2024 Field Manual with 2026 updates

Note: Page number is based on 2024 Field Manual with 2026 updates on website.

1. **Chapter 2.B, Pg. 13, included taking photos before and after cleaning when determining section loss.**

   v. If corrosion or debris build-up prevents visual inspection, then the inspector must clean accordingly to properly ascertain the condition of the element. It is required to take a before and after cleaning photo for determining steel section loss.

2. **Chapter 3.A, Pg. 24, Updated CS4 language for corrosion defect under Primary Culvert Element.**

   Primary Culvert (240) Element
   - Corrosion (1000)
     - Loss of section where perforations/holes exist. ~~exist throughout the pipe.~~

3. **Chapter 3.G, Pg. 88-91, Minor Edits movement of titles.**

4. **Chapter 3.J, Pg. 106, Updated Element 8207 and 8209 to only assess the visible topside portions of those elements.**

   - **Element 8207** - Use for assessing the visible topside portions of the median only. Note any defects observed on the exposed top, bottom, and edge surfaces captured using the condition states. Record the controlling top, bottom, or edge defect condition state for each SF of the element. A railing/parapet as part of the median with or without curb assessed as a railing element is not measured and assessed as Element 8207 Median.
   - **Element 8209** - Use for assessing the visible topside portions of the sidewalks only. Note any defects observed on the exposed top, bottom, and edge surfaces captured using the condition states. Record the controlling top, bottom, or edge defect condition state for each SF of the element. For timber sidewalks, use timber defects identified in Chapter 3.D of the field manual.

5. **Chapter 4, Pg. 120,121, Added new language to Signs - Weight Limit Posting (9034)**

   - **Signs – Weight Limit Posting (9034):** Missing, incorrect, or illegible posting signs shall be corrected as soon as possible but within 30 days after the inspection - contact the PM or bridge owner as soon as possible to have signage corrected. Incorrect in CS4 defect language does not mean a sign is too low or tipping. An incorrect sign would be the wrong posting and not whether the sign follows WMUTCD or MUTCD. Add sign location of the advanced signage to the assessment narrative. If signs placed in CS4, replacement with follow-up photos and posting verification activity required within 30 days.

6. **Chapter 4, Pg. 121,126,127, Updated name and language for assessment 9036 and added new assessment Bridge Partial Closure System (9037)**

   - **Bridge Full Closure System (9036):** For bridges ~~closed or partially~~ fully closed, assess the condition of signage/barricades used to close the bridge.

Chapter 4 – Assessments

Assessments	Qty.	Description	Good	Fair	Poor	Severe
Bridge Full Closure System (9036)*	EA	~~This assessment d~~Defines the barricades, signs, ~~and~~ warning lights and barriers used to close or partially close a bridge ~~structure~~ from vehicular ~~and/or pedestrian~~ traffic. ~~-~~Bridge is closed entirely to vehicular traffic and Status is marked CLOSED in HSIS. Quantity is one each per end of the bridge (2 total).	Signs and barricades are in place, in good condition, and functioning properly.	Signs and barricades are present and functioning as intended. Signs may have some damage or deterioration (slightly bent or fading, etc.), but remain readable. Barricades may have superficial damage, but are performing the intended function.	Signs and barricades are present, but they are deteriorated or compromised to the point that replacement or repair should be considered in next inspection cycle.	Signs or barricades are absent, or incorrectly placed such that they could pose a danger to the traveling public. Repair or replacement is required as soon as possible.

Assessments	Qty.	Description	Good	Fair	Poor	Severe
Bridge Partial Closure System (9037)	EA	Traffic control devices used to partially restrict or close bridge areas to vehicular and/or pedestrian traffic due to a critical finding. Devices may include barrriers, barricades, signs, warning lights, and barrels. Used when bridge remains partially open. Quantity: 1 each per bridge.	Appropriate devices have been used to restrict access or partially close the bridge. Devices used for the restriction are in place, functioning properly, and sufficient for the required restriction.	Appropriate devices used are present, functioning properly, and sufficient for the required restriction; however, the devices have superficial damage, fading, deterioration, minor alignment issues, or other condition or placement issues. If left in place as is for an extended period, items will need to be replaced or repaired.	Appropriate devices used are present but they are deteriorated or compromised to the point that replacement or repair should be considered in the next inspection cycle.	Items are not present, incorrectly placed, or not functioning to restrict access or partially close the bridge such that there could be or is a danger to the public. Repair or replacement is required as soon as possible.

7. **Chapter 4, Pg. 120-121, updated assessment narrative for 9031, 9032, 9035.**

- **Signs – Object Markers (9030):** ~~Tigerboard object markers at all four corners are required on two-way traveled ways where bridge width is at least 16 feet but less than 24 feet. For one-way traveled ways, the two tigerboards on the exit end can be omitted when the bridge width is at least 24 feet and bridge shoulder width is less than 6 feet.~~ When the bridge is narrower than the roadway, bridge railing shall be marked with a Type 1 or Type 3 object marker. Object markers used within the roadway or for obstructions located within 8 ft of the shoulder or curb shall be mounted with a minimum height of 4ft, measured from the bottom of the marker to the near edge of the travelway. Adjacent obstructions may be marked with a Type 2 or Type 3 object marker. For adjacent obstructions, the edge of the marker nearest the roadway shall be aligned with thenearest edge of the obstruction. See WMUTCD Section 2C for more information.
- **Signs – Narrow Bridge (9031):** Per WMUTCD A NARROW BRIDGE sign (W5-2) shall be used in advance of any bridge or culvert having a two-way roadway horizontal clearance of 16 to 18 feet, or any bridge or culvert having a roadway horizontal clearance less than the width of the approach travel lanes. Where these conditions exist for an underpass, a Narrow UNDERPASS (W5-2a) sign shall be used. The NARROW BRIDGE or NARROW UNDERPASS sign may be omitted on low-volume rural roads where there is adequate sight distance to the bridge, culvert, or underpass on both approaches. See WMUTCD Section 2C for more information.
- **Signs – One Lane Bridge (9032):** Should be used on two-way roadways in advance of any bridge or culvert: Having a roadway horizontal clearance of less than 16 feet or having a roadway horizontal clearance of less than 18 feet when commericail vehicles constitute a high proportion of the traffic. Where these conditions exist for an underpass, a ONE LANE UNDERPASS (W5-3a) sign should be used. The ONE LANE BRIDGE or ONE LANE UNDERPASS sign may be omitted on low-volume rural roads where there is adequate sight distance to the btridge, culvert, or underpass on both approacheds. See WMUTCD section 2C for more information.
- **Signs – Weight Limit Posting (9034):** Missing, incorrect, or illegible posting signs shall be corrected as soon as possible but within 30 days after the inspection – contact the PM or bridge owner as soon as possible to have signage corrected. ~~Incorrect in CS4 defect~~
- **Signs – Other (9035):** Narrow Underpass and One Lane Underpass signs to be coded under this assessment.

8. **Chapter 5.E, Pg. 165, New commentary for bridge rail elements**

Bridge Rail Commentary

- The function of bridge railing is to contain and smoothly redirect errant vehicles on the bridge.
- A bridge rail element(s) shall be coded for all types and shapes of bridge railings located on the bridge or that cross over culverts/buried structures.