellaneous documents to determine whether a load posting is warranted.

2. If an engineering analysis warrants placement of load posting signage at the structure and
   a. it is correctly posted, then no action is required.
   b. no posting exists or the posting is incorrect, then refer to the NYSDOT Bridge Inspection Manual, Appendix A – Inspection Flagging Procedure, Section VI for required actions.

3. If an engineering analysis does not warrant placement of load posting signage at the structure and
   a. none is present, then no action is required.
   b. it exists, then notify the Regional Structures Management Engineer (RSME). The RSME, or designee, must contact the owner to determine the nature of the posting.
      i. The RSME, or designee, shall properly revise the load posting inventoried in BDIS pending review of the owner information. This will ensure subsequent unnecessary interim inspections will not be scheduled. If the bridge is currently scheduled for interim inspection, then remove from the schedule provided there are no other reasons warranting the inspection.
      ii. Information received from the owner and actions (if any) taken by RSME, or designee, shall be documented in the BIN folder.

It is also recommended that RSME work with the bridge owner to remove unnecessary bridge postings. If the bridge was posted instead of the route, make the bridge owner aware of the alternative highway posting signs.

UCBI 165.4a. 2) iii

For scheduling of an interim inspection, “active structural flag” also shall include structural flags that are currently designated as “inactive”, but not “removed”.

UCBI 165.4 a. 2) iv

Use of a special inspection in-lieu of an interim inspection (SILO) is generally recommended for structures which are scheduled for interim inspection due to active or inactive structural flags, and for no other reason (i.e.: General Recommendation<4 or load posting). Special care must be taken in the selection and proposal of candidates for SILOs. Candidates submitted for approval typically should be selected and prioritized based on cost savings; for example, a single span multi-girder bridge with an active bearing flag is a good candidate if it can be inspected without typical Work Zone Traffic Control (WZTC) and bucket truck or UBIU access.

Once identified, SILO candidates shall be submitted to the RSME for review. The submittal shall summarize:

- BIN number
- Inspection Due Date
- General Recommendation
- Load Posting
- Active/Inactive Structural Flags: indicate type and quantity of each
- Span Count
- Typical Access Requirements (Bucket Truck, UBIU, Ladder, etc.)
- WZTC Requirements (shoulder, single lane, multi lane, and/or number of setups if known)
• Active/Inactive Structural Flag Details
• Comments supporting recommendation for SILO (“2 versus 10 hours required for inspection”, “can omit need for WZTC and UBIU”, etc.)

Upon review, the RSME will submit his/her recommendation to the respective Main Office Bridge Inspection Liaison Engineer. Final approval and authorization will come from the Deputy Chief Engineer of Structures (DCES).

UCBI 165.7

Filling of paper reports is no longer necessary. Reports shall be filed electronically with the Department in a timely fashion.