|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Structure ID** | | | | | | | | |  | **Name** | | | | | | | | | |
| 8086 | | | | | | | | |  | - | | | | | | | | | |
| **Crossing Name** | | | | | | | | |  | **Alt. Name** | | | | | | | | | |
| Smothering Creek | | | | | | | | |  | - | | | | | | | | | |
| **Structure Type** | | | | | | | | |  | **Owner** | | | | | | | | | |
| Bridge | | | | | | | | |  | TMR Department of Transport & Main Road | | | | | | | | | |
| **Construction Type** | | | | | | | | |  | **District** | | | | | | | | | |
| Girder/Beam | | | | | | | | |  | 12 Wide Bay District | | | | | | | | | |
| **Construction Material** | | | | | | | | |  | **LGA Id** | | | | | | | | | |
| Timber | | | | | | | | |  | 228 Fraser Coast Regional Council | | | | | | | | | |
| **Inspector** | | | **Date** | | | | | |  | **Date of Next Inspection** | | | | | | **Work Item No.** | | | |
| Evan T Matthews | | | 26/06/2016 | | | | | |  | 18/05/2017 | | | | | | - | | | |
| **Inspection Level 1** | | **Programmed** | | | |  | | **Exceptional** | | | | |  | **Perm. Standing Water** | | | | |  |
|  | |  | | | | **Vermin Screens** | | | | | | |  | **Security Measures** | | | | |  |
|  | | | | | | | | | | | | | | | | | | | |
| **Road Section** | | | | | | | **Start** | | | | | **End** | | | | | **TDist** | | |
| **Id** | **Description** | **S** | | **Cway** | **S** | | **RPC** | | | | **Dist** | **RPC** | | | **Dist** | | **Start** | **End** | |
| 487 | Brooweena – Woolooga Road | C | | 1 | C | | 4 | | | | 0.000 | 4 | | | 0.018 | | 28.151 | 28.169 | |

| **Structure Id** | **Name** | | **Inspection date** | | | | **Inspection Level** | | | | | | | | | | | | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 8086 | -- | | 18/05/2016 | | | | **1** | | **Programmed** | **Exceptional** | **Vermin Screens** | | | | | | | | **Perm. Standing Water** | | | **Security Measures** | |
|  | |  |  |  | | | | | | | |  | | |  | |
|  | |  | |  | | | | | | | | |  |  | |  | | | | | | | |
| **Inspection Elements**  **(\*Refer to bottom of form)** | | | | | **Problem**  **(tick)** | | | **Location and comments (include maintenance activity number)** | | | | **Rectified** | | | | | **Mtce Required** | | | | **Inspect Required** | | |
| **Y** | **N** | | **Y** | | | **N** | | **Y** | | | **N** | **Y** | | **N** |
| **Approaches**   1. **Signs/Delineation** | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + completeness | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + loose/missing fixings | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + damage | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + cleanliness | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + orientation | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| 1. **Guardrail** | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + correct height/alignment | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + loose or missing fixings | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + impact damage | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + material deterioration (steel corrosion, timber decay etc.) | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + damaged/missing spacer blocks | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + connection to bridge barrier (the approach barrier and bridge barrier should preferably be interconnected. If not, note in “Comments” section of report form). | | | | |  |  | | Not all Gr are connected | | | |  | | |  | | |  | |  |  | |  |
| 1. **Road Drainage** | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + debris/vegetation growth inside drains, channels, inlet/outlet pits and sumps which may obstruct free drainage | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + leaking drainage pits/structures | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + scour/erosion at drainage outlets, particularly adjacent to abutments/foundations, culvert outlets and deck run-off | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| 1. **Wearing Surface** | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + settlement | | | | |  |  | | Settlement & bleeding within both approaches | | | |  | | |  | | |  | |  |  | |  |
| * + depressions | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + pot holes | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + cracking | | | | |  |  | | Moderate cracking over concrete joints within both approaches due to loose deck planks | | | |  | | |  | | |  | |  |  | |  |
| **Surface over Structure**   1. **Wearing Surface** | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + settlement | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + depressions | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + pot holes | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + cracking | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| 1. **Footways (if any)** | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + unevenness/trip hazards | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| 1. **Bridge Barrier** | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + correct height/alignment | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + loose or missing fixings | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + impact damage | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + material deterioration (steel corrosion, timber decay etc.) | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + damaged/missing spacer blocks | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + delineators for completeness, damage, cleanliness, orientation and visibility to road users | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| 1. **Deck Joints** | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + loose/missing fixings | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + damaged/missing components | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + dirt/detritus build up in joints which may impede free movement | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + leakage | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + damage/deterioration of nosings | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| **Embankments and Waterways**   1. **Embankments** | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + erosion | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + scour | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + slope stability | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| 1. **Slope/batter protection** | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + undermining | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + settlement | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + loss of material | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| 1. **Vegetation** | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + bushes, trees within 2.0 m of abutments and wingwalls | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + bushes/trees within waterway channel | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + vegetation affecting sight distance onto/across structure | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| 1. **Waterway** | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + accumulation of debris against or adjacent to structure | | | | |  |  | | Flood debris caught on piers primarily U/S | | | |  | | |  | | |  | |  |  | |  |
| * + localised scour adjacent to/beneath the structure | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + lateral bank erosion adjacent to/beneath the structure | | | | |  |  | | Minor erosion at spans 1 & 3 | | | |  | | |  | | |  | |  |  | |  |
| * + channel degrading | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + channel aggrading | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + structure in permanent standing water | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| **Substructure**   1. **Abutments, piers, wingwalls, retaining structures and foundations** | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + cracking | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + splitting | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + distortion | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + movement | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + steel corrosion | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + vegetation growth in joints of coursed masonry/fascia panels | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + weepholes for blockages affecting free drainage | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + timber members for decay, termite activity, marine borer and other insect attack | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| 1. **Headstocks, bearing pedestals and substructure drains** | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + accumulation of dirt and debris which may obstruct free drainage and cause ponding or restrict bearing movement | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| 1. **Bearings** | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + corrosion | | | | |  |  | | Corbels inspected instead | | | |  | | |  | | |  | |  |  | |  |
| * + excessive deflection/bulging | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + delamination of elastomeric bearings | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + damage to pedestals/plinths | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + noticeable build-up of deposits of aggressive salts, silt, debris and bird or bat droppings | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| **Superstructure**   1. **Deck/Girders** | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + obvious evidence of spalling, cracking, staining, dampness or corrosion | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + excessive movement/vibration under load | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + for noticeable build-up of deposits of aggressive salts, silt, debris and bird or bat droppings | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + blocked vent holes | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + timber members for termite activity, rotting, marine borer and other insect attack | | | | |  |  | | All deck spans exhibit end rot | | | |  | | |  | | |  | |  |  | |  |
| * + timber members for excessive member deflections | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + timber girders and corbels for excessive sniping | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + loose joints and fasteners | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + propping for tightness of wedges in deck cambering or temporary works | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| 1. **Culvert Barrel** | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + distortion /deflection of barrel | | | | |  | **n/a** | |  | | | |  | | |  | | |  | |  |  | |  |
| * + invert corrosion/abrasion | | | | |  | **n/a** | |  | | | |  | | |  | | |  | |  |  | |  |
| * + obvious evidence of spalling, cracking, staining, dampness or corrosion | | | | |  | **n/a** | |  | | | |  | | |  | | |  | |  |  | |  |
| **Large Traffic Management (LTMS) and gantries**   1. **Footings** | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + obvious evidence of spalling, cracking or reinforcement corrosion | | | | |  | **n/a** | |  | | | |  | | |  | | |  | |  |  | |  |
| * + rotation/settlement | | | | |  | **n/a** | |  | | | |  | | |  | | |  | |  |  | |  |
| * + erosion/undermining | | | | |  | **n/a** | |  | | | |  | | |  | | |  | |  |  | |  |
| 1. **Base Plates, Fittings and Hold-Down Bolts** | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + cracking, spalling or voids in mortar pad | | | | |  | **n/a** | |  | | | |  | | |  | | |  | |  |  | |  |
| * + debris/fill over base plate | | | | |  | **n/a** | |  | | | |  | | |  | | |  | |  |  | |  |
| * + corrosion of fixings/base plate | | | | |  | **n/a** | |  | | | |  | | |  | | |  | |  |  | |  |
| * + loose/missing fixings and thread engagement | | | | |  | **n/a** | |  | | | |  | | |  | | |  | |  |  | |  |
| 1. **Columns** | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + Corrosion, buckling, bending, rupture, rotation or misalignment of sections | | | | |  | **n/a** | |  | | | |  | | |  | | |  | |  |  | |  |
| * + Impact damage | | | | |  | **n/a** | |  | | | |  | | |  | | |  | |  |  | |  |
| * + Verticality of members | | | | |  | **n/a** | |  | | | |  | | |  | | |  | |  |  | |  |
| * + Protective coating loss | | | | |  | **n/a** | |  | | | |  | | |  | | |  | |  |  | |  |
| * + Loose/missing fixings and thread engagement | | | | |  | **n/a** | |  | | | |  | | |  | | |  | |  |  | |  |
| 1. **Cantilever arms/gantry beams** | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + corrosion, buckling, bending, rupture, rotation or misalignment of sections | | | | |  | **n/a** | |  | | | |  | | |  | | |  | |  |  | |  |
| * + separation/distortion at joints/splices | | | | |  | **n/a** | |  | | | |  | | |  | | |  | |  |  | |  |
| * + sagging of members | | | | |  | **n/a** | |  | | | |  | | |  | | |  | |  |  | |  |
| * + protective coating loss | | | | |  | **n/a** | |  | | | |  | | |  | | |  | |  |  | |  |
| * + loose/missing fixings and thread engagement | | | | |  | **n/a** | |  | | | |  | | |  | | |  | |  |  | |  |
| 1. **Signage and Ancillaries** | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + Completeness, damage, cleanliness, orientation and visibility to road users | | | | |  | **n/a** | |  | | | |  | | |  | | |  | |  |  | |  |
| **Miscellaneous**   1. **Roadway Beneath Structure** | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + delineation | | | | |  | **n/a** | |  | | | |  | | |  | | |  | |  |  | |  |
| * + barriers | | | | |  | **n/a** | |  | | | |  | | |  | | |  | |  |  | |  |
| * + road drainage | | | | |  | **n/a** | |  | | | |  | | |  | | |  | |  |  | |  |
| 1. **Services** | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + location and condition of any services attached to or in close proximity to the structure | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| 1. **Appearance** | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |
| * + graffiti | | | | |  |  | |  | | | |  | | |  | | |  | |  |  | |  |

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| **Material \*** | **Defects Description** |
| Concrete | Cracking, spalling, corrosion of reinforcement, drummy areas |
| Steel | Bending, buckling, cracking, distortion, loose bolts, rivets, corrosion, coating damage |
| Timber | Splitting, crushing, decay, infestation, loose bolts or pins |
| Masonry | Cracking, opening joints, mortar loss, bulging |
| Bituminous Surfacing | Cracking, crazing, breaking up, lifting off, rutting, pushing |
| Protective Coatings | Cracked, peeling, weathered |
| \*\* Steel Culverts | Probe or sound culvert walls at normal water level, check for pitting or loss of culvert material |

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| **General Comments**  Rebhab. works completed in 2014. |

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| **Vermin Screen Comments** |

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| **Security Measures Comments** |