



likely due to low cover. Likely some deterioration to girder end blocks under pier expansion joint areas. Efflorescence visible from below. - Underside of deck in fair condition viewing from below, minor leakage between girder/deck connection in isolated locations, F1.

**DECK**

<b>Condition:</b>	F1 - Fair	<b>Curbs:</b>	P3 - Poor
<b>Hand Rail:</b>	P3 - Poor	<b>Roadway Condition:</b>	P3 - Poor
<b>Approach Rail:</b>	F1 - Fair		
<b>Comments:</b>	- Upstream soffit/curb area has medium-heavy spalling in numerous locations to reinforcement with medium severe corrosion and is undermining the handrail over pier 1. - Downstream soffit/curb area has severe spalling and ~1/4 span between pier 1 to 2, remainder in fair condition, F1. - Handrail is undermined over pier 1, and has light cracking/spalling with efflorescence throughout the exterior faces. Interior faces (roadway) has heavy spalling to reinforcement. Some locations are severely disintegrated, P3. - Asphalt heavily worn around expansion joints with potholes and cracks, P3. - Main wearing surface ok over spans and approach/exits, F1. - Approach/exit rails in fair condition complete with hazard markers. - Curbs have medium-severe spalling to reinforcement along the length of the bridge in numerous locations. - Southeast and northwest end blocks severely disintegrated to reinforcement.		

**HYDROLOGY**

<b>Water Velocity:</b>	0.1 m/s	<b>Ice Problem:</b>	N - No Problem
<b>Water Depth:</b>	Deep m	<b>Scour Problem:</b>	N - No Problem
<b>Waterway:</b>	01 - Adequate	<b>Debris Problem:</b>	N - No Problem
<b>Comments:</b>	- Pier footings adequately protected by rip-rap, no scour.		

**REPLACEMENT/REHABILITATION**

<b>Next Rehab. Date:</b>	2025	<b>Replacement Year:</b>	2040
<b>Antic. Rehab. Cost:</b>	\$500000	<b>Replacement Cost:</b>	\$5000000
<b>Recommendations:</b>	- Replace or heavily patch upstream curb/soffit area and patch downstream curb/soffit area. - Replace all handrail and end blocks. - Repair spalls to columns and pier caps. - Potentially replace both pier expansion joints and re-pave joint areas.		

**OBSERVATIONS**

<b>Overall Condition:</b>	P3 - Poor	<b>Requires Further Inspection:</b>	No
<b>Additional Observations:</b>	- P3 curbs and upstream fascia/curb/soffit area. F1 remainder. - Difficult rehab due to height of structure. JLG use for all curb and pier cap works. Scaffold for mid-column repairs. - Hazards, steep inclines, heavy bush walking, negotiating rip-rap and medium traffic.		

**LEGEND:**

**Condition Definitions:**

1 - \*Good - [discontinued code].  
 2 - \*Fair - [discontinued code].  
 3 - \*Poor - [discontinued code].  
 4 - \*Unsafe - [discontinued code].  
 G - Good.

F2 - Fair.  
 F1 - Fair.  
 P3 - Poor.  
 P1 - Poor.  
 P - Poor.

C - Unsafe (Closed to Public).  
 U - Uninspectable.  
 I - Inapplicable.

**Problem Definitions:**

N - No Problem.  
 P - Possible Problem.  
 K - Known Problem.  
 NA - Not Applicable.

**Category Definitions:**

Maint. - Maintenance.  
 Eng. - Engineering.  
 Office - Bridge Office.

**PHOTO GUIDELINES:**

**Inspection Photos:**

- Please provide photos using guidelines below:
- Any item which inspector feels should be documented by photograph
  - All items noted above as being P3, P1, P, or C
  - Any evidence of known ice, scour, debris, waterway problems

**INSPECTION PHOTOS**