

STRUCTURE NO. N —		FSR				km	PAGE						
CROSSING					DISTRICT		PROJECT NO. —						
DATE OF THIS INSPECTION		YYYY - MM		DATE OF NEXT INSPECTION		YYYY - MM		BRIDGE CLASS <input type="checkbox"/> Permanent Bridge <input type="checkbox"/> Semi-permanent Bridge		NUMBER OF SPANS			
<p>NOTE: a) Spans, abutments and piers are numbered from the left bank, facing downstream; piles, posts, curbs and stringers are numbered from upstream of bridge; use additional forms for multi-span bridge.</p> <p>b) Use back of form or separate sheet to sketch and detail problem area and/or materials required for repairs.</p> <p>c) CONDITION: 1 - Very Good (new); 2 - Good; 3 - Fair; 4 - Poor; 5 - Very Poor; 6 - N/A (not applicable)</p>													
BRIDGE ELEMENT			CONDITION		REMARKS								
DECK	Running Planks												
	Structural Decking												
	Concrete Deck												
	Gravel Surfacing												
	Ties (incl. Shims)												
	Nails												
	Curbs and Blocks												
	Hand Rails												
	Deck to Girder Bolts												
	Hardware												
	Delineators												
SUPER- STRUCTURE SPAN # —	Girders / Slabs												
	Diaphragms												
	Bracing												
	Trussing												
	Hardware												
PIERS	Caps												
	Piles or Posts												
	Concrete												
	Bracing or Sheathing												
	Cribs												
	Hardware												
	Riprap												
	Overall												
ABUTMENTS	Cribs												
	Tie-backs												
	Bin Walls												
	Caps or Sills												
	Piles or Posts												
	Concrete												
	Bulkhead Planks												
	Wing Wall Planks												
	Bracing												
	Hardware												
	Fill												
	Riprap												
	Overall												
APPROACHES													
PRESENT WATER LEVEL		m		PRESENT WATER CLEARANCE		m		ESTIMATED HIGH-WATER LEVEL		m		HAZARD(S) DESCRIPTION	
HAZARDS: <input type="checkbox"/> High water <input type="checkbox"/> Debris <input type="checkbox"/> Scour <input type="checkbox"/> Ice <input type="checkbox"/> None													
REPAIR REQUIRED? <input type="checkbox"/> Yes <input type="checkbox"/> No				REPAIR DESCRIPTION AND COST ESTIMATE									
PROFESSIONAL INSPECTION REQUIRED? <input type="checkbox"/> Yes <input type="checkbox"/> No													
AS-BUILT CHECKED? <input type="checkbox"/> Yes <input type="checkbox"/> No		NUMBER OF PICTURES TAKEN		NARROW STRUCTURE SIGNS? <input type="checkbox"/> Yes <input type="checkbox"/> No		PRESENT POSTED RATING tonnes		SUGGESTED REPLACEMENT DATE at new load rating: _____ at original _____					
COMMENTS													
INSPECTOR'S SIGNATURE						NEW LOAD RATING tonnes		REVIEWED AND NOTED BY (SIGNATURE)				DATE SIGNED	
YYYY - MM - DD								P.Eng.				YYYY - MM - DD	

NOTES ON BRIDGE INSPECTION REPORTS

Some common problems to be noted under the "Remarks" heading:

- i) TIMBER PILES AND SAWN TIMBER: treated — checks, cracks, mechanical damage, rot; untreated — rot, checks, mechanical damage, wear.
- ii) LOGS: rot, spiral grain, cracks, unpeeled (measure depth of rot and record).
- iii) STEEL CONNECTORS (rods, bolts, nails, wire rope, etc.): corroded, loose, broken, missing.
- iv) GLULAM: checks, cracks, rot.
- v) STEEL GIRDERS: cracks in welds, corrosion of painted surface, change in geometry or alignment.
- vi) CONCRETE: cracks, spalling.
- vii) DELINEATORS: broken, missing.
- viii) LOG CRIBS: tilting, bulging, rot, scour.
- ix) PILE OR POST ABUTMENTS: broken or twisted planks, broken tie-backs, leaning either parallel or perpendicular to bridge centreline, rot at groundline, scour.
- x) PIERS: leaning, scour, ice damage, debris build-up.
- xi) RIPRAP: missing, unstable, poorly-graded.
- xii) FILL: sloughing, uneven or excessive settlement, poor drainage.

Mark all other problems or deficiencies as applicable.

Particular attention should be paid to rot in wood, especially at groundline, at connectors and at bearings, as well as at or near midspan of log stringers.

Where individual problems are noted, they should be clearly identified as to location in bridge (e.g., abutment #1; pier #2 — pile #2; span #2 — stringer #4), complete with a sketch detailing the problem (length, width and depth of a crack).