PART 2 – DETAILED VISUAL INSPECTION

FigureA.1 (k) Pot Bearing

Condition State: Poor	**Performance Deficiency: Seized Bearings**
Stainless sliding surface debonded from shoe plate.	Bearing transferring unintended forces to substruction

PART 2 – DETAILED VISUAL INSPECTION

FigureA.1 (l) Steel Rocker Bearing

Condition State: Fair	**Performance Deficiency: Bearing Not Uniformly Loaded/Unstable**
Medium Corrosion.	Rocker corrosion products causing rocker to tilt more than warranted for inspection temperature. Alignment bolts severely corroded, filling slots in rocker with debris, limiting movement.

PART 2 – DETAILED VISUAL INSPECTION

FigureA.1 (m) Steel Rocker Bearing

Condition State: Poor	Performance Deficiency: Bearing Seized
Severe corrosion and section loss of rocker, with excessive buildup of debris on contact surfaces. No evidence of bearing movement.	Expansion bearing at abutment causing redistribution of expansion/contraction forces.

PART 2 – DETAILED VISUAL INSPECTION

Figure A.1 (n) Roller Bearing

Condition State: Poor	Performance Deficiency: Seized Bearings
Very severe corrosion, debris filling space between rollers, alignment plate missing.	Rollers frozen with no capability for movement. Alignment of rollers compromised.

PART 2 – DETAILED VISUAL INSPECTION

Figure A.1 (p)Concrete Wingwall

Condition State: Poor	**Performance Deficiency: None**
Wide Cracks and crushing of concrete	Deck appears to be crushing wingwall with expansion movements. Monitor.

A.2 APPROACHES

Figure A.2 (a) Concrete Approach Slab

Condition State: Good	**Performance Deficiency: Pedestrian/Vehicular Hazard / Rough Riding Surface**
No visible defects in approach slab	Approach has settled by 125-150 mm adjacent to the bridge, causing lift axle tires to ground-out over joint.

PART 2 – DETAILED VISUAL INSPECTION

Figure A.2 (a new) Concrete Approach Slab

Condition State: Good	**Performance Deficiency: Pedestrian/Vehicular Hazard / Rough Riding Surface**
No visible defects in approach slab	Approach has settled by 25mm adjacent to the bridge, causing rough ride and tripping hazard.

PART 2 – DETAILED VISUAL INSPECTION

FigureA.2 (b) Approach: Concrete Sidewalk

Condition State: Poor	Performance Deficiency: None
Severe spall	

PART 2 – DETAILED VISUAL INSPECTION

Figure A.2 (c) Wood Curb

Condition State: Good	**Performance Deficiency: None**
Light Checks	Satisfactory curb height, with no displacements or projections

PART 2 – DETAILED VISUAL INSPECTION

FigureA.2 (d) Concrete Sidewalk

Condition State: Poor	**Performance Deficiency: Pedestrian/Vehicular Hazard**
Severe spalling with exposured corroded reinforcement	Sidewalk surface irregular with large spalls presenting difficulty for pedestrian passage

A.3 BARRIERS

Figure A.3 (a) Parapet Wall

Parapet Wall

Condition State: Poor	**Performance Deficiency: None**
Wide stained cracks, large delaminations and spalls with exposed rebar	No performance defects

Hand Railing

Condition State: Good	**Performance Deficiency: Load Carrying Capacity**
Anchorage of hand railing loose due to spalls and delaminations	An evaluation is required to determine the extent of strength reduction

PART 2 – DETAILED VISUAL INSPECTION

FigureA.3. (b) Barrier Wall

Condition State: Good	Performance Deficiency: None
Light scaling	No performance defects

PART 2 – DETAILED VISUAL INSPECTION

Figure A.3 (c) Concrete Railing

Condition State: Poor	**Performance Deficiency: Load carrying capacity**
Severe spalling of concrete with exposed rebar	Reinforcing steel with considerable portions of its circumference exposed through spalling of concrete will significantly reduce the capacity of the section, due to the loss of bond and corresponding loss of composite action. Barrier system should be replaced with an approved crash-tested system.

PART 2 – DETAILED VISUAL INSPECTION

Figure A.3 (d) Concrete Railing

Condition State: Poor	**Performance Deficiency: Load Carrying Capacity**
Severe spall on concrete post, with section loss noted on reinforcing steel. Guiderail retrofitted for reinforcement.	Spalls on post and section loss of reinforcing severely limit capacity of barrier system. Retrofitted guiderail provides some reinstatement of capacity, but replacement of barrier with a crash tested barrier system should be planned.