



# Road Development Authority Japan International Cooperation Agency

# **Bridge Inspection and Diagnosis Manual**



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The Project for Capacity Development on Bridge Management In The Democratic Socialist Republic of Sri Lanka

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# **Abbreviations**

Organizations			
GOSL	Government of Sri Lanka		
МНЕН	Ministry of Higher Education and Highways		
JICA	Japan International Cooperation Agency		
RDA Road Development Authority			
Division in RDA			
CD	Construction Division		
ES	Engineering Services		
M&M	Maintenance and Management		
BD	Bridge Designs		
P	Planning		
PMU	Project Management Unit		
RBCU	Rural Bridges Construction Unit		
R&D	Research and Development		
BM&AU	Bridge Management and Assessment Unit		
BAU	Bridge Assessment Unit (1990s)		
Position			
DG	Director General		
ADG	Additional Director General		
DD	Deputy Director		
C/P	Counterpart		
PD	Provincial Director		
CE	Chief Engineer		
EE	Executive Engineer		
TO	Technical Officer		
Manual			
BMM1997	Bridge Maintenance Manual /1997 RDA		
RMM1989	Road Maintenance Manual /1989.2 RDA		
VRCSG	Visual Road Condition Surveys Guidelines / 2012.6 RDA Planning Division		
Others	,		
BMS	Bridge Management System		
OJT	On-the-Job Training		
BOQ	Bill of Quantity		
RMTF	Road Maintenance Trust Fund		
BIV	Bridge Inspection Vehicle		
PPE	Personal Protective Equipment		
DP	Damage Point		
НІ	Health Index		
II	Importance Index		
FOI	Functionally Obsolete Index		
LHS	Left Hand Side		
RHS	Right Hand Side		
BDS	Bridge Database System		
BRMS	Bridge Repair and maintenance System		
BISS	Bridge Inspection Support System		

#### 1. General

#### 1.1 Scope of Application

This manual shall apply to the periodic inspection for bridges with clear span of 3 meters or longer bridges on Class AA, AB AC and B roads under RDA's management (including box bridges).

In general, there are 3 types of bridge inspections: Routine Inspection, Periodic Inspection and Emergency Inspection. This manual provides the details of "Periodic Inspection". It is necessary to understand properly the contents of this manual when bridge inspection is executed.

Maintenance and repair works are not included in this manual.

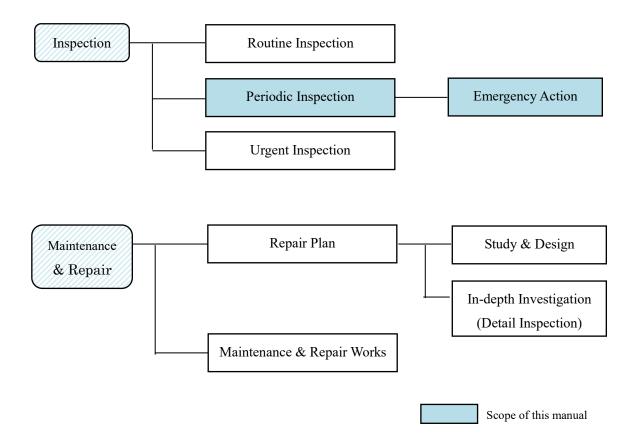


Figure 1.1 Flow of Inspection and Maintenance & Repair

#### 1.2 Purpose of Bridge Inspection

Periodic inspection of bridges shall be implemented for the purpose of obtaining the necessary data and information for management of bridges.

Periodic inspection of bridges will enable to understand the present condition of bridges, to identify the defects, damage and deterioration at an earlier stage and to take appropriate measures for securing the safe and smooth traffic movements across the bridge.

This manual is focusing on the periodic inspections.

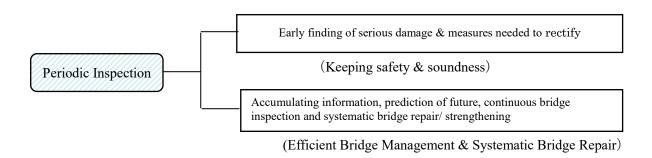


Figure 1.2 Purpose of Periodic Inspection

The target bridges are all bridges on Class A, AB, AC and B Class roads under the management of RDA in Sri Lanka.

Necessary data and information for bridge management are quantified for e.g. status of bridge conditions and cost of bridge repairs. For the efficient and effective bridge management within the limited financial resources, such data and information could help to make a comparative analysis among the target bridges to select the bridges which should be taken for repairs on a priority basis that satisfies the budgetary limitations and larger social needs. During the periodic inspection, if a serious damage is detected which needs emergency treatment, the inspection shall be interrupted and necessary actions shall be taken for the safety of traffic and the public.

#### 1.3 Types of Bridge Inspections

In General, there are the following types of inspections:

#### (1) Routine Inspection

Routine inspection is to visually inspect the bridges on-board during the road patrol to identify the damage at an early stage.

#### (2) Periodic Inspection

Inspection is done periodically by binoculars on superstructure & substructure and close visual observations on members is to prepare a list of damages and evaluation of soundness of members. Periodic inspection is to periodically inspect the bridges by visual inspection as close to the bridge structures (superstructure & substructure) as possible, supplemented with ladder, pole camera, bridge inspection vehicle and binoculars, to obtain the necessary data and information to prepare a list of damages and evaluation of soundness of members for bridge management.

#### (the ) Emergency Inspection

Inspection is mainly for the safety of the bridge by checking whether there is any serious damage such as scouring of foundation, tilting of pier etc., after a heavy natural disaster such as floods and landslides in the aftermath of such natural disasters. After natural disasters such as flooding and landslides, it is very essential to inspect the bridges for serious damages to consider whether any corrective action is required.

Types of inspection and their implementations are shown below.

**Table 1.1. Type of Inspection and Implementation (Tentative)** 

Type of inspection	Implementing Organization	Implementing staff	Application
Routine inspection	EE Office	E and TO	
Periodic inspection	BM&AU	E and TO	This manual.
Emergency inspection	BM&AU / EE Office	E and TO	

EE: Executive engineer, E: Engineer, TO: Technical officer,

BM & AU: Bridge Management and Assessment Unit

Note 1: Whenever an inspection is carried out, the inspector shall not only look for new damages but also observe the condition of damages that have been found at the previous inspection.

(1) The routine inspection is a visual inspection mainly from the vehicle.

The inspection shall be carried out based on the periodic inspection records. It is recommended that the visual inspection be carried out from the vehicle, where the damage cannot be seen on-board.

The inspection shall be carried out according to the flowchart below.

- 1. Inspection on bridge surface
- Check damage which is an obstacle for public transportation
- Check the deformation of bridge by watching straightness
- 2. Inspection from side of bridge
- Check settlement of piers and straightness of girders
- 3. Inspection under bridge
- Check status of progress of damage for bridge members

In case serious damage is found, the inspector shall report to EE office and BM&AU for further inspection.

Figure 1.3 Flow of Routine Inspection

#### 1.4 Frequency of Bridge Inspection

Frequency of bridge inspection is shown in the table below.

**Table 1.2 Inspection Frequency (Tentative)** 

a	Frequency of inspection	Application
Routine Inspection	Carrying out at daily patrol	
Periodic Inspection	Initial Inspection: within 1 year after completion of bridge construction  Periodic Inspection: Once in 5 years	This manual
Urgent Inspection	Immediately after a disaster	

Initial Inspection shall be executed not only for newly constructed bridges but also for reconstructed and widened bridges.

The major function/ performance of the bridge is to support the traffic on the bridge. In Japan, the periodic inspection is carried out once in 5 years to avoid serious accidents. In this manual, 5 years frequency of periodic inspection is also applied. However, it is recommended that the frequency of periodic inspection shall be reviewed after ascertaining actual status of all bridges in Sri Lanka.

#### 1.5 Safety Measures

- 1. During inspection, it is necessary to protect the inspector's head (helmet), hand (gloves), foot (safety boots) and further safety belt to prevent falling from high positions and safety vest for vehicle drivers also required.
- 2. In case traffic restriction is required at the site, coordination with local police in advance is necessary for security and efficient control of traffic. And it is required to install signboards and other equipment that clearly inform the inspection activity or repair works to road users.

Basic safety gears required in the inspection are shown in Figure 1.4 and Figure 1.5.



Figure 1.4 Inspection Gear

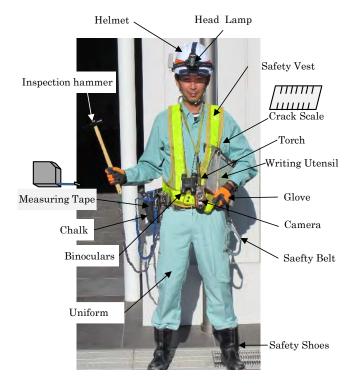


Figure 1.5 Gear and Protective Clothes

#### 1.6 Update of Manual

When it is considered necessary to include new technologies and/or findings, this manual shall be updated as needed.

This manual was prepared based on the latest information and research results available at the time of releasing it; however, there will be a possibility that some of the contents will be outdated. Therefore, it is required to update this manual if considered necessary. When an update of this manual is planned, it is necessary to verify the contents based on the following information and revise the necessary sections.

#### (1) New findings gained from inspection

When it is found that there are new damages or some structure defect that is likely to be increased to greater proportions after summarization of bridge inspection reports, item inspected shall be added into the manual as well as updating of calculation of health index and categorization of Bridge Soundness.

#### (2) New research results on damages

Based on research results on damages to bridges, evaluation of degree of damages shall be updated periodically.

#### (3) Development of technology and research

If any effective and practical inspection methodology is established based on the development of technology & research, or importance of damage assessment is changed due to development of repair & strengthening technology, the contents of this manual shall be modified.

#### (4) Issues on application of manual

If any issue is raised on application of the manual, it is necessary to review the contents and modify it as and when necessary.

#### 2. Periodic Inspection

#### 2.1 Scope and Work Flow of Periodic Inspections

#### **Activity Flow of Periodic Inspection**

In principle, the periodic inspection shall be executed in accordance with Figure 2.1.

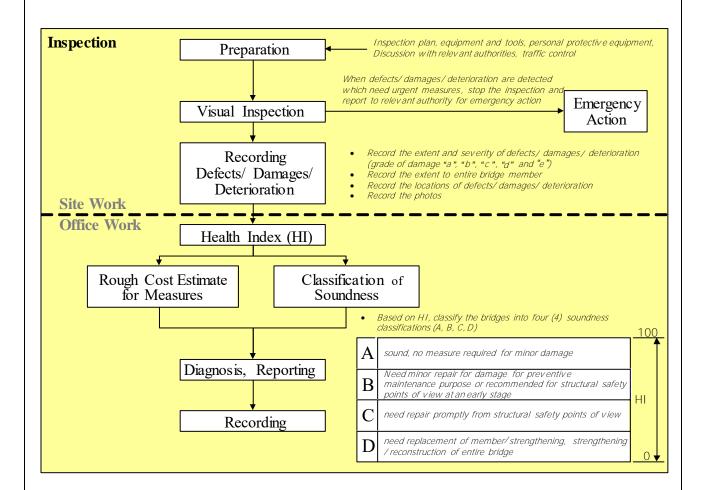


Figure 2.1 Flow of Periodic Inspection Activity

#### **Scope of Periodic Inspection is Given Below:**

#### 1) Preparation:

After studying the inspection methods, inspection plan should be developed. Which include schedule, arrangement of inspection equipment and tools, arrangement of vehicle for inspection, requirement of safety gears and arrangement of Bridge Inspection Vehicle (if necessary).

The inventory worksheets and inspection worksheet could be obtained from Bridge Inspection Support System to be checked and data entered during visual inspection. The discussion shall be done with relevant authorities on traffic control at the site.

#### 2) Visual Inspection:

The visual inspection shall be done at the site and damage shall be recorded.

#### 3) Emergency Action:

#### **Bridge Inspection and Diagnosis Manual**

The inspectors shall stop the inspection and report to relevant authorities to implement "emergency actions" for defects, damage and deterioration etc. in need of urgent corrective measures.

The degree of damage (from "a" to "e") for each element for each member and total quantity of elements shall be recorded in the inspection sheets. The location of worst degree of damage shall be marked on the sheets. Representative damage shall be recorded by photographs taken in close proximity and from a distance (general view of the damage.)

#### 5) Calculation of Health Index (HI):

The health Index (HI) shall be calculated based on the inspection records.

#### 6) Rough Cost Estimate for Measures:

The repair cost shall be calculated based on HI.

#### 7) Classification of Soundness:

The bridge conditions will be classified into four (4) categories, depending on the HI.

Engineer of BM&AU shall make the final decision for bridge soundness taking into account rate of progress of damage, influence of location of damage to the soundness, and so on. Results of such diagnosis shall be reported to the relevant officials.

#### 9) Recording:

The records prepared at site shall be input to Bridge Database System and Bridge Inspection Support System. The data shall be exported/imported between 2 systems and all records will be stored in Bridge Database System. The periodic inspection to follow shall be done by using printouts from these 2 systems.

Figure 2.1 shows the basic flow of periodic inspection.

Since the periodic inspection is carried out by a large number of inspectors, this manual is prepared considering that they could evaluate the damages objectively.

If a risky condition is observed during inspection demanding emergency measures, the Engineer of BM&AU and or EE should take action immediately on the results of the inspection done by the inspector. Please refer Attachment 6 for details.

#### 2.2 Implementation Structure

#### (1) Implementation Structure in Office

The implementation structure at office is as follows:

**Table 2.1. Implementation Structure in Office for Periodic Inspection** 

Organization	Staffing	Office Equipment	Roles and responsibility
BM&AU	1 - Engineer	4 - Lap top or desktop, 1 - A3/A4	Preparation, Inspection of Bridge
	2- Technical Officer	Photocopy/printer with scanning function	Preparation, Input of record prepared at site
	1 – Assistant Officers	1- A4 color printer 1- Wi-Fi	Preparation, Input of record prepared at site

There are 9 BM&AU Engineers under the Provincial Director Office in Sri Lanka

Diagnosis will be conducted in head office including DD-BM&AU with help of BM&AU Engineers and often provincial staff

#### (2) Implementation Structure at Site

Implementation structure at site for periodic inspection is as follows: -

 Table 2.2
 Implementation Structure at Site for Periodic Inspection

	Inspection Inspection		
	without	with Bridge	Roles/Responsibility of Staff, Driver and Security
Staff/ Equipment	Bridge	Inspection	
	Inspection	Vehicle	
	Vehicle		
Inspection staff	3	3	Engineer: Leader of inspection team
Inspection staff	3	3	Inspectors: members of inspection team
Double cab (Driver)	1	1	To transport inspector and inspection gears
Bridge Inspection		1	To drive bridge inspection vehicle while
Vehicle (Driver)	-	1	inspection is on.
Truck (Driver)	-	1	To transport safety equipment and security.
			To protect passing vehicles, pedestrians and
Troffic control			residents, staying at front and back of inspection
Traffic control	-	3	To give instruction to driver and operator of
security			inspection vehicle during inspection under and
			near the superstructure.

The weekly schedule for BM&AU for Periodic Inspection is Assumed as Follows:

Works	Mon	Tue	Wed	Thu	Fri
1.00					
In Office					
at Site					

The capacity of one team is estimated 9 bridges/per week.

In case there are 600 bridges in one province the frequency is 600/50 weeks /9 = about 1.3 years. This is enough to carry out continuous periodical inspection by BM&AU.

#### 2.3 Details of Inspection

#### 2.3.1 Basic Idea

In the periodic inspection, the classification shall be done on status of progress of damage in severity and extent and quantity of each item of damage for each element (minimum unit of bridge member to be evaluated) of each member shall be recorded.

In case, the damage is found at site, focusing on specific damage, for the degree of damage (Severity and Extent) shall be graded as (a, b, c, d and e) for each damage.

The extent of damage to all member of a component shall be evaluated by elements of members.

In the main girder, one (1) number of main girders is one element. In the slab, the numbers of element is counted by the numbers of grid supported by main girders and cross beams. However, in case of road surface, the element is difficult to specify because the road surface is one plane only. Therefore, the road surface is divided into 9 elements (in the longitudinal direction, both support parts and middle part: 3 divisions, in the transverse direction, both outsides and middle part: 3 divisions, total  $3 \times 3 = 9$ ).

In case, the footing of abutment and pier are buried in the ground and invisible, the footing cannot be the element.

#### 2.3.2 Type of Damage

There are 24 types of damage as shown in Table 2.3.

Table 2.3 Type of Damage

Bridge Surface		Bridge Structure	
No.	Type of Damage	No.	Type of Damage
1	Pothole	12	Spall / Dela / Ex-Rebar
2	Pavement Crack	13	Crack
3	Rutting	14	Damage on Anchorage
4	Waving	15	Water Leakage from Expansion Joint
5	Damage on Expansion Joint	16	Damage on Bridge Bearing
6	Difference in Levels	17	Scour
7	Damage on Drainage	18	Mud Deposition / Vegetation
8	Damages on Service Duct	19	Paint Degradation
9	Damages on Railing / Parapet	20	Corrosion
10	Settlement of Surface	21	Damage (Rivet / HSFG)
11	Approach Bank / River Bank	22	Damage of Deck Slab
		23	Arch Line (Displacement)
		24	Deteriorated (Loose)

The type of damage listed above is based on the results of bridge inspection carried out for 3 provinces in Sri Lanka

In order to select the types of damage to be inspected, the damage evaluation criteria, followed in Japan were studied.

- Bridge Inspection Manual, Ministry of Construction (formal name of Ministry of Land, Infrastructure, Transportation and Tourism of Japan), July 1988 (MOC88)
- Periodic Bridge Inspection Manual, Ministry of Land, Infrastructure, Transportation and Tourism of Japan,
   June 2014 (MLIT14)

The selection of type of damage is shown in Table At 1-3 of Attachment 1.

The focus on the type of damage in this manual for each type of material is shown in Table 2.4.

**Table 2.4 Material and Damage** 

Bridge Surf	face		Bridge Structure		
Material	No	Damage	Material	No	Damage
	1	Pothole		12	Spall/ Dela/ Ex-Rebar
	2	Pavement crack	Concrete	13	Crack
	3	Rutting		22	Damage on Deck Slab (RC)
Others	4	Waving		19	Paint Degradation
Oulers	5	Damage on Expansion Joint	Steel	20	Corrosion
	6	Difference in Level	] Sieei	21	Damage (Rivet/ HSFG)
	10	Settlement of Surface		22	Damage on Deck Slab (Steel)
	11	Approach Bank River Bank	Others	23	Arch Line (Displacement)
	7	Damage on Drainage	Oulers	24	Deteriorated (Loose)
Common	8	Damage on Service Duct		14	Damage of Anchorage
	9	Damage on Railing/ Parapet		15	Water Leakage from Expansion
			Common	16	Damage on Bridge Bearing
				17	Scour
				18	Mud Deposition/ Vegetation

# 2.3.3 Target type of bridge for Inspection

In the periodic inspection, the target bridge types are shown in Table 2.5.

**Table 2.5 Target Type of Bridge** 

No.	Type of Bridge
1	Bridge Structure (PSC-PRE)
2	Bridge Structure (RC-S)
3	Bridge Structure (PSC-POS,RCS-RCB)
4	Bridge Structure (Box Bridge)
5	Bridge Structure (Truss Bridge)
6	Bridge Structure (Steel Bridge)
7	Bridge Structure (Arch Bridge)

Number of standardized bridge types is 7, based on the results of the studies done on existing bridge types in Sri Lanka.

#### 2.3.4 Target Members for Inspection and Type of Damage

Periodic inspection, shall be done on the items (type of damage) related to the component and members to obtain the required information.

Table 2.6 Targeted Members of Inspection and Type of Damage

Bridge Compo	ment/Membe	or.		Items
Bridge compe	mena memo	J1	No.	Type of Damage
			1	Pothole
	Dava	ment	2	Pavement Crack
	rave	mem	3	Rutting
			4	Waving
	Evnanti	on Joint	5	Damage on Expansion joint
Bridge Surface	Ехрапи	OII JOIIII	6	Difference in Levels
			7	Damage on Drainage
	Acce	ssary	8	Damages on Service Duct
			9	Damages on Railing / Parapet
	Annr	oach	10	Settlement of Surface
	Аррі	Oacii	11	Approach Bank / River Bank
			12	Spall / Dela / Ex-Rebar
Superstructure (PSC-	Main	Girder	13	Crack
PRE,PSC-POS,RCS-			14	Damage on Anchorage
RCB)	Cross	Beam	12	Spall / Dela / Ex-Rebar
,	Closs	Bealli	13	Crack
RC-S	Slab		12	Spall / Dela / Ex-Rebar
RC-S	SI	ao	13	Crack
			19	Paint Degradation
	Main (	Giodor	20	Corrosion
	Main Gieder		21	Damage (Rivet / HSFG)
Cum autum atuma (Ctaal)			18	Mud Deposition / Vegetation
Supertructure (Steel)	Deck Slab	Concrete	22	Damage Deck Slab (RC)
	Deck Slab	Steel	22	Damage of Deck Slab (Steel)
	Cross	Beam	20	Corrosion
	Closs	Bealli	21	Damage (Rivet / HSFG)
			23	Arch Line (Displacement)
	Arch	ı Rib	13	Crack
	Aici	I KIU	24	Deteriorated (Loose )
Arch Bridge			18	Mud Deposition / Vegetation
			13	Crack
	Spar	ndrel	24	Deteriorated (Loose )
			18	Mud Deposition / Vegetation
Bridge Bearing	Bridge Bear	inα	15	Water Leakage from Expansion Joint
Dridge Dearing	Dridge Bear	шg	16	Damage on Bridge Bearing
Box Bridge	Q1	ab	12	Spall / Dela / Ex-Rebar
DOX DINIGO	31		13	Crack
			17	Scour
Substructure	Abutment a	nd Pier	12	Spall / Dela / Ex-Rebar
Substructure	Addinient a	na i ici	13	Crack
			18	Mud Deposition / Vegetation

Table 2.6 shows the damage to be evaluated and the bridge component/ members, where the damage exists.

#### 2.3.5 Method of Inspection

In principle, the inspection shall be carried out by visual inspection as close to the structure as possible. A non-destructive test such as palpation and hammering test shall be done if necessary.

In this manual, visual inspection is applied to understand the entire condition of the bridge at an early stage.

In the visual inspection, there are several methods to be adopted, such as hammering test, directly touching the member to confirm extent of delamination of concrete, corrosion of steel, loosening of anchor bolts etc.

Test hammer with weight of 230g (approximately half pound) is recommended in consideration of workability, impact to bridge structures, and ease of sound detection. Criteria on judgment due to hammering test sound is shown in Table 2.7

Table 2.7 Standard of Judgment by Hammering Test Sound

Damage	Hammering Test Results	Condition of Member		
No.12 *) Delamination of	Strong rebound and clear sound	Soundness		
Concrete material  *) Refer Attachment 1	Weak rebound and no clear sound	There is degradation, or voids near surface		
No.20 *) Corrosion and No.21 *)	Strong rebound and clear sound	Soundness		
Damage (Rivet/ HSFG **) of Steel material	Weak rebound and no clear sound	Steel is corroded		
*) Refer Attachment 1				
**)High Strength Friction Grip  Bolt	Moving of Rivet/ Bolt	Rivet/ bolt is loosened		

The inspection shall be done on the damage, which exist in component and members, which can be seen by visual observation. For the component/ member which is beyond reach, such as buried footing, "invisible" shall be recorded in Remarks of Inspection Sheet.

Equipment for Inspection is shown in Table 2.8 below.

**Table 2.8 Equipment for Inspection** 

Name	Measurement Item	Application
Standard Equipment	t	
Measuring tape 30m	The dimensions of bridge, required in inventory work sheet, shall be measured.	
Testing Hammer	Checking of concrete by knocking by test hammer. Checking of rivet/bolt loosen	
Camera	Recording of damage	
Measuring Tape Crack scale	The photo shall be taken to show the scale of damage with these equipment.	
Inspection Equipme	nt	
Bridge inspection vehicle	Inspection under main girder	In case approach to structure is difficult.
Pole camera	Visual inspection and record	In case approach to structure is difficult.
Ladder	Visual inspection and record	In case approach to structure is difficult.
Measurement device for water	Measurement of water depth surrounding pier	In case scour of river bed



Inspection by Bridge Inspection Vehicle



Inspection by Pole Camera



Inspection by Ladder

**Photo 2.1** Inspection Done with Equipment

- 2.4 Evaluation and Record of Defects, Damage, and Deterioration at Site
- 2.4.1 Basic Idea of Status of Progress of Damage

The damage shall be graded on its degree for each member.

Firstly, the damage shall be inspected on its severity and extent. Then the damage shall be objectively graded on status of progress only in accordance with "Attachment 1 Guideline for Development of Bridge Inspection Record Sheets (Example)"

Please note that the evaluation of damage is not related to the grade of damage, which affects the loading capacity and durability.

#### 2.4.2 Standard Grade of Damage

The evaluation of damage is classified into 5 grades for each type of damage.

**Table 2.9 Grade of Damage** 

Grade of Damage	Status	Degree of Damage
a	Good	There is no damage or it is not recognized as damage.
b	Almost good	There is small damage.
С	Slight	There is damage.
d	Big	There is big damage
e	Serious	There is very big damage.

The grade of damage of element of member shall be classified with status of damage considering severity and extent of damage.

The severity means the damage is increasing in depth and extent means the damage is progressing to surface area basically.

Status of progress of damage is detailed in Attachment 1 for reference.

#### 2.4.3 Evaluation of Damage/ Record (at site work)

The damage, quantity of elements in total, quantity of each damage grade, which shall be recorded as shown in Table 2.10.

#### Table 2.10 Record of Damage

#### Notes.

② : Quantity of elements is easy to count. The ratio of each grade of damage shall be recorded.

O: Quantity of elements is not easy to count. The percentage of each grade of damage shall be recorded.

▲ : Quantity of elements is not easy to count. The ratio of each grade of damage shall be recorded by 9 elements, 6 elements or 1 element.

: No need to record.

#### Bridge Surface

C	Marilan		Damage	Grade of Damage					
Component	Member	No.	Туре	a	b	c	d	e	
		1	Pothole	•	1		1	•	
	Pavement	2	Pavement Crack	<b>A</b>	1	<b>A</b>	-	<b>A</b>	
	ravement	3	Rutting	<b>A</b>	1		-	<b>A</b>	
		4	Waving	<b>A</b>	-	<b>A</b>	-	<b>A</b>	
	Expansion Joint	5	Damage on Expansion joint	0	1	1	-	0	
Bridge Surface		6	Difference in Levels	0	1	0	ı	0	
		7	Damage on Drainage	0	1	1	1	0	
	Accessories	8	Damages on Service Duct	0	1	1	1	0	
		9	Damages on Railing / Parapet	0	ı	ı	ı	0	
	Annroaches	10	Settlement of Surface	•	1	1		•	
	Approaches	11	Approach Bank / River Bank	<b>A</b>	1	1	-	•	

#### Bridge Structure (PSC-PRE)

Commont	Member	Damage			Grade of Damage					
Component	Member	No.	Туре	a	b	с	d	e		
		12	Spall / Dela / Ex-Rebar	0	0	0	0	0		
Superstructure Main Beam	13	Crack	0	0	0	0	0			
	14	Damage on Anchorage	0	-	0	-	0			
Duides Dessins	Duides Dessine	15	Water Leakage from Expansion Joint	0	-	0	-	0		
Bridge Bearing	Bridge Bearing	16	Damage on Bridge Bearing	0	-	0	-	0		
		17	Scour	<b>A</b>	-		-	<b>A</b>		
Substructure	Abutment and Pier	12	Spall / Dela / Ex-Rebar	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	•		
Substructure	Administration Fler	13	Crack	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>		
		18	Mud Deposition / Vegetation	<b>A</b>	-	1	1			

#### **Bridge Inspection and Diagnosis Manual**

# Bridge Structure (RC-S)

Commonant	Member	Damage			Grade of Damage					
Component	Component	No.	Туре	a	b	с	d	e		
Superstructure	Deck Slab	12	Spall / Dela / Ex-Rebar			•	•			
Superstructure		13	Crack			•	•			
D 11 . D D 1	Bridge Bearing	15	Water Leakage from Expansion Joint	0	-	0	1	0		
Bridge Bearing		16	Damage on Bridge Bearing	0	-	0	ı	0		
		17	Scour		-	<b>A</b>	1			
Substructure	Abutment and Pier	12	Spall / Dela / Ex-Rebar	•	<b>A</b>		•			
Substructure	Administration Fler	13	Crack	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>		
		18	Mud Deposition / Vegetation	<b>A</b>	-	-	-			

# Bridge Structure (PSC-POS,RCS-RCB)

Component	Member		Damage	Grade of Damage					
Component	Member	No.	Туре	a	b	c	d	e	
		12	Spall / Dela / Ex-Rebar	0	0	0	0	0	
Main Beam  Superstructure  Deck Slab	13	Crack	0	0	0	0	0		
	14	Damage on Anchorage	0	-	0	-	0		
	Dools Slab	12	Spall / Dela / Ex-Rebar	0	0	0	0	0	
	Deck Stab	13	Crack	0	0	0	0	0	
	Diaphragm –	12	Spall / Dela / Ex-Rebar	0	0	0	0	0	
		13	Crack	0	0	0	0	0	
Dridge Dearing	Bridge Bearing	15	Water Leakage from Expansion Joint	0	-	0	-	0	
Bridge Bearing	Bridge Bearing	16	Damage on Bridge Bearing	0	-	0	-	0	
		17	Scour	<b>A</b>	-	<b>A</b>	-	<b>A</b>	
Substructure	Abutment and Pier	12	Spall / Dela / Ex-Rebar	<b>A</b>	•	<b>A</b>	<b>A</b>	<b>A</b>	
Suosu ucture	Abutificiti and Pier	13	Crack	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	
		18	Mud Deposition / Vegetation	<b>A</b>	-	1	-	<b>A</b>	

# Bridge Structure (Box Bridge)

Component	Component Member		Damage			Grade of Damage					
Component		No.	Туре	a	b	С	d	e			
Superstructure Deck Slab	12	Spall / Dela / Ex-Rebar	•	<b>A</b>	•	•	•				
	Deck Stab	13	Crack	•	<b>A</b>	•	•	•			
		17	Scour	•	-	•	-				
Substructure Abutn	Abutment and Pier	12	Spall / Dela / Ex-Rebar	•	•	•	•				
		13	Crack	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>			

#### **Bridge Inspection and Diagnosis Manual**

# Bridge Structure (Truss Bridge)

Component	Member		Damage			Grade of Damage					
Component	Member	No.	Туре	a	b	с	d	e			
		19	Paint Degradation	0	0	0	0	0			
	Main Beam	20	Corrosion	0	0	0	0	0			
Superstructure	Maiii Beaiii	21	Damage (Rivet / HSFG)	0	-	0	-	0			
		18	Mud Deposition / Vegetation	0	-	1	1	0			
	Deck Slab	22	Damage on Deck Slab (Steel)/(RC)	0	0	0	0	0			
	Cross Beam	20	Corrosion	0	0	0	0	0			
	Cross Beam	21	Damage (Rivet / HSFG)	0	-	0	-	0			
Duidas Dassina	Duidas Daguina	15	Water Leakage from Expansion Joint	0	-	0	-	0			
Bridge Bearing	Bridge Bearing	16	Damage on Bridge Bearing	0	-	0	-	0			
		17	Scour	<b>A</b>	-	<b>A</b>	-	<b>A</b>			
Substructure	Abutment and Pier	12	Spall / Dela / Ex-Rebar	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>			
Substructure	Administration Fler	13	Crack	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	•			
		18	Mud Deposition / Vegetation	<b>A</b>	-	-	-	<b>A</b>			

# Bridge Structure (Steel Bridge)

Commonant	Member		Damage	Grade of Damage					
Component	Wienibei	No.	Туре	a	b	с	d	e	
		19	Paint Degradation	0	0	0	0	0	
Main Beam Superstructure Deck Slab	Main Daam	20	Corrosion	0	0	0	0	0	
	21	Damage (Rivet / HSFG)	0	-	0	-	0		
	18	Mud Deposition / Vegetation	0	-	-	-	0		
	Deck Slab	22	Damage on Deck Slab (Steel)/(RC)	0	0	0	0	0	
	Cross Beam	20	Corrosion	0	0	0	0	0	
	Cross Beam	21	Damage (Rivet / HSFG)	0	-	0	-	0	
Duidas Dassina	Duides Daguine	15	Water Leakage from Expansion Joint	0	-	0	-	0	
Bridge Bearing	Bridge Bearing	16	Damage on Bridge Bearing	0	-	0	-	0	
		17	Scour	<b>A</b>	-		-	<b>A</b>	
Cula atmustuma	Abutment and Pier	12	Spall / Dela / Ex-Rebar	•	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	
Substructure	Adminent and Pier	13	Crack	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	
		18	Mud Deposition / Vegetation	<b>A</b>	-	ı	-	<b>A</b>	

**Bridge Inspection and Diagnosis Manual** 

Bridge Structure (A	arch Bridge)							
Gamman and	Mandaga		Damage		Grade	e of Da	amage	
Component	Member	No.	Туре	a	b	с	d	e
		23	Arch Line (Displacement)	<b>A</b>	-	-	-	<b>A</b>
	Arch Rib Spandrel	13	Crack	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>
		24	Deteriorated (Loose )	<b>A</b>	-	-	-	<b>A</b>
Superstructure		18	Vegetation	<b>A</b>	-	-	-	<b>A</b>
		13	Crack	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>
		24	Deteriorated (Loose )	<b>A</b>	-	-	-	<b>A</b>
		18	Vegetation	<b>A</b>	-	-	-	<b>A</b>
		17	Scour	<b>A</b>	-	<b>A</b>	-	<b>A</b>
	Alaston Alba	12	Spall / Dela / Ex-Rebar	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>
Substructure	Abutment and Pier	13	Crack	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>
		18	Mud Deposition / Vegetation	<b>A</b>	-	-	-	<b>A</b>

The location of lowest/ worst damage degree shall be recorded in the "Location" in the Bridge Inspection Sheet.

The inspection will be done by many engineers and inspectors. And the grading of damage shall be done objectively. Considering the above, the record is simplified. In case the amount of information to be recorded is increased, the evaluations become complicated. Therefore, the consideration is given to simplify the information to be recorded and understandability of evaluation is improved. Although the record is simplified, degree of damage (from "a" to "e") shall be recorded to all members. The location of worst grade shall be recorded with check mark  $(\checkmark)$  on the Location in the Bridge Inspection Sheet. The record of damage shall be carried out at site in accordance with Attachment 1.

The methods on counting element, degree of damage (severity and extent), and grade of damage are detailed in Attachment 1. Inspection at site shall be carried out after understanding the contents of this manual and Attachment 1, fully.

In the bridge inspection, general observation for whole of bridge shall be executed to confirm any unusual condition.

If there is functional disorder of bridge by insufficient discharge area or traffic congestion due to bottleneck at bridge due to insufficient numbers of lanes, it shall be recorded in the "Remarks" in the Bridge Inspection Sheet.

And, the following situations shall be observed:

- Is there any scours on river bed? (Refer Damage No.17 in this manual)
- Is there any settlement of bridge surface?
- Is there any settlement / tilting of abutment or pier?
- Is there any unusual sound / vibration?
- Is there any damage that affects traffic safety of vehicles and pedestrian?

Such situations should also be recorded as "Remarks" in the Bridge Inspection Sheet.

#### 2.5 Calculation of Health Index (HI)

Health Index (HI) shall be calculated for each member, span and bridge based on the degree of damage on members.

- (1) HI of a member is a quantitative representation of soundness of the said member, which is determined as a result of visual inspection. Purposes of HI are as follows:
  - (a) to avoid any variations in soundness evaluations, which are conducted by different inspectors (standardization of soundness evaluation)
  - (b) to determine the necessity of repairs and calculation of standard repair cost in order to formulate a bridge maintenance, management & repair plan
  - HI of the span and the bridge that can be obtained by integrating HI of the members are taken as one of the indices for prioritization of repairs.
- (2) In this Manual, HI is a quantitative representation of performance and functions required for a concerned member. In other words, HI is considered as one hundred (100) at completion of construction (new construction). HI is considered as zero (0) when the initial performance and functions are degraded due to the damage, leading to some restrictions such as lane closures, loading restrictions and speed limit.

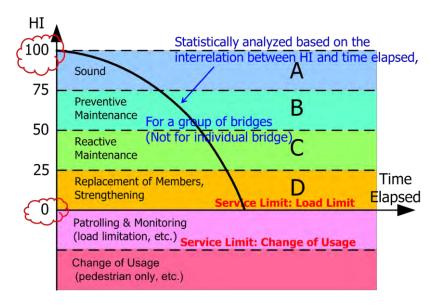


Figure 2.2 Diagram of HI Image

(3) HI shall be an aggregate total of the following 2 items: (a) Evaluation point of multiple damages based on the degree of damage (severity and extent), and (b) Weighing factor concerning the following evaluation items: significance of the damage type, significance of the member and significance of the structure

The method of calculation of HI is mentioned below:

- 1) Calculate Damage Point (DP) by adding the weighing factor based on the significance of the damage to the evaluation point according to the degree and extent of the damage on the member as observed at inspection.
- 2) Consider HI is 100 when the condition is absolutely sound with or without damage. Calculate HI by subtracting DP from 100.

Health Index (HI) = 
$$100 - \sum Damage Point (DP)$$

- 3) Calculate HI by integrating DP of each span and structure type, based on the DP of each member and weighing factor evaluated according to the significance of types of member and structure.
- 4) HI of the bridge shall be the minimum HI of its spans.
  Refer "Attachment-2 Calculation and Recording of Health Index (HI)" for more detailed procedure of HI calculation

HI introduced in this manual is a quantitative calculation as a result of visual inspections from a viewpoint of performance and functions of bridges. It must be noted that it does not show load capacity or durability of bridges.

2.6 Bridge Member Repair Cost Estimates

The cost for standard repair works shall be calculated based on the health index (HI).

(1) Repair can be divided into two (2) categories, which are (i) Repair method & cost depends on HI and (ii) Replacement of member depends on period of its durability or defect conditions found by inspection.

In this clause, the following concept is established:

Repair cost for substructure & superstructure excluding bearing is considered as the cost depending on HI. Repair cost for bridge surface and bearing is considered as the cost for replacement.

(2) The objective of calculation of cost for standard repair works is to confirm approximate repair scale on the bridges under operation & maintenance.

Although the cost for standard repair works can be decided in accordance with HI of member, there are various contents of damage even in same HI. It is noted that there is the possibility to make subsequent variations in each bridge's repair cost. In case actual repair cost estimate is required for each bridge separately, it is necessary to make cost estimation with breakdown of each cost item.

Regarding the detailed calculation method in this inspection, refer to Attachment 4- Standard Unit Rate of Bridge Under Repairs.

#### 2.7 Record of Inspection Results (Office Work)

After the inspection is executed, the inspection record prepared shall be entered in the system and the inventory shall be updated in the system as database.

Since inspection records at site become important data to execute practical operation & maintenance, it is necessary to record the inspection results whenever inspection is carried out.

Preparation of inspection report and record of inspection results shall be conducted in accordance with the following orders:

[In office work: before inspection]

- 1) To input basic data of bridge (location, dimensions and other data) into "Bridge Database System" and obtain a printout.
- 2) To print worksheet for inspection from "Bridge Inspection Support System"
- 3) To study and understand the outline of bridge and main points for inspection based on the previous data, and to execute the inspection. In the site inspection, the worksheet for inspection shall be used.

[In site works: inspection]

- 4) To carry out inspection. The results shall be recorded in the output of "Bridge Inspection Record Sheet" and the basic data shall be updated in the "Bridge Database System".
- 5) To update the inventory in "Bridge Database System".
- 6) To input inspection results into "Bridge Inspection Support System" with review of HI (A, B, C and D) using bridge diagnosis manual
- 7) To make the report by printing out the Inventory form and Inspection form from "Bridge Inspection Support System".

All the records will be registered in "Bridge Database System" automatically.

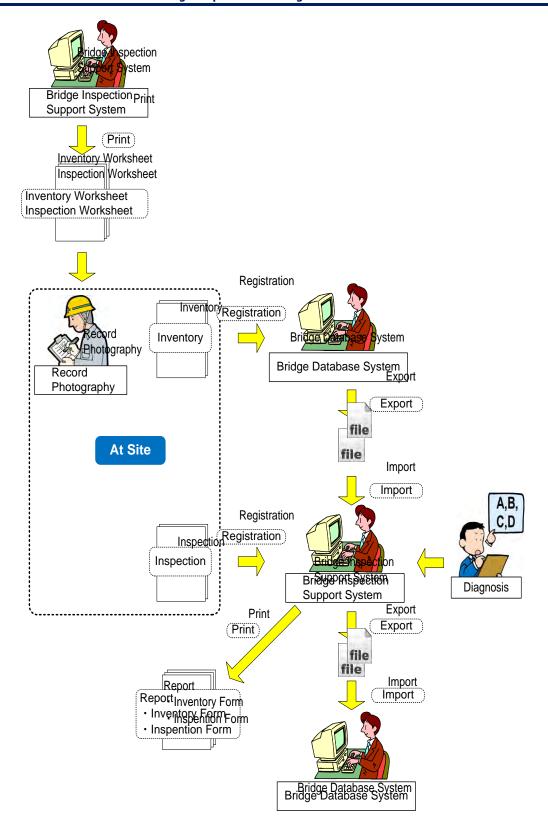


Figure 2.3 Record of Bridge Inspection Results

(Please refer BMS Operation Manual)

#### 2.8 Categorization of Bridge Soundness

Bridge Conditions shall be classified in to four (4) categories, depending on the health index (HI) as shown in the table 2.11.

Table 2.11 Bridge Soundness Classification

Categorization	HI (Reference)	Description
A	100 - 75	There is no lack of structure function.
В	75 - 50	Although there is no lack of structure function, it would be better to take action from preventive maintenance viewpoint.
С	50 - 25	There is the possibility that structure function will be a problem, and it is judged that early measure is required.
D	25 - 0	There is a problem in structure function or there is high possibility of defect of function at structure.  It is required to take quick measure.

- (1) Table 2.11 shows HI that is reference for categorization of bridge soundness. HI is to quantify the conditions of a bridge member, a span, an entire bridge to reduce the variations of evaluation results from person to person. Therefore, it is noted that the categorization shall not be decided by this HI (reference) only. At present, the categorization follows this table, but it is necessary to review after accumulated data is obtained based on the future periodic inspections.
- (2) As for the categorization of HI for each member, it shall be considered from the viewpoint of impact to the bridge function. Therefore, adequate technical evaluation with focus on damage conditions, cause of damage, and assumption of damage development is required. In order to review the classified categorization, it is recommended to refer to "Attachment 7 Sample for Categorization of Bridge Soundness".

#### 2.9 Emergency Actions

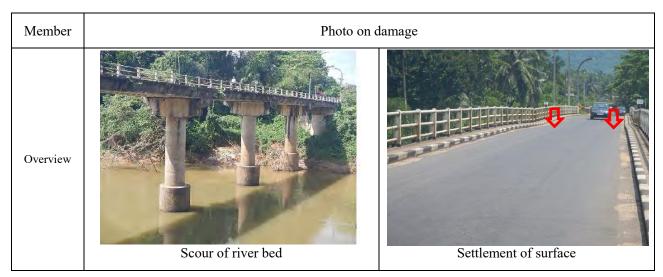
If any damage is detected at the inspection that requires immediate measures, the inspector shall report to BM&AU or EE so that necessary measures can be taken.

In the following cases, it is required to report immediately to BM&AU or EE so that necessary measures can be decided:

It is observed that the safety of bridge structure is seriously in question, after considering several aspects together such as importance of member or development of damage that impacts on the function of the Bridge. There is a possibility to cause obstruction to vehicles or pedestrians.

Practical sample which requires immediate measures is as follows, and it needs temporary support by bent or saddle, installation of steel plate, traffic restriction (speed, number of carriageway, closing traffic and etc.): detailed explanation is shown in Attachment of diagnosis.

- Possibility of falling bridge due to serious damage of superstructure or substructure
- Possibility of falling pedestrian or vehicles from road surface due to lack of handrail or guardrail
- Possibility to damages to vehicles or driving hazards due to serious damage to expansion joint
- Possibility of falling concrete block from curb, handrail, or deck slab will cause damages to vehicles or pedestrians beneath the bridge
- Possibility of road surface subsidence due to serious damage of deck slab
- Unusual noise and vibration occurs at inspected girder or deck, and it affects the residents of near vicinity of the bridge



**Photo 2.2** Damage to the Whole Bridge

The purpose of such type of measures is only to improve partially some functions of members of the bridge, but not to improve total soundness of the bridge. Therefore, the periodic inspection shall be planned after securing the safety of bridge by these countermeasures.

In order to give a subjective viewpoint judgement, it is recommended that BM&AU and EE shall refer to Attachment 6: "Description and Examples in need of Emergency Actions".

Table At 1-1 Damage, Status Progress of Damage and Grade of Damage Bridge Surface

Note: The threshold value is reference.

			Status Proore	s of Damage						Grade of dar	naore				_	
Damage	0,2	Severity of damage (	Y)	E	stent of damage (Z)	(0)11 0	(37)	q	6		É	Р	É	Φ-	Basic Concept of Element	Š.
Type		Middle(M)	Small (S) slab is covered by	Large(L)	Middle (M)	Small(S)	(Y) (Z)	8	(7)	(X)	(Z) s	( <del>X</del> )	9			
1 Pothole	exposed slab, Depth ≥ 50mm	_	asphalt, Depth < 50mm	Dia $\geq 0.2m$	-	Dia < 0.2m	Not Exist	_	_	S	r s	_	_	r s		1
2 Pavement Crack	-	-	-	_	-	-	Not Exist	_	_	Crack width < 5mm	5mm	-	_	Crack width ≥ 5mm	9 in holizontal plane	2
П	메라 <u>&gt;</u> 30mm	-	30 > [L] [L] <u>&gt;</u> 20mm	1	1	1	Not Exist	1	1	S	1	1	1	П,	1 1	3
4 Waving 5 Demans on Evnancion joint	1	-	1 1	1 1	1 1	1 1	Not Exist	1 1	1 1	20mm > III	-	1 1	1 1	⊞th≥20mm Fvist		4 v
_			1	1 1			Not Exist	1	1	Gap H > 20	Jmm		1	20mm > Gap H	Percentage in length (100)	9
Damage on Drainage	1	1	1	1	1	1	Not Exist	1	1	. 1	1	1	1	Exist	Percentage in numbers (100)	Ħ
Damages on Service I	1	-	ı	ı	I	ı	Not Exist	I	1	ı	1	I	1	Exist	Percentage in length (100)	∞ 0
$\neg$	1 1	1 1	1 1	1 1	1 1	1 1	Not Exist	1 1	1 1		1 1		1 1	Exist		۷ ا
11 Approach Bank / River Bank		1	1		1 1		Not Exist	1 1	1 1	1 1	1 1	1 1	1	Exist	3 in transverse direction	= =
Bridge Structure				· z	Note: The threshold value is reference	alue is reference.										
Датаве			Status Progress of Damage	١					-	Grade of damage	nage					$\vdash$
Time	S I orea(I)	severity of damage (	Y)	E E	stent of damage (Z)	Small(S)	(V) a	а - - - -	(6)	0	(2)	р (2)	(2)	(A)	Basic Concept of Element	Š
NO. 19pe 12 Spall / Dela / Ex-Rebar	Large(L) Note: Ir	(L) MIGGIE(M) SMBIL(S) LAPPE(L) MIGGIE(M) SM Note: In case this damage is found with grade c, d and e, the same grade shall be given to No.13 Crack.	ound with grade c, d a	Large(L)	hall be given to No.13	Small(S) 3 Crack.	(I) (Z) Not Exist	(I)	(7)	Spall without ex-rebar	(Z)	(Y) (Z)  Ex-rebar with slight corrosion	(Z) corrosion	(x) (Z) Ex-rebar with remarkable corrosion or broken re-bar. Or	PSC-PRE: numbers of girder	12
				,	,			-				-		dela		
Crack (PC)	Width ≥ 0.2mm	0.2mm > Width <u>&gt;</u> 0.1mm	Width < 0.1mm	Interval ≤ 50cm	ı	Interval > 50cm	Not Exist	S	s	S M	L S	M	LS	Т	holizontal plane PSC-POS, RCS-RCB: main beam divided by cross beam	
13 Crack (RC)	Width ≥ 0.3mm	0.3mm > Width > 0.2mm	Width < 0.2mm	Interval ≤ 50cm	ı	Interval > 50cm	Not Exist	s	s	S M	r S	M	LS	Т	Substructure: 9 in vertical plane	13
Crack (Arch: stone)	Width ≥ 30mm	30mm > Width >	Width < 10 mm	Water leak	ı	No water leak	Not Exist	S	s	s X	L	M J	L S	T	Arch rib: 9 in holizontal plane Spandrel: 6 outside of 9.	9
14 Damage on Anchorage	I	1	1	I	1	-	Not Exist	1	ı	Crack on plug concrete	ncrete	1	1	Trace of rust, Broken plug concrete etc.	e Numbers of girder	14
15 Water Leakage from Expansion Joint	Joint –	1	-	1	I	-	Not Exist	1	1	Exist		1	1	Extreme	Persentage of length or numbers	15
16 Damage on Bridge Bearing	1	ı	ı	1	I	ı	Not Exist	1	°O –	Corrosion of bearing, crack of bearing seat concrete	ack of bearing te	-	_	Broken, loss of function	(100)	16
17 Scour	1	ı	1	1	1	1	Not Exist	ı	ds –	Spread and piled: Surround of footing but not under footing Caisson: < width of caisson	ound of footing footing of caisson	ı	ı	Spread and Piled: Under footing Caisson: \( \geq \) width of caisson		17
18 Mud Deposition / Vegetation	ı	ı	ı	ı	I	ı	Not Exist	ı	ı	ı	1	ı	1	Exist	Truss, Steel: Girder divided by cross beam Substructure: 9 in vertical	18
Paint Degradation (Steel girder)	ı	-	-	-	1	_	A PART PART A			iscoloring on top co	at or partial			Loss of paint film > 50% of		2
Paint Degradation (Truss)	1	-	-	1	1	_	NOT EXIST			delamination of paint film	aint film			elements or dot rust exists		61
Corrosion (Steel girder) 20 Corrosion (Truss)	Section Loss (Corrosion)	ı	Rust	Surface area > 1/2 of element	I	Surface area < 1/2 of element	Not Exist	s	S	s	T	Т	s	Т	Girder divided by cross beam/ lateran bracing	ν 20
21 Damage (Rivet / HSFG)	1	ı	ı	1	ı	1	Not Exist	ı	Š I	Nos of loose or lost bolt < 5% of bolt group	< 5% of bolt	ı	Z	Nos of loose or lost bolt $\geq 5\%$ of bolt group	olt	21
	S	Status	B		q		c		p				٥			
	1 way crack (Cracks are mainly one way)		Not 1	Not Exist	Min interval > about 1m and Max w < 0.05mm (hair crack)	t 1m and hair crack)	Interval any and Mainly w < 0.1 mm (w>0.1 partly )	Interval any and Mainly max w < 0.2mm (w > 0.2mm partly)		Interval any and Mainly max w < 0.2mm (w 0.2mm partly)	٨	Interval any and Many w > 0.2mm (broken crack edge is observed)		Interval any and Many w > 0.2mm (broken crack edge is observed) or dela or other serious damage such as broken slab	·	
Damage on Deck Slab (RC)		Water leak/ free lime	No water leak	er leak	No water leak	r leak	No water leak	No water leak	ak	Water leak	×	No water leak		Water leak		
22	2 way crack (Cracks are cell patern)		I		l		Cell pattern size > about 0.5m and Mainly w < 0.1mm (w>0.1 partly	Cell pattern size 0.5m - 0.2m and Mainly w < 0.2mm (w>0.2 partly )		Cell pattern size any and Mainly w < 0.2mm (w>0.2 partly)		Cell pattern size $\leq 0.2m$ and Many $w > 0.2mm$ (broken crack edge is observed)		Cell pattern size any and Many w ≥ 0.2mm (broken crack edge is observed) or dela or other serious damage such as broken slab	cross beam. Add 1 element for cantilever slab.	22
		Water leak/ free lime	1	1	1		No water leak	No water leak	ak	Water leak	v	No water leak	ık	Water leak		
Damage on Deck Slab (Steel)	ı	_	_	-	-	_	Not Exist	Surface rust and no water leak	water leak	Surface rust and water leak		Loss of section and slight water leak		Loss of section and remarkable water leak or other serious damage such as crack of steel	s	
23 Arch Line (Displacement)	-	-	_	_	1	_	Not Exist	_	_	_	_	_		Exist	1, exist or not exist	23
24 Deteriorated (Loose )	1	-	-	-	1	_	Not Exist	1	1	1	1	1	1	Exist	Arch rib: 9 in holizontal plane Spandrel: 6 out side of 9	e 24

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Table At 1-2 Damage, Grade of Damage and Concept of Element

#### Notes:

- ②: Quantity of elements are easy to calculate. The ratio of each grade of damage shall be recorded.
- O: Quantity of elements are not easy to calculate. The percentage of each grade of damage shall be recorded.
- Quantity of elements is not easy to calculate. The ratio of each grade of damage shall be recorded by 9 elements, 6 elements or 1 element.
- No need to record.

#### Bridge Surface

Bridge Surface	N 1		Damage		Grad	e of Da	ımage		D C fElt
Component	Member	No.	Туре	a	b	c	d	e	Basic Concept of Element
		1	Pothole	<b>A</b>	-	<b>A</b>	-	<b>A</b>	9 elements in horizontal plane
	Pavement	2	Pavement Crack	<b>A</b>	-	<b>A</b>	-	<b>A</b>	
	ravement	3	Rutting	<b>A</b>	1	•	-	<b></b>	
		4	Waving	<b>A</b>	1	•	-	•	
	Expansion Joint	5	Damage on Expansion joint	0	1	-	-	0	Percentage of damage in length
	Expansion Joint	6	Difference in Levels	0	•	0	-	0	refeelitage of damage in length
Bridge Surface	Accessories	7	Damage on Drainage	0	1	-	-	0	Percentage of damage in numbers of drainage on catch basin
	riceessories	8	Damages on Service Duct	0	-	-	-	0	Percentage of damage in length
		9	Damages on Railing / Parapet	0	-	-	-	0	
	Approaches	10	Settlement of Surface	<b>A</b>	-	-	-	<b>A</b>	divided by 3 in the transverse
	Approactics	11	Approach Bank / River Bank	<b>A</b>	-	-	-	<b>A</b>	direction

#### Bridge Structure (PSC-PRE)

Component	Member		Damage		Grade	e of Da	mage		Concept of Element
Component	Member	No.	Туре	a	b	с	d	e	Concept of Element
		12	Spall / Dela / Ex-Rebar	0	0	0	0	0	numbers of girder
Superstructure	Main Beam	13	Crack	0	0	0	0	0	
		14	Damage on Anchorage	0	ı	0	1	0	
Bridge Bearing	Bridge Bearing	15	Water Leakage from Expansion Joint	0	-	0	-	0	Percentage of damage in length
Bridge Bearing	Bridge Bearing	16	Damage on Bridge Bearing	0	ı	0	1	0	or numbers of bearing
		17	Scour	<b>A</b>	-	<b>A</b>	-	<b>A</b>	1 element, exist or not exist
Substructure	Abutment and Pier	12	Spall / Dela / Ex-Rebar						
Substructure	Abdiment and Fier	13	Crack	<b>A</b>	•	•	•	<b>A</b>	9 elements in vertical plane
		18	Mud Deposition / Vegetation	<b>A</b>	-	-	-	<b>A</b>	

#### Bridge Structure (RC-S)

Bridge Structure (F	1 1								
Component	Member		Damage		Grade	e of Da	ımage		Concept of Element
Component	Wichioci	No.	Туре	a	b	c	d	e	Concept of Element
Superstructure	Deck Slab	12	Spall / Dela / Ex-Rebar	•	•	•	•	•	9 elements in horizontal plane
Superstructure	Deck State	13	Crack	•	•	•	•	•	
Bridge Bearing	Bridge Bearing	15	Water Leakage from Expansion Joint	0	-	0	-	0	Percentage of damage in length
Bridge Bearing	Bridge Bearing	16	Damage on Bridge Bearing	0	ı	0	ı	0	or numbers of bearing
		17	Scour		ı		ı	•	1 element, exist or not exist
Substructure	Abutment and Pier	12	Spall / Dela / Ex-Rebar						
Substructure	Abutilient and Fiel	13	Crack	<b>A</b>	<b>A</b>		<b>A</b>	<b>A</b>	9 elements in vertical plane
		18	Mud Deposition / Vegetation	<b>A</b>	-	-	-	<b>A</b>	

Bridge Structure (PSC-POS,RCS-RCB)

Component	Member		Damage		Grade	e of Da	mage		Concept of Element	
Component	Member	No.	To. Type		b	с	d	e	Concept of Element	
		12	Spall / Dela / Ex-Rebar	0	0	0	0	0	Main beam divided by Cross	
	Main Beam	13	Crack	0	0	0	0	0	Beam	
		14	Damage on Anchorage	0	ı	0	ı	0	Numbers of girder	
Superstructure	Deck Slab	12	Spall / Dela / Ex-Rebar	0	0	0	0	0	Slab divided by girder and	
	Deck State		Crack	0	0	0	0	0	cross beam	
	Diaphragm	12	Spall / Dela / Ex-Rebar	0	0	0	0	0	Cross beam divided by main	
	Diapinagin	13	Crack	0	0	0	0	0	girder	
Bridge Bearing	Bridge Bearing	15	Water Leakage from Expansion Joint	0	-	0	-	0	Percentage of damage in length	
Bridge Bearing	Bridge Bearing	16	Damage on Bridge Bearing	0	1	0	-	0	or numbers of bearing	
		17	Scour		ı	•	ı	•	1 element, exist or not exist	
Substructure	Abutment and Pier	12	Spall / Dela / Ex-Rebar		•	•			9 elements in vertical plane	
Substructure	Abutilient and Fiel	13	Crack	<b>A</b>	•	<b>A</b>	<b>A</b>	<b>A</b>		
		18	Mud Deposition / Vegetation	<b>A</b>	-	-	-	<b>A</b>		

Bridge Structure (Box Bridge)

Component	Member		Damage Grad				ımage		Concept of Element
Component	Wichioci	No.	Туре	a	b	с	d	e	Concept of Element
Superstructure	Deck Slab	12	Spall / Dela / Ex-Rebar	•	•	•	•	•	9 elements in horizontal plane
Superstructure	Deck Slau	13	Crack	•	•	•	•	•	9 elements in norizontal plane
		17	Scour	<b>A</b>	-	<b>A</b>	-	<b>A</b>	1 element, exist or not exist
Substructure	Abutment and Pier	12	Spall / Dela / Ex-Rebar	<b></b>	<b>A</b>	<b>A</b>	<b>A</b>	•	9 elements in vertical plane
		13	Crack	•	•	•	•	•	9 elements in vertical plane

Bridge Structure (Truss Bridge)

Commonant	Member		Damage	Grade of Damage					Concept of Element
Component	Member	No.	Туре	a	ь	с	d	e	Concept of Element
		19	Paint Degradation	0	0	0	0	0	girder divided by cross
	Main Beam	20	Corrosion	0	0	0	0	0	beam/lateral bracing
	Main Beam	21	Damage (Rivet / HSFG)	0	-	0	-	0	
Superstructure		18	Mud Deposition / Vegetation	0	-	-	-	0	
1	Deck Slab	22	Damage on Deck Slab (Steel)/(RC)	0	0	0	0	(O)	Slab divided by girder and cross beam
	Cross Beam	20	Corrosion	0	0	0	0	0	Cross beam divided by main
	Closs Bealli	21	Damage (Rivet / HSFG)	0	-	0	-	0	girder
Bridge Bearing	Bridge Bearing	15	Water Leakage from Expansion Joint	0	-	0	-	0	Percentage of damage in length
Bridge Bearing	Bridge Bearing	16	Damage on Bridge Bearing	0	-	0	-	0	or numbers of bearing
		17	Scour	<b>A</b>	-	<b>A</b>	-	<b>A</b>	1 element, exist or not exist
Substructure	Abutment and Pier	12	Spall / Dela / Ex-Rebar	<b>A</b>	<b>A</b>	•	•	<b>A</b>	9 elements in vertical plane
Substructure	Adding and Pier	13	Crack	<b>A</b>				<b>A</b>	
		18	Mud Deposition / Vegetation	<b>A</b>	-	-	-	<b>A</b>	

Bridge Structure (Steel Bridge)

Commonant	Member		Damage		Grade	of Da	mage		Concept of Element
Component	Member	No.	o. Type a		b	с	d	e	Concept of Element
		19	Paint Degradation	0	0	0	0	0	girder divided by cross
	Main Beam	20	Corrosion	0	0	0	0	0	beam/lateral bracing
	Main Beam	21	Damage (Rivet / HSFG)	0	ı	0	1	0	
Superstructure		18	Mud Deposition / Vegetation	0	ı	1	1	0	
	Deck Slab	22	Damage on Deck Slab (Steel)/(RC)	0	0	0	0	0	Slab divided by girder and cross beam
	Cross Beam	20	Corrosion	0	0	0	0		Cross beam divided by main
	Closs Bealii	21	Damage (Rivet / HSFG)	0	ı	0	1	0	girder
Bridge Bearing	Bridge Bearing	15	Water Leakage from Expansion Joint	0	-	0	-	0	Percentage of damage in length
Bridge Bearing	Bridge Bearing	16	Damage on Bridge Bearing	0	ı	0	1	0	or numbers of bearing
		17	Scour	•	-	•	-	•	1 element, exist or not exist
Substructure	Abutment and Pier	12	Spall / Dela / Ex-Rebar	<b>A</b>	<b>A</b>	•	•		9 elements in vertical plane
Substructure	Additiont and Pier-		Crack	<b>A</b>				<b>A</b>	
		18	Mud Deposition / Vegetation		1	1	1		

Bridge Structure (Arch Bridge)

Commonant	Member		Damage	Damage Grade of Damage					
Component	Member	No.	Туре	a	b	с	d	e	Concept of Element
		23	Arch Line (Displacement)	•	-	-	-	<b>A</b>	1 element, exist or not exist
	Arch Rib	13	Crack	•	•	<b>A</b>	•	<b>A</b>	
	Alch Kib	24	Deteriorated (Loose )	•	-	ı	ı	•	9 elements in horizontal plane
Superstructure		18	Vegetation	•	-	ı	ı	•	
		13	Crack	•	•	<b>A</b>	•	<b>A</b>	Out sides of 6 elements in 9
	Spandrel	24	Deteriorated (Loose )	•	-	ı	ı	•	elements
		18	Vegetation	•	-	ı	ı	•	
		17	Scour	•	-	•	1	•	1 element, exist or not exist
Substructure	Abutment and Pier	12	Spall / Dela / Ex-Rebar	•	<b>A</b>	•	•	•	9 elements in vertical plane
Substructure	Abument and I fer	13	Crack	<b>A</b>	<b>A</b>		•	•	
		18	Mud Deposition / Vegetation	•	-	-	-		

Table At 1	Table At 1-3 Selection of Kind of Damage							
	M	OC 88		M	ILIT14			This Manual
Material		Damage	Material	No	Damage	Material	No	Damage
Bridge Sur	face							
Others	17	Pothole	Others	15	Abnormality of pavement	Others	1	Pothole
Others	18	Pavement crack	Others	15	Abnormality of pavement	Others	2	Pavement crack
Others	19	Rutting				Others	3	Rutting
Others	16	Gap/ Corrugation	Others	14	凹凸of pavement surface	Others	4	Waving
Others	15	Abnormality of girder end space	Others	13	Abnormality of girder end space	Others	5	Damage on Expansion Joint
Others	16	Gap/ Corrugation				Others	6	Difference in Level
Common	27	Sedimentation of soil	Common	24	Sedimentation of soil	Common	7	Damage on Drainage
Steel	5	Break	Steel	4	Break	Common	8	Damage on Service Duct
Steel	5	Break	Steel	4	Break	Common	9	Damage on Railing/ Parapet
						Others	10	Settlement of Surface
						Others	11	Approach Bank River Bank
Bridge Stru								
Concrete		Spall/ Ex-Rebar	Concrete	7	Spall/ Ex-Rebar	Concrete	12	Spall/ Dela/ Ex-Rebar
Concrete	10	Honeycomb/ Void						•
			Concrete	12	Delamination			
Concrete	7	Crack	Concrete	6	Crack	Concrete	13	Crack
C			C	18	Abnormality of	C	1.4	Daniel S A in all a in a
Common			Common	18	anchorage	Common	14	Damage of Anchorage
~		Water leak/	~	•	Water leak/	_		Water Leakage from Expansion
Common	22	stagnancy	Common	20	stagnancy	Common	15	Joint
		stagnancy			Function damage of			
			Others	16	bridge bearing	Common	16	Damage on Bridge Bearing
Common	31	Scour	Common	26	Scour	Common	17	Scour
Common			Common	24	Sedimentation of soil	Common	18	Mud Deposition/ Vegetation
Steel		Degradation of Paint	Steel	5	Degradation of rust proof	Steel	19	Paint Degradation
Steel	1	Corrosion	Steel	1	Corrosion	Steel	20	Corrosion
Steel	2	Crack	Steel	2	Crack			
Steel		Break	Steel	4	Break			
Steel		Loose	Steel	3	Loose/ Fallen			_
20001	4	Fallen	21001		Loose Tunen	Steel	21	Damage (Rivet/ HSFG)
Concrete		Free lime	Concrete	8	Water leak/ Free lime	Concrete	22	Damage on Deck Slab (RC)
Concrete	12	Broken slab	Concrete	9	Broken slab	1		
Concrete		Crack of deck slab	Concrete	11	Crack of deck slab	1		
Concrete		Clack of acck side	Concrete	12	Delamination			
Steel	1	Corrosion	Steel	1	Corrosion	Steel	2.2.	Damage on Deck Slab (Steel)
Steel	2	Crack	Steel	2	Crack			
Common		Abnormal	Common	22	Abnormal	Others	23	Arch Line (Displacement)
						Others	24	
Concrete	13	Repair by steel plate	Common	10	Damage on repaired			Evaluation method of No.1 to
Concrete	13		Common	10	reinforced member			No.24 shall be applied.
Concrete	11	Worn down/ erosion						Not considered.
Others	20	Others	Others	17	Others			Not considered.
Comme	21	Change color/	Comme	19	Change color/			Not considered
Common	∠1	deterioration	Common	19	deterioration			Not considered.
Common	23	Abnormal sound	Cor	21	Abnormal sound/			
Common		Abnormal vibration	Common	21	vibration			
Common		Abnormal deflection	Common	22	Abnormal deflection	1		These damages shall be recorded
Common		Deformation			Deformation and	1		_
		Lack of structural	Common	23	lack of structural	Others	25	in the Remarks of Bridge
Common	32	member			member			Inspection Sheet and
Common		Settlement	Common		Settlement/	1		photographs shall be taken.
Common		Movement	Common	25	Movement/			
Common		Inclination	Common		Inclination			
Common	50	III CIIII GUI OII			monnauon			

# Attachment 1 Guideline for Development of Bridge Inspection Record Sheets (Example)

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#### Introduction

Attachment 1 shows the way of recording of a damage, observed on the structure member at periodic inspections.

#### 1. Damage Evaluation System

It is necessary to evaluate the degree of damage quantitatively, specially focused on severity and extent of damage.

The extent of damage towards whole member will be recorded as the number of total damaged element / Total elements, which is related to Soundness Index and scale of repair work.

Quantitative evaluation and damage recording should be done at the site. The damage between different members is described as weighing for calculation. Actual value of weighing factor was surveyed through the recommendation of RDA by AHP method, the data will be digitalized.

For example, in the case of rust, distinguishing evaluation of rusted point and section loss due to the severity of rusting including degree of damage, evaluated by Extent / Severity. Severity is a concept which describes the degree of damage by depth or vertically. However, it is not a procedure to measure the depth, and information should be collected through eye observation.

2. The system of evaluation and recording of damage, to be expanded it to whole members. (Unit of member and Marking on the diagram)

Use of Inspection Support System, will save time of inspection work & make the work more standardized and easy to prepare inspection records. Records of inspection will be entered into the database which could be utilized as a planning and management tool.

#### • Worksheet for Site Work

Blank inspection worksheet can be printed from the inspection support system and taken to the site. On the worksheet each type of damage will be recorded. Damaged unit number and the location will be recorded too. After the inspection has been completed the data can be entered into the system by another person in order to save time.

On the worksheet each type of damage will be recorded, damaged unit number and the location, inspect for damages all over the structure to ascertain that all the damages have been identified and information taken. After inspection, data input to the system could be done by a person other than the inspector, in order to save time.

#### • Marking the Diagram

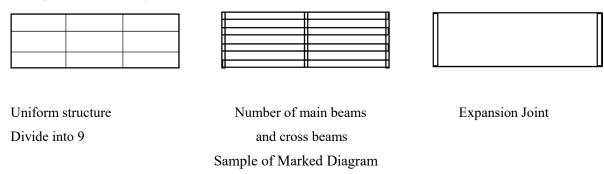
The purpose of marking the diagram is to confirm the damage at the site, to evaluate degree and the cause of damage.

The basic pattern of marking a diagram is 9 divisions of each member. Because the cause of damage due to external force (shearing forces on mid span and at support, bending moment, Impact etc.) through span section force is different, divide marking into 3 parts in span direction.

In the width direction, outer side and inner side, the loading condition or environmental conditions are different, then divide in to 3 parts in transverse direction of the bridge is required.

Therefore marking diagrams of members are divided into 9. Shapes of diagrams are different: as uniformed structures are divided into 9 parts, girder bridges are divided into number of main beams and cross beams.

Example of marked diagram is shown below.

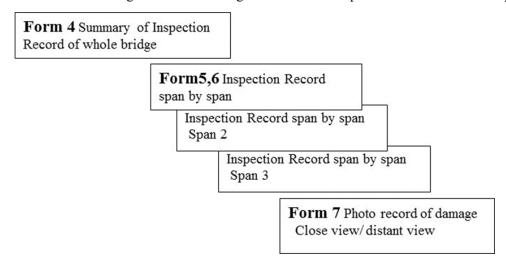


#### 3. Inspection Record Form

Inspection form is prepared for time saving and standardizing;

It is also useful to understand the condition of the whole bridge in general. Prepare a record for the whole bridge and record for each span separately.

- Form 4 Summary sheet of Inspection Record for the whole bridge: Soundness index, classification of soundness, standard repair cost for each span/member. As a result, low soundness span or members can be easily found out.
- Form 5 &6, Inspection Record of each span: record of damage objectively/mark the diagram (Confirm damage at site, evaluation of progress of damage, estimation of cost of damage)
- Form 7 Photo record of damage: For each damage close and distant photos are taken for record purposes.



Components of Inspection record

#### A. Bridge Surface

#### A.1 Pavement

#### No.1 Pothole

#### (1) General Conditions and Features of Damage

Pothole is bowl-shaped; holes of various sizes in the asphalt pavement surface. The standard thickness of asphalt pavement is 50mm. In case the damage reaches to the slab, this will be the cause of water leakage to slab concrete/ steel deck.

Pothole will have the possibility to cause and develop cracks in the pavement. If pavement cracks caused are observed during the inspection of potholes, such pavement cracks shall be recorded at the same time.

Although the pothole had been repaired, the slab underneath the damage shall be checked.

#### (2) Relation with other Damages

No.2 Pavement Crack

No.12 Spall/ Dela/ Ex-Rebar

No.22 Damage on Deck Slab

#### (3) Evaluation on Grade of Damage

Basically, the grade of damage shall be calculated by the combination of severity and extent of damage.

#### i) Evaluation on Grade of Damage

Grade of	General Condition						
Damage	Severity of damage	Extent of damage					
a	Not E	Exist					
b	-	-					
С	Small	Small, Large					
d	-	-					
e	Large	Large, Small					

# ii) General Condition on Status of Progress of Damage

Note: The threshold value is for reference only.

#### a) Severity of Damage

Classification	General Condition
Large	Deck slab is exposed. Depth of pot hole is 50mm or more.
Small	Deck slab is not exposed. Depth of pot hole is less than 50mm.

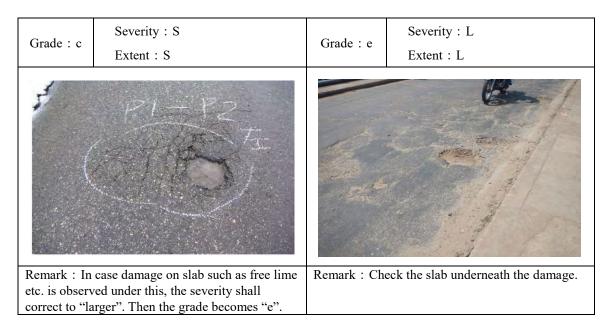
Note: The standard thickness of asphalt pavement is 50mm in Sri Lanka. In case the pavement is thinner than 50mm due to rutting and wearing and deck slab is exposed, the classification is "large".

#### b) Extent of Damage

Classification	General Condition			
Large	Pothole on pavement, size of pot hole is nearly 0.2m in diameter and more			
Small	Pothole on pavement, size of pot hole is less than 0.2m.in diameter			

Note: In case there are many potholes in one element, the pot hole with the largest diameter shall be the target.

#### (4) Sample of Damage

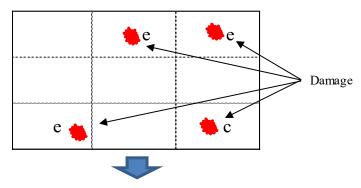


# (5) Recording of Damage

The total numbers of elements are  $9 (\sum = 9)$  in plane.

As for the target of recording damage, grade of damage "a, c, e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.

The location of worst grade shall be recorded with check mark  $(\checkmark)$  on the Location in the Bridge Inspection Sheet.



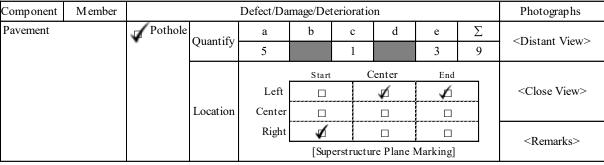


Figure 1 Pothole

The damage shall be marked on the surface of bridge component/ member and recorded by camera.

- Close by photo of worst damage. Measuring tape shall be used to show scale of damage.
- Far photo which covers above.

#### No.2 Pavement Crack

#### (1) General Conditions and Features of Damage

Cracks that are predominantly perpendicular to or along the pavement centerline and are not located over joints in underlying concrete pavements.

In some cases, one way crack extends to 2 ways crack (square block type crack). In case the damage is 2 way crack and the crack width is more than 0.5mm, there is a possibility that deck slab underneath the pavement crack has damaged due to leakage of water from the pavement crack. Due to stage construction of pavement, there may be 1 way crack with wider width. Therefore, deck slab shall also be checked in this instance. In some cases, Pavement crack and Pothole can be observed at the same time. (Refer Damage No.1 Pothole)

#### (2) Relation with Other Damage

No.1 Pothole

No.12 Spall/ Dela/ Ex-Rebar

No.22 Damage on Deck Slab

#### (3) Evaluation on Grade of Damage

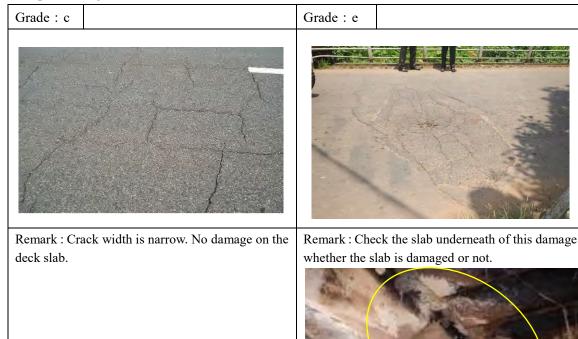
Basically, the grade of damage shall be evaluated by general condition considering severity and extent of element. The extent of damage to member shall be considered by the ratio of each element damaged and total of elements.

Note: The threshold value is reference only.

Grade of Damage	General Condition
a	Not Exist
ь	-
c	Pavement crack width is less than about 5mm.
d	-
e	Pavement crack width is about 5mm and more.

Note: In general, the width of pavement crack is less than 5mm. In case the crack width is more than 5mm, the deck slab shall be checked from bottom side of the slab if the deck slab has damaged.

# (4) Sample Damage



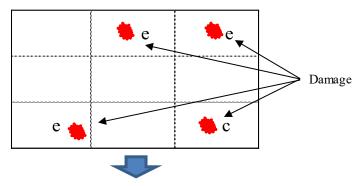


# (5) Record of damage

The total numbers of elements are  $9 (\sum = 9)$  in plane.

As for the target of recording damage, grade of damage "a, c, e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.

The location of worst grade shall be recorded with check mark ( $\checkmark$ ) on the Location in the Bridge Inspection Sheet.



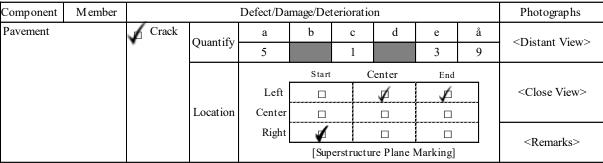


Figure 2 Pavement Crack

The damage shall be marked on the surface of bridge component/ member and recorded by camera.

- Close by photo of worst damage. Measuring tape shall be applied when photo is taken to show scale of damage.
- Far photo which covers above.

# No.3 Rutting

#### (1) General Conditions and Features of Damage

Rutting is a longitudinal surface depression of pavement caused by wheel path. In case the rutting exists on bridge surface, the water stagnating on the rutting splash onto moving vehicles and pedestrians.

Rutting with level difference less than 20mm is not considered as a damage

#### (2) Relation with Other Damage

Not Applicable

# (3) Evaluation on Grade of Damage

Basically, the grade of damage shall be calculated by the combination of severity and extent of damage.

#### i) Evaluation on grade of damage

Grade of	General Condition				
Damage	Severity of damage	Extent of damage			
a	Not Existed				
b	-	-			
С	Small	-			
d	-	-			
e	Large	-			

#### ii) General Condition on Status Progress of Damage

Note: The threshold value is reference only.

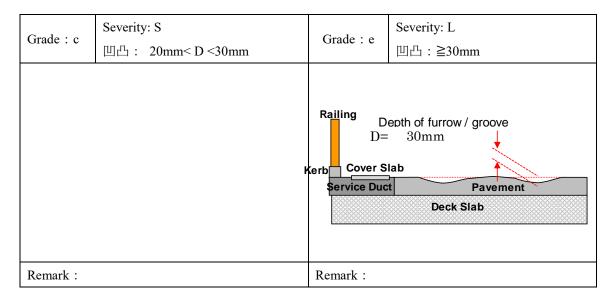
#### a) Severity of damage

Classification	General Condition			
Large	Difference in level (凹凸) is about 30mm or more.			
Small	Difference in level (凹凸) is between 20 and 30 mm			

# b) Extent of damage

Classification	General Condition			
Large	Not Applicable			
Small	Not Applicable			

# (4) Sample of Damage

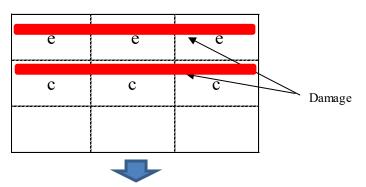


# (5) Record of Damage

The total numbers of elements are  $9 (\sum = 9)$  in plane.

As for the target of recording damage, grade of damage "a, c, e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.

The location of worst grade shall be recorded with check mark  $(\checkmark)$  on the Location in the Bridge Inspection Sheet.



Component	M ember		Defect/Damage/Deterioration					Photographs			
Pavement		$\checkmark$	Rutting	Quantify	a	b	c	d	e	å	<distant view=""></distant>
				Quantity	3		3		3	9	- Distant view>
						Start	(	Center	End		
					Left	⊮		₹	≠		<close view=""></close>
				Location	Center						
					Right						<remarks></remarks>
					[Superstructure Plane Marking]				\\Ciliai Ks>		

Figure 3 Rutting

The damage shall be marked on the surface of the bridge component/ member and recorded by camera.

 Close by photo of worst damage. Measuring tape shall be applied when photo is taken to show scale of damage.

Far photo which covers above.

(6) Other Key Points

Not Applicable

#### No.4 Waving

#### (1) General Conditions and Features of Damage

The unevenness or the difference in level in the transverse direction of bridge that creates an impact to running vehicles. As a result, the damage increases impact force to bridge components and members.

# (2) Relation with other Damage

Not Applicable

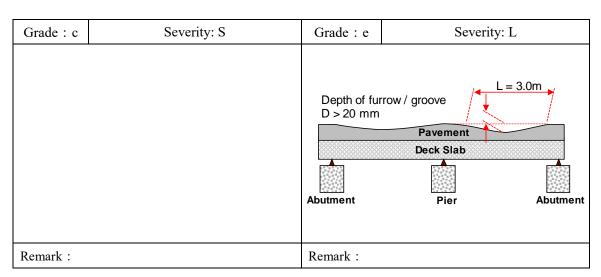
# (3) Evaluation on Grade of Damage

Basically, the grade of damage shall be evaluated by general condition considering severity and extent of element. The extent of damage to a member shall be considered by the ratio of each element damaged and total of elements.

Note: The threshold value is reference only.

Grade of Damage	General Condition
a	Not Exist
b	-
С	Difference in level (凹凸) is less than about 20mm.
d	-
e	Difference in level (凹凸) is about 20mm or more.

# (4) Sample of damage

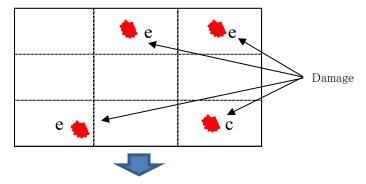


#### (5) Record of Damage

The total numbers of elements are  $9 (\sum = 9)$  in plane.

As for the target of recording damage, grade of damage "a, c, e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.

The location of worst grade shall be recorded with check mark  $(\checkmark)$  on the Location in the Bridge Inspection Sheet.



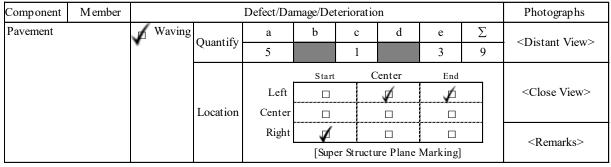


Figure 4 Waving

The damage shall be marked on the surface of bridge component/ member and recorded by camera.

- Close by photo of worst damage. Measuring tape shall be applied when photo is taken to show scale of damage.
- Far photo which covers above.

# (6) Other key points

Not Applicable

#### No.5 Damage on Expansion Joint

#### (1) General conditions and Features of Damage

Damage of expansion of body itself, bolts or dummy joint.

In case the expansion joint is damaged, rain water will damage bridge bearing (damage No. 15 and 16), concrete main girder (refer Damage No.12, 13 and 14), steel structure (refer Damage No.19, 20 and 21), and deck slab (refer Damage No.22).

#### (2) Relation with other Damage

No.6 Difference in Level

No.15 Water Leakage from Expansion Joint and No.16 Damage on Bridge Bearing

No.12 Spall/ Dela/ Ex-Rebar, No.13 Crack and No.14 Damage on Anchorage

No. 19 Paint Degradation and No.20 Corrosion

No. 22 Damage on Deck Slab

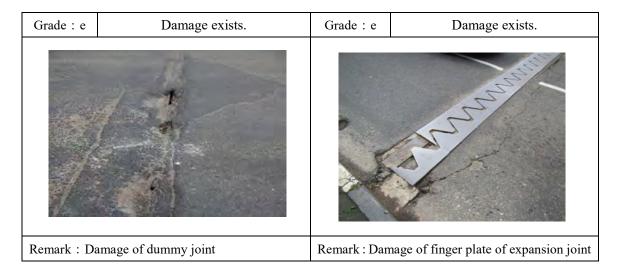
#### (3) Evaluation on Grade of Damage

Basically, the grade of damage shall be evaluated by general condition considering severity and extent of element. The extent of damage to a member shall be considered by the ratio of each element damaged and total of elements.

Grade of Damage	General Condition
a	Not Exist
b	-
c	-
d	-
e	Expansion joint is damaged.

Note: In case the space between girder and ballast wall of abutment is very wide (i.e.: the steel finger is widely opened) or girder touching the ballast wall (including trace of touching), the grade shall be "e" and shall be recorded on the Remarks in the Bridge Inspection Sheet.

#### (4) Sample of Damage

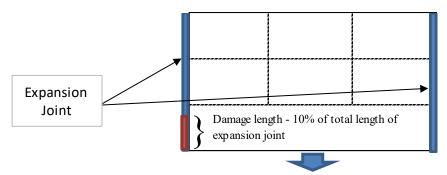


#### (5) Record of Damage

The quantity of elements is percentage in length of expansion Joint (% of total length of damage/% of total length of expansion joint = 100%).

As for the target of recording damage, grade of damage "a" and "e" and percentage of damage and total shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet. The location of worst grade shall be recorded with check mark  $(\checkmark)$  on the Location in the Bridge Inspection Sheet.

In case of multi span bridge, i.e. 2 span bridge, the damage on A1 and P1 shall be recorded in the inspection sheet of A1-P1 and the damage on A2 shall be recorded in the inspection sheet of P1-A2. Record sample for single span bridge is as follows:



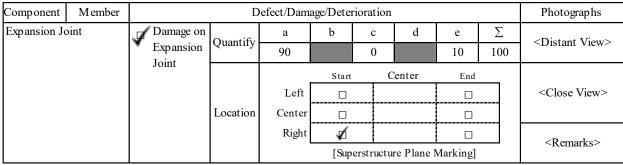


Figure 5 Damage on Expansion Joint

The damage shall be marked on the surface of bridge component/ member and recorded by camera.

- Close by photo of worst damage. Measuring tape shall be applied when photo is taken to show scale of damage.
- Far photo which covers above.

#### No.6 Difference in Levels on Expansion Joint

#### (1) General Conditions and Features of Damage

There is a difference in level between carriageway and expansion joint or a difference in level at expansion joint. If the level difference is high, it affects safety of moving vehicles (especially motor bikes). As a result, the damage increases impact force on bridge components and members.

#### (2) Relation with other Damage

No.5 Damage of Expansion Joint

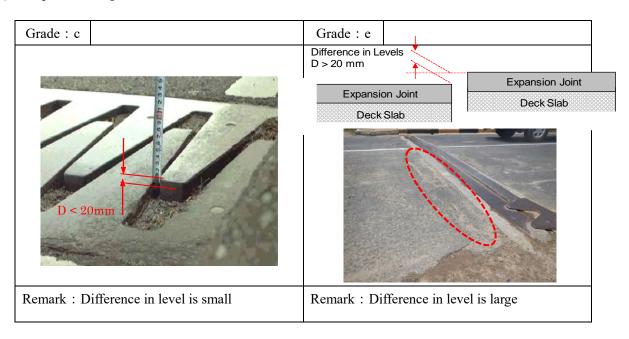
#### (3) Evaluation on Grade of Damage

Basically, the grade of damage shall be evaluated by general conditions taking into account the severity and extent of damage to the element. The extent of damage to member shall be considered by the ratio of each element damaged and total of elements.

Note: The threshold value is reference only.

Grade of Damage	General Condition
a	Not Exist
b	-
c	Difference in level is less than about 20mm.
d	-
e	Difference in level is about 20mm or more.

# (4) Sample of damage



#### (5) Record of Damage

The quantity of elements is percentage in length of expansion Joint (% of total length of each damage/% of total length of expansion joint).

As for the target for recording damage, grade of damage "a, c and e" and percentage of damage and total shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet. The location of worst grade shall be recorded with check mark  $(\checkmark)$  on the Location in the Bridge Inspection Sheet.

In case of a multi span bridge, i.e. 2 span bridge, the damage on A1 and P1 shall be recorded in the inspection sheet of A1-P1 and the damage on A2 shall be recorded in the inspection sheet of P1-A2. Record sample for single span bridge is as follows.

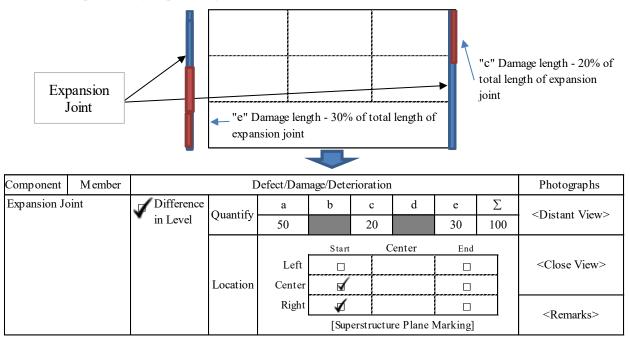


Figure 6 Difference in Level on Expansion Joint

The damage shall be marked on the surface of bridge component/ member and recorded by camera.

.

#### No.7 Damage on Drainage

#### (1) General conditions and Features of Damage

If there is sedimentation at catch pit or drainage pipe, rain water directly affects the outside girders due to absence of drainage. Evaluation shall be done based on the premise that the drainage system functions as per the requirements or is non-functional as expected. In case of no drainage in accordance with design or as-built-drawing, it can be evaluated as damage has not existed.

#### (2) Relation with other Damage

No.18 Mud Deposition

No. 20 Corrosion

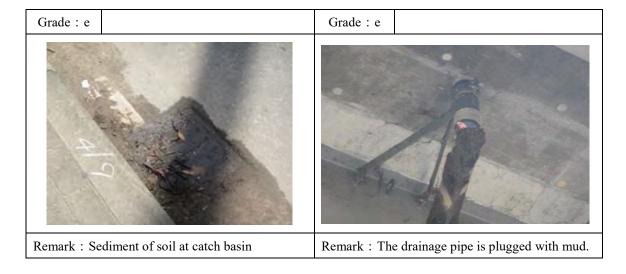
No. 21 Damage (Rivet/ HSG)

# (3) Evaluation on Grade of Damage

Basically, the grade of damage shall be evaluated by general condition, considering severity and extent of element. The extent of damage to member shall be considered by the ratio of each element damaged and total of elements.

Grade of Damage	General Condition
a	Not Exist
ь	-
С	-
d	-
e	Catch basin or drainage pipe is plugged with soil and other debris.

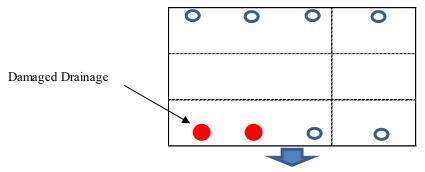
# (4) Sample of damage



#### (5) Record of damage

The quantity of elements is percentage of catch basin in quantity (total percentage of damaged drainage /100%).

As for the target of recording damage, grade of damage "a" and "e" and percentage of damage and total shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet. The location of worst grade shall be recorded with check mark  $(\checkmark)$  on the Location in the Bridge Inspection Sheet.



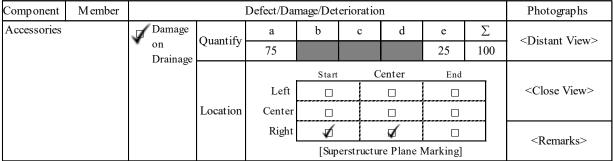
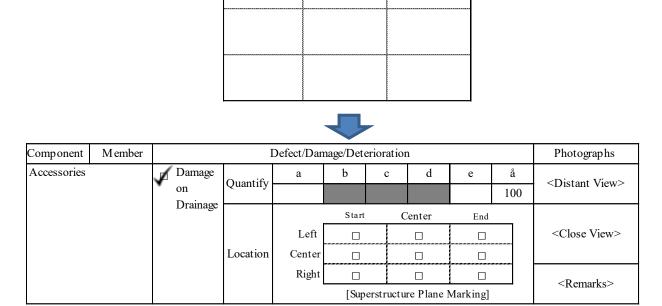


Figure 7-1 Damage on Drainage

In case, there is no drainage on the bridge, the record shall be as follows:



In the column of Remarks, no drainage shall be written.

Figure 7-2 Damage on Drainage (No drainage)

The damage shall be marked on the surface of bridge component/ member and recorded by camera.

# (6) Other key points

- Close by photo of worst damage. Measuring tape shall be applied when photo is taken to show scale of damage.
- Far photo which covers above.

No Drainage

# No.8 Damage on Service Duct

# (1) General conditions and Features of Damage

Damage of concrete cover of service duct or damage of service duct itself.

# (2) Relation with other Damage

Not Applicable

# (3) Evaluation on Grade of Damage

Basically, the grade of damage shall be evaluated by general condition considering severity and extent of element. The extent of damage to member shall be considered by the ratio of each element damaged and total of elements.

Grade of Damage	General Condition			
a	Not Exist			
b	-			
c	-			
d	-			
e	Service duct is damaged.			

#### (4) Sample of Damage

Grade : e	Damage exists.	Grade :	
Remark: Da	image of concrete cover	Remark:	

#### (5) Record of Damage

The quantity of elements is percentage in length of service duct (total percentage of damaged service duct in length / total percentage of service duct in length = 100%.)

As for the target of recording damage, grade of damage "a" and "e" and percentage of damage and total shall be counted. The results shall be recorded in the columns of quantity in the Bridge Inspection Sheet. The location of worst grade shall be recorded with check mark  $(\checkmark)$  on the Location in the Bridge Inspection Sheet.

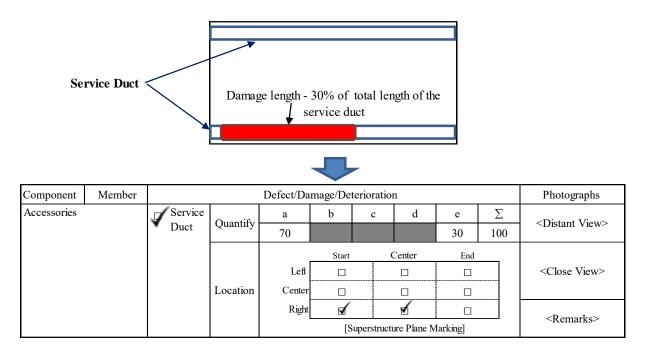


Figure 8 Damage on Service Duct

The damage shall be marked on the surface of bridge component/ member and recorded by camera.

- Close by photo of worst damage. Measuring tape shall be applied when photo is taken to show scale of damage.
- Far photo which covers above.

#### No.9 Damage on Railing / Parapet

#### (1) General conditions and Features of Damage

This damage may cause local deformation or loss of member due to vehicle collision or other causes. Minor damage such as bent of railing only is not required to be evaluated.

#### (2) Relation with other Damage

Not Applicable

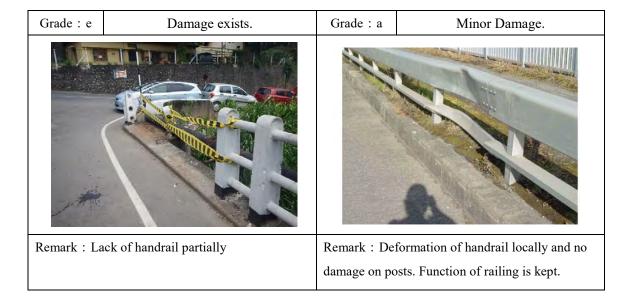
#### (3) Evaluation on Grade of Damage

Basically, the grade of damage shall be evaluated by general condition considering severity and extent of element. The extent of damage to member shall be considered by the ratio of each element damaged and total of elements.

Grade of Damage	General Condition
a	Not Exist
b	-
c	-
d	-
e	Railing/ Parapet is broke.

Note: Although there is minor damage, the member still has the function/ performance required, it can be evaluated as a.

#### (4) Sample of Damage



#### (5) Record of Damage

The quantity of elements is percentage in length of handrail (percentage of total damage in length /total length of handrail = 100%).

As for the target of recording damage, grade of damage "a" and "e" and percentage of damage and total shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet. The location of worst grade shall be recorded with check mark  $(\checkmark)$  on the Location in the Bridge Inspection Sheet.

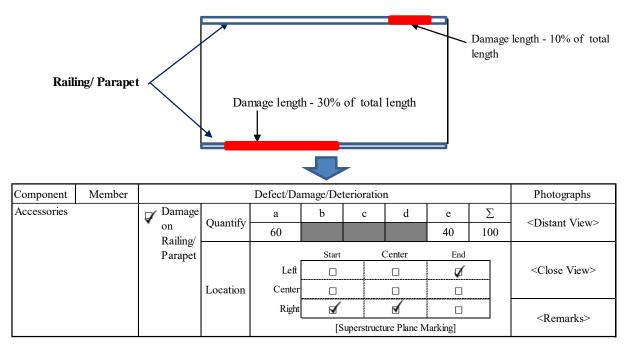


Figure 9 Damage on Railing / Parapet

The damage shall be marked on the surface of bridge component/ member and recorded by camera.

- Close by photo of worst damage. Measuring tape shall be applied when photo is taken to show scale of damage.
- Far photo which covers above.

#### No.10 Settlement of Surface at Approaches

#### (1) General conditions and Features of Damage

This damage means that there is settlement of road surface at approach road. Settlement of surface incline less than 1/20 (I < about 1/20) is evaluated as no damage exists.

#### (2) Relation with other Damage

Not Applicable

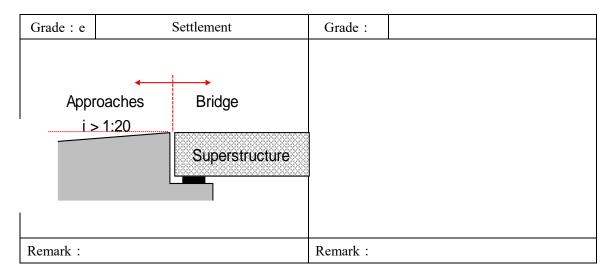
# (3) Evaluation on Grade of Damage

Basically, the grade of damage shall be evaluated by general condition considering severity and extent of element. The extent of damage to member shall be considered by the ratio of each element damaged and total of elements.

Note: The threshold value is reference only.

Grade of Damage	General Condition
a	Not Exist.
b	-
c	-
d	-
e	Approach is settled. In-line $i \ge about 1/20$

# (4) Sample of Damage



# (5) Record of damage

The quantity of elements is 3 in transverse direction of bridge width.

As for the target of recording damage, grade of damage "a" and "e" and numbers of damage and total numbers shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.

The location of worst grade shall be recorded with check mark  $(\checkmark)$  on the Location in the Bridge Inspection Sheet.

In case of a multi span bridge, i.e. 3 span bridge, the damage behind A1 shall be recorded in the inspection sheet of A1-P1 and the damage behind A2 shall be recorded in the inspection sheet of P2-A2. Record sample for single span bridge is as follows.

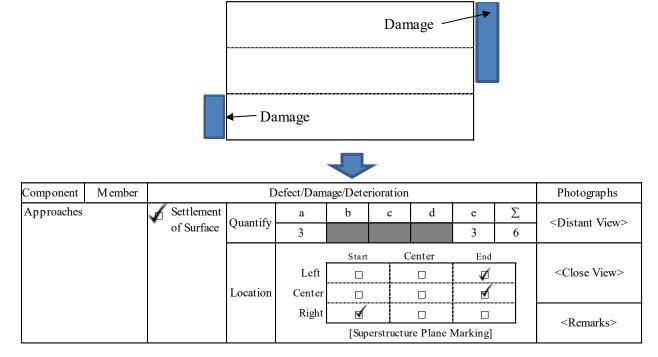


Figure 10 Settlement of Surface

The damage shall be marked on the surface of bridge component/ member and recorded by camera.

- Close by photo of worst damage. Measuring tape shall be applied when photo is taken to show scale of damage.
- Far photo which covers above.

#### No.11 Approach Bank / River Bank

## (1) General conditions and Features of Damage

This damage denotes the collapse or outflow of approach embankment or its slope protection block /settlement of road surface at approach to the bridge

#### (2) Relation with other Damage

No.17 Scour

# (3) Evaluation on Grade of Damage

Basically, the grade of damage shall be evaluated by general condition considering severity and extent of damage to the element. The extent of damage to member shall be considered by the ratio of each element damaged and total of elements.

Grade of Damage	General Condition		
a	Not Exist		
b	-		
c	-		
d	-		
e	Approach embankment is collapsed or out-flown.		

# (4) Sample of Damage

Grade: e	Damage exists.	Grade : e	Damage exists.
Surface Entire collapse Approach Embankment			
Remark: Collapse of approach embankment.		Remark : Co	ollapse of approach embankment.
The damage reached to middle of approach			
embankment.			

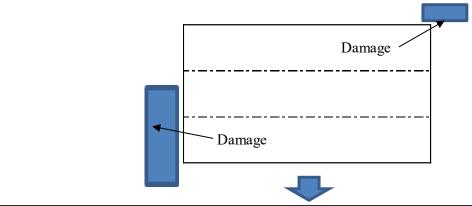
#### (5) Record of damage

The quantity of elements is 3 in transverse direction of bridge width.

As for the target of recording damage, grade of damage "a" and "e" and numbers of damage and total numbers shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.

The location of worst grade shall be recorded with check mark  $(\checkmark)$  on the Location in the Bridge Inspection Sheet.

In case of a multi span bridge, i.e. 3 span bridge, the damage behind A1 shall be recorded in the inspection sheet of A1-P1 and the damage behind A2 shall be recorded in the inspection sheet of P2-A2. Record sample for single span bridge is as follows.



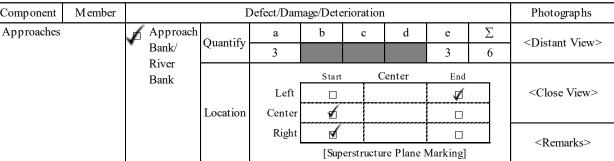


Figure 11 Approach Bank/ River Bank

The damage shall be recorded by camera.

- Close by photo of worst damage. Measuring tape shall be applied when photo is taken to show scale of damage.
- Far photo which covers above.

#### B. Bridge Structure

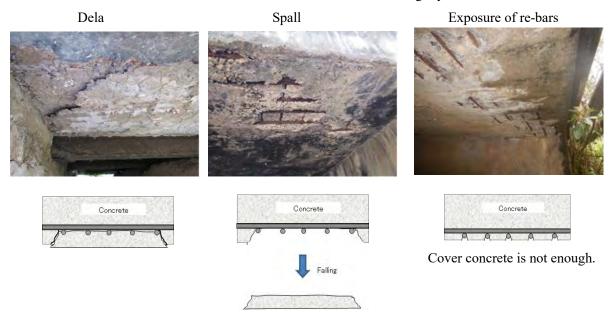
No.12 Spall / Dela / Exposed-Rebar

#### (1) General conditions and Features of Damage

Dela: Although surface of concrete member is slightly damaged (cosmetic repair), there is no exposure of re-bars.

Spall: Falling off of concrete surface and main corroded re-bar is exposed.

Exposure of re-bars: Outside re-bars can be seen with exfoliation/detachment of concrete cover caused by thin concrete cover. Re-bar is rusted or slightly corroded.



In General, the damage of concrete progress is as follows.

- i) Crack (refer damage No.12)
- ii) Water affects the re-bar inside of concrete, it then becomes dela.
- iii) Spall of concrete.

#### And/ or

- i) Change of property of cover convert from alkaloid to neutral
- ii) Corrosion of re-bar since cover concrete cannot protect the re-bar
- iii) Dela causes spall of cover. Re-bar exposure.

In case the concrete cover is too thin, this action progresses quickly.

Pothole and wide width crack on pavement increase the damage of spall and dela. (Refer damage No.1 and 2)

The surface concrete of dela shall be checked by using hammering method. In case the rebound reaction is weak and knocking sound is not clear, the surface area of concrete has void or dela.

The honeycomb is mainly caused by poor construction techniques adopted e.g. there had been no proper compaction during laying of concrete. This damage shall be evaluated whether re-bar is exposed or not and the ex-rebar is slightly corroded or highly corroded.

### (2) Relation with other Damage

No.1 Pothole and No.2 Pavement Crack

No.5 Damage on Expansion Joint

No.12 Crack

No.22-1 Damage on Deck Slab (RC)

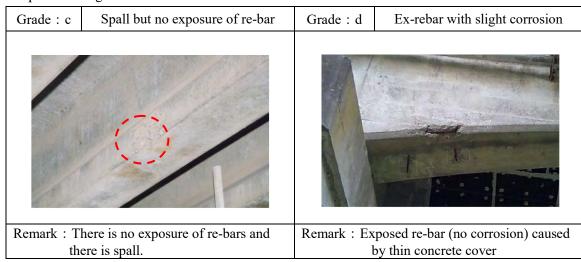
#### (3) Evaluation on Grade of Damage

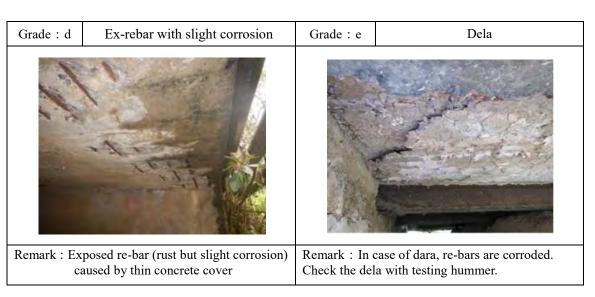
Basically, the grade of damage shall be evaluated by general condition considering severity and extent of element. The extent of damage to member shall be assessed by the ratio of each element damaged and total of elements.

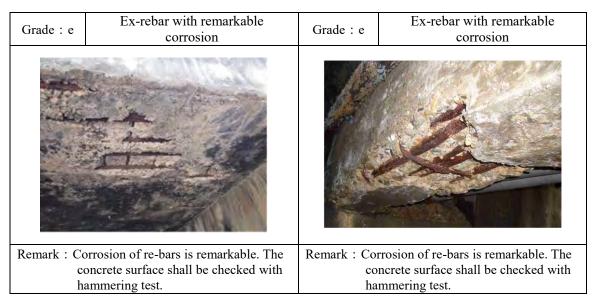
Grade of Damage	General Condition
a	Not Exist
b	-
c	Spall without ex-rebar.
d	Ex-rebar with slight corrosion
e	Ex-rebar with remarkable corrosion or broken re-bar.  Or delamination of surface concrete.

Note: In case, this damage is found, the same grade shall be given to the element in No.13 Crack although the crack is not found.

## (4) Sample of damage







#### (5) Record of damage

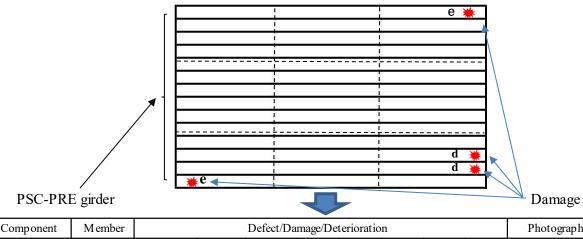
(PSC-PRE)

#### Main Beam

The total numbers of elements are numbers of main girder.

As for the target of recording damage, grades of damage "a, b, c, d and e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.

The location of worst grade shall be recorded with check mark ( $\checkmark$ ) on the Location in the Bridge Inspection Sheet.



Component	M ember		Defect/Damage/Deterioration									Photographs
Superstructure	Main Beam	•	Spall/	Quantify	a	b	С	d	e	å		<distant view=""></distant>
			DCIa/	Quantify ·	10	0	0	2	2	14		\Distant view>
			Ex- Rebars			Start	(	Center	End			
					Left				⊄			<close view=""></close>
				Location	Center							
					Right	₹						<remarks></remarks>
					[Superstructure Plane Marking]							\Kemarks>

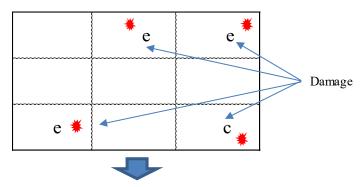
Figure 12-1 PSC-PRE

#### (RC-S)

#### Deck Slab

The total numbers of elements are  $9 (\sum = 9)$  in plan.

As for the target of recording damage, grades of damage "a, b, c, d and e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.



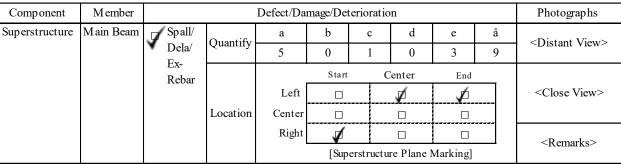


Figure 12-2 RC-S

#### (PSC-POS, RCS-RCB)

#### Main beam

The elements are main girder divided by cross beam. In case, there are 5 main girders and 6 cross beams, total numbers of elements are 25 (5 x 5).

As for the target of recording damage, grades of damage "a, b, c, d and e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.

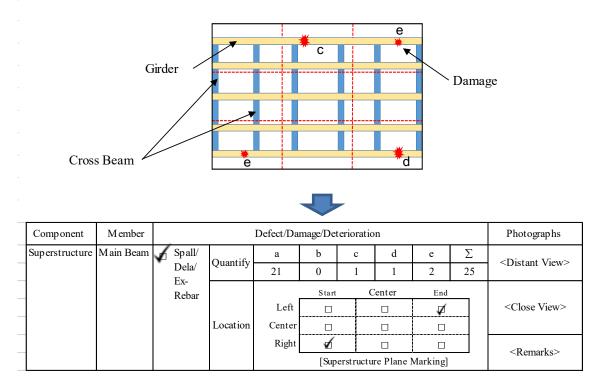
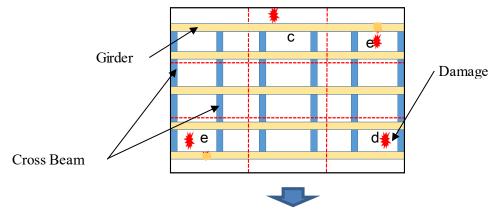


Figure 12-3 Main Beam of PSC-POS, RCS-RCB

#### Deck Slab

The elements are slab panel divided by main girder and cross beam. In case there are 5 main girders and 6 cross beams and cantilever slab on both sides, the total number of elements is 22 (4 x 6)

As for the target of recording damage, grades of damage "a, b, c, d and e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.



Component	M ember				Photographs					
Superstructure	Deck Slab	✓ Spall/	Quantify	a	b	С	d	e	Σ	<distant view=""></distant>
		Dela/ Ex-	Qualitity	18	0	1	1	2	22	*Distant view>
		Rebar			Start		Center	End		
				Left				✓		<close view=""></close>
			Location	Center						
				Right	✓					<remarks></remarks>
					[Sup	erstruct	ure Plane	Marking]	<u>-</u>	\\Ciridiks>

Figure 12-4 Deck Slab of PSC-POS, RCS-RCB

#### Diaphragm

The elements are diaphragm divided by main girder. In case there are 5 main girders and 6 cross beams, total numbers of elements are 24 (4 x 6).

As for the target of recording damage, grades of damage "a, b, c, d and e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.

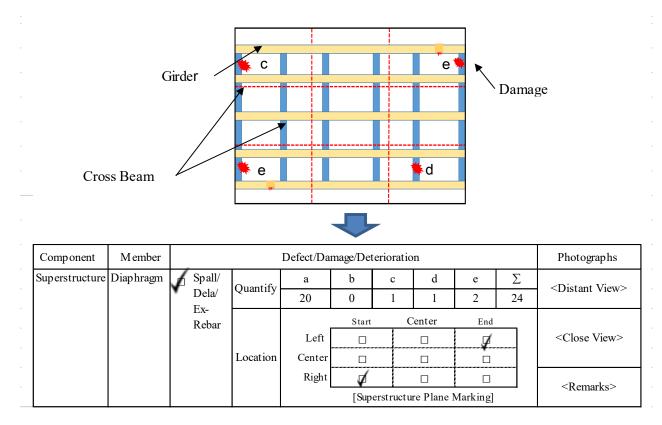
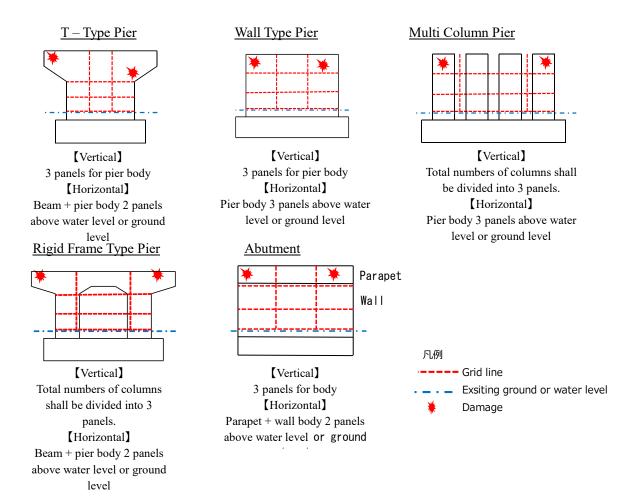


Figure 12-5 Diaphragm of PSC-POS, RCS-RCB

#### Substructure

The total numbers of elements are  $9 (\sum = 9)$  in vertical projection of plane.

As for the target of recording damage, grades of damage "a, b, c, d and e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.





Component	M ember				Photographs						
Substructure		Spall/	Quantify	a	b	c	d	e	Σ	<distant view=""></distant>	
		Dela/ Ex-	Qualitity	7	0	1	1	0	9	Distant view>	
		Rebar			Start		Center	End			
		Redai			Left				⋪		<close view=""></close>
			Location	Center							
				Right						<remarks></remarks>	
					[Su	bstructu	re Plane M	[arking]		<remarks></remarks>	

Figure 12-6 Substructure

#### RC Bridge

The component of RC Bridge is divided into deck slab, abutment and pier as shown in Figure 12.7.

#### Superstructure (Deck Slab)

The numbers of elements and record of damage are same as RC-S (refer Figure 12-2).

#### Substructure

The total numbers of elements are  $9 (\sum = 9)$  in vertical projection of plane.

As for the target of recording damage, grades of damage "a, b, c, d and e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.

The location of worst grade shall be recorded with check mark ( $\checkmark$ ) on the Location in the Bridge Inspection Sheet.

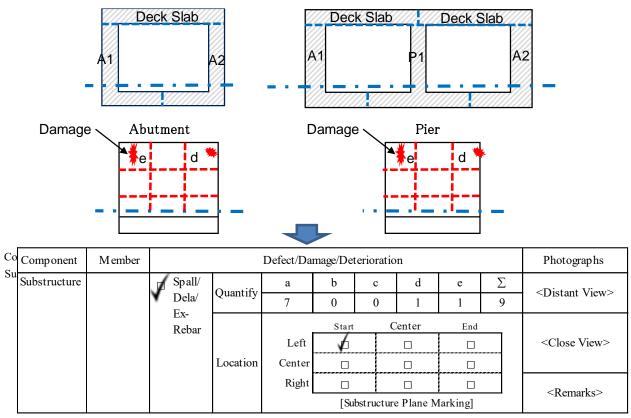


Figure 12-7 RC Bridge

#### (6) Other key points

The damage shall be marked on the surface of bridge component/ member and recorded by camera.

- Close by photo of worst damage. Measuring tape shall be applied when photo is taken to show scale of damage.
- Far photo which covers above.

In case there is any deformation or lack of component (due to vehicle collision) on the structure, this shall be recorded in the Remarks of Bridge Inspection Sheet

#### No.13 Concrete Crack

#### (1) General Conditions and Features of Damage

There are cracks at the surface of concrete member.

# 

#### (2) Relation with other Damage

No.5 Damage on Expansion Joint

No.12 Spall/ Dela/ Ex-Rebar

No.22-1 Damage on Deck Slab (RC)

No.23 Arch Line (Displacement) and No.24 Deteriorated (Loose)

#### (3) Evaluation on Grade of Damage

Basically, the grade of damage shall be calculated by the combination of severity and extent of damage.

#### i) Evaluation on grade of damage

Grade of	General Condition						
Damage	Severity of damage	Extent of damage					
a	Not E	Exist					
b	Small	Small					
	Small	Large					
c	Middle	Small					
ı	Middle	Large					
d	Large	Small					
e	Large	Large					

Note: In case, No. 12 Spall/ Dela/ Ex-Rebar is found, the same grade of No.12 shall be given to the element although the crack is not found.

### ii) General Condition on Status of Progress of Damage

Note: The threshold value is reference only.

# a) Severity of damage

Classification	General Condition
	(PC) Width of crack is about 0.2mm or more
Large	(RC) Width of crack is about 0.3mm or more
	(Arch: stone masonry) Width of crack is about 30mm or more
	(PC) Width of crack is about 0.1mm ≤ Width < 0.2mm
Middle	(RC) Width of crack is about $0.2 \text{mm} \le \text{Width} < 0.3 \text{mm}$
	(Arch: stone masonry) Width of crack is about 10mm ≤ width < 30mm
	(PC) Width of crack is less than about 0.1mm
Small	(RC) Width of crack is less than about 0.2mm
	(Arch: stone masonry) Width of crack is less than about 10mm

# b) Extent of damage

Classification	General Condition							
	(PC) Width of crack is about interval ≤ 50cm or less							
Large	(RC) Width of crack is about interval $\leq$ 50cm or less							
	(Arch: stone masonry) - Water leakage							
Middle	-							
Small	(PC) Width of crack is about interval > 50cm and more							
	(RC) Width of crack is about interval > 50cm and more							
	(Arch: stone masonry) - No water leakage.							

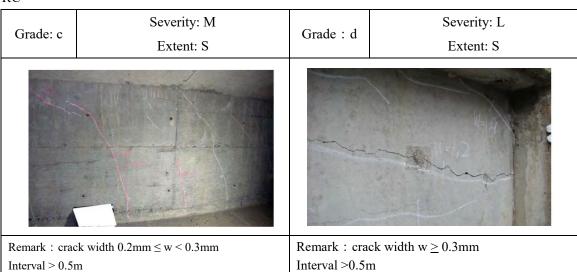
Note: The free line (Trace of water leakage) shall also be checked when crack is observed

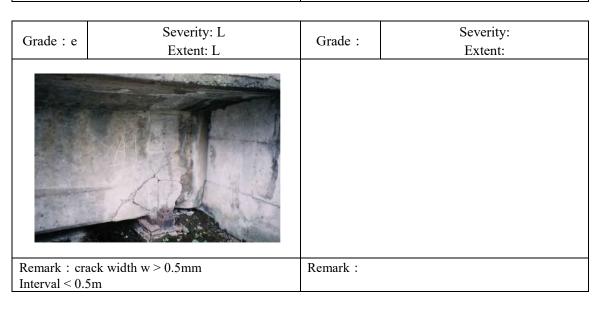
# (4) Sample of damage

#### PC

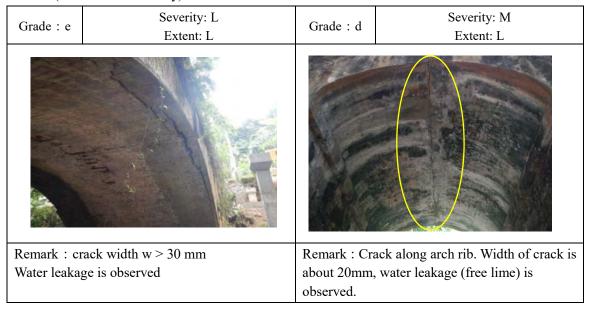
Grade: d	Severity: L Extent: S	Grade: c	Severity: M Extent: S
The state of the s	0.3	01+-	a= faz faz faz faz
cracl	SC-PRE, PCS-POS s width $w \ge 0.2$ mm. al $> 0.5$ m		SC-PRE, PCS-POS $0.1 \ge w > 0.2$ mm is existed in

#### RC





#### Arch rib (Stone/ brick masonry)



#### (5) Record of damage

(PSC-PRE)

Main Beam

The total numbers of elements are numbers of main girder.

As for the target of recording damage, grades of damage "a, b, c, d and e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.

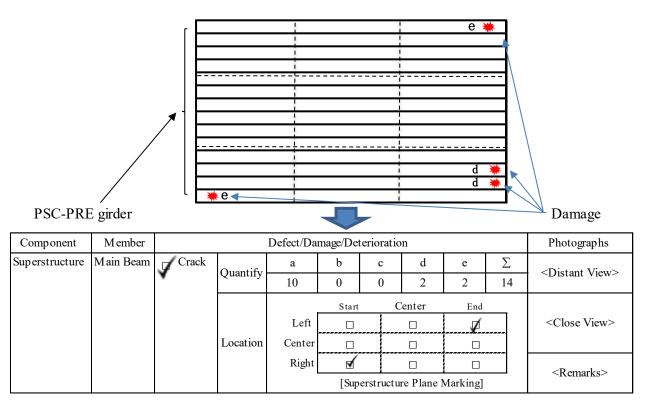


Figure 13-1 PSC-PRE

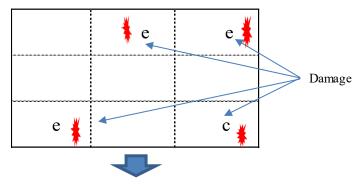
(RC-S)

#### Deck Slab

The total numbers of elements are  $9 (\sum = 9)$  in plane.

As for the target of recording damage, grades of damage "a, b, c, d and e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.

The location of worst grade shall be recorded with check mark  $(\checkmark)$  on the Location in the Bridge Inspection Sheet.



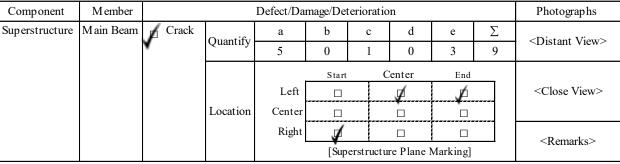


Figure 13-2 RC-S

#### (PSC-POS, RCS-RCB)

#### Main Beam

The elements are main girder divided by cross beam. In case, there are 5 main girders and 6 cross beams, total numbers of elements are 25 (5 x 5).

As for the target of recording damage, grades of damage "a, b, c, d and e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.

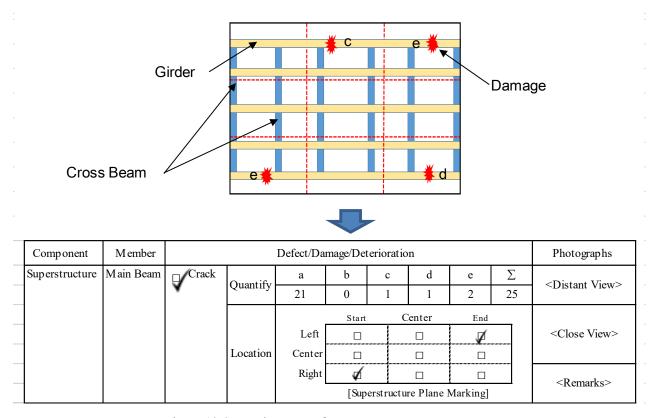
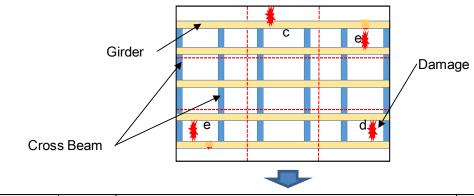


Figure 13-3 Main Beam of PSC-POS, RCS-RCB

#### Deck Slab

The elements are slab panel divided by main girder and cross beam. In case, there are 5 main girders and 6 cross beams and cantilever slab on both sides, total numbers of elements are 22 (4 x 5 + 2).

As for the target of recording damage, grades of damage "a, b, c, d and e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.



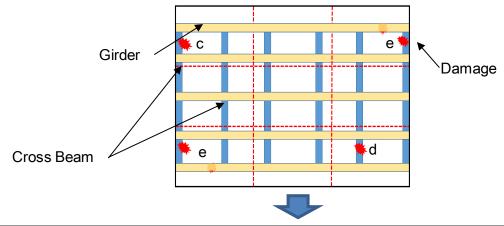
Component	Member				Photographs					
Superstructure	Deck Slab	✓ Crack	Quantify	a	b	c	d	e	Σ	<distant view=""></distant>
		•	Quantity	18	0	1	1	2	22	\Distant view>
					Start	(	Center	End		
				Left				ø		<close view=""></close>
			Location	Center						
				Right	✓					<remarks></remarks>
					[Sup	erstructu	re Plane	Marking]		\text{\text{Citial KS}}

Figure 13-4 Deck Slab of PSC-POS, RCS-RCB

## Diaphragm

The elements are diaphragm divided by main girders. In case, there are 5 main girders and 6 cross beams, total numbers of elements are 24 (4 x 6).

As for the target of recording damage, grades of damage "a, b, c, d and e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.



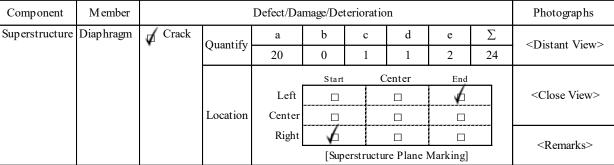


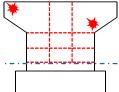
Figure 13-5 Diaphragm of PSC-POS, RCS-RCB

#### Substructure

The total numbers of elements are  $9 (\sum = 9)$  in vertical projection plane.

As for the target of recording damage, grades of damage "a, b, c, d and e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.

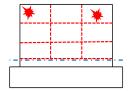
# T – Type Pier



【Vertical】
3 panels for pier body
【Horizontal】

Beam + pier body 2 panels above water level or ground level

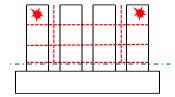
#### Wall Type Pier



【Vertical】
3 panels for pier body
【Horizontal】
Pier body 3 panels above water

level or ground level

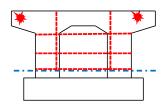
# Multi Column Pier



【Vertical】
Total numbers of columns shall be divided into 3 panels.
【Horizontal】

Pier body 3 panels above water level or ground level

#### Rigid Frame Type Pier



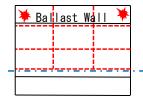
[Vertical]

Total numbers of columns shall be divided into 3 panels.

[Horizontal]

Beam + pier body 2 panels above water level or ground level

#### Abutment



【Vertical】
3 panels for body
【Horizontal】
Ballast w + wall body 2
panels above water level or

#### 凡例

---- Grid line
--- Exsiting ground or water level
Damage

# **₹**

Component	M ember				Photographs					
Substructure		✓ Crack	Quantify	a	b	c	d	e	Σ	<distant view=""></distant>
		٧	Quantity	7	0	1	0	1	9	Distant view
				Start Center End						
				Left	. ✓					<close view=""></close>
			Location	Center						
				Right						<remarks></remarks>
					[Su	ostructui	e Plane M	[arking		\Ciriai Ks>

Figure 13-6 Substructure

#### RC Bridge

The component of RC Bridge is divided to deck slab, abutment and pier as shown in Figure 13.7.

#### Superstructure (Deck Slab)

The numbers of elements and record of damage is the same as RC-S (refer Figure 13-2).

#### Substructure

The total numbers of elements are  $9 (\sum = 9)$  in vertical plane.

As for the target of recording damage, grades of damage "a, b, c, d and e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.

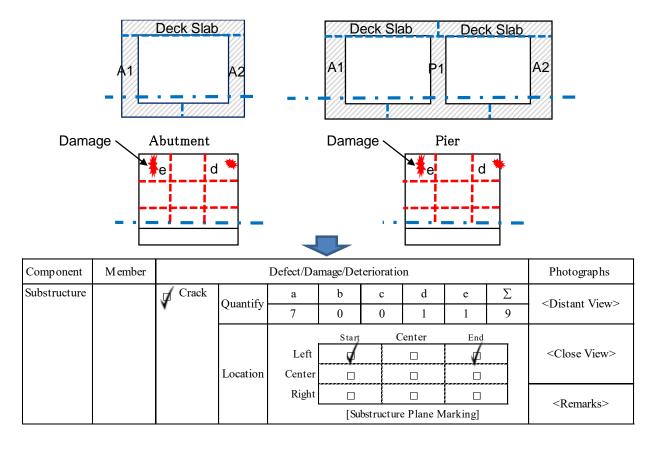
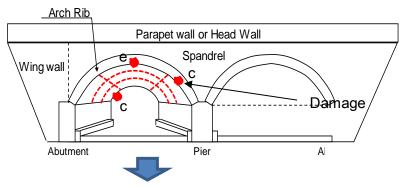


Figure 13-7 RC Bridge

# Arch Bridge (Arch Rib)

The total numbers of elements are  $9 (\sum = 9)$  in the plane.

As for the target of recording damage, grades of damage "a, b, c, d and e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.



Component	M ember				Photographs					
Substructure	Arch Rib	Crack	Quantify	a	b	с	d	e	Σ	- <distant view=""></distant>
			Quantity	7	0	2	0	1	9	Distant view
					Start		Center	End		
				Left	⋪					<close view=""></close>
			Location	Center			<u> </u>			
				Right			4	⋪		<remarks></remarks>
					[Su	bstructu	ire Plane M	[arking]		\\Ciridi K\$>

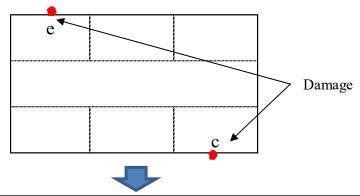
Figure 13-8 Arch Bridge (Arch Rib)

#### Arch Bridge (Spandrel)

The total numbers of elements are 6 (both outside) out of 9 in the plane.

As for the target of recording damage, grades of damage "a, b, c, d and e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.

The location of worst grade shall be recorded with check mark ( $\checkmark$ ) on the Location in the Bridge Inspection Sheet.



Component	Member			Photographs						
Substructure	Spandrel	Quantify	a	b	c	d	e	Σ	<distant view=""></distant>	
		Quantity	4	0	1	0	1	6	Distant view	
				Start	(	Center	End			
			Left	⊌					<close view=""></close>	
		Location	Center							
			Right				≰		<remarks></remarks>	
				[Sup	erstructu	re Plane	Marking]		\Kemarks>	

Figure 13-9 Arch Bridge (Spandrel)

#### (6) Other Key Points

The damage shall be marked on the surface of bridge component/ member and recorded by camera.

- Close by photo of worst damage. Measuring tape shall be applied when photo is taken to show scale of damage.
- Far photo which covers above.

In case there is any deformation or loss of part (due to a vehicle collision) on the structure, this shall be recorded in the Remarks of Bridge Inspection Sheet

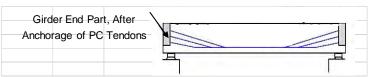
#### No.14 Damage on Bridge Anchorage

#### (1) General Conditions and Features of Damage

Abnormality at any anchoring point such as leakage of rust corroded re-bars or damages due to leaching on concrete cover (such as blister).

And any component of anchorage (dewater cover, anchorage block, anchorage, PC tendon etc.) shall be target of inspection.

#### Anchorage for longitudinal PC tendon



#### (2) Relation with other Damage

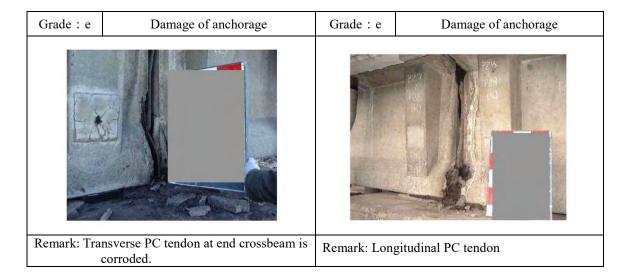
No.5 Damage on Expansion Joint

#### (3) Evaluation of Grade of Damage

Basically, the grade of damage shall be evaluated by general condition considering severity and extent of damage to the element. The extent to member shall be assessed by the ratio of each element damaged and total of elements.

Grade of Damage	General Condition								
a	Does Not Exist								
b	-								
c	Crack on plug concrete.								
d	-								
e	Trace of rust or broken plug concrete or remarkable damage on anchorage part etc.								

#### (4) Sample of damage



#### (5) Record of damage

(PSC-PRE), (PSC-POS)

#### Main Beam

The elements are numbers of main girder. In case, there are 5 main girders, total numbers of elements are 10 (5x 2). As for the target of recording damage, grade of damage "a, c and e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.

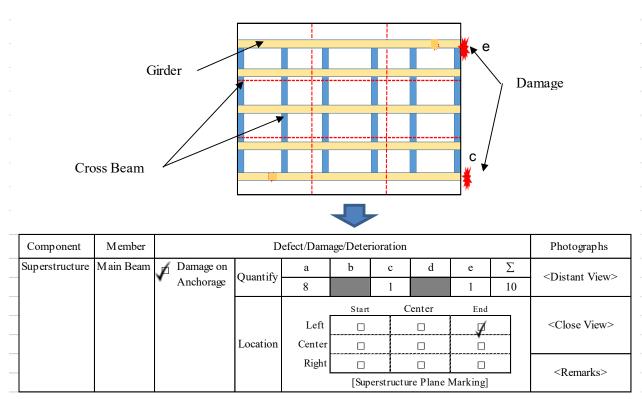


Figure 14 Diaphragm of PSC-PRE, PSC-POS

#### Diaphragm

No evaluation of diaphragm.

#### (6) Other Key Points

The damage shall be marked on the surface of bridge component/ member and recorded by camera.

- Close by photo of worst damage. Measuring tape shall be applied when photo is taken to show scale of damage.
- Far photo which covers above.

#### No.15 Water Leakage from Expansion Joint

#### (1) General Conditions and Features of Damage

Rainwater does not flow through expansion's drainage system but there is water leakage from expansion to bridge bearing, bearing seat and substructures.

In general, water leakage from expansion joint increases the damage to substructure as well as bridge bearings.

#### (2) Relation with other Damage

No.5 Damage on Expansion Joint

No. 16 Damage of Bridge Bearing

No. 18 Mud Deposition/Vegetation

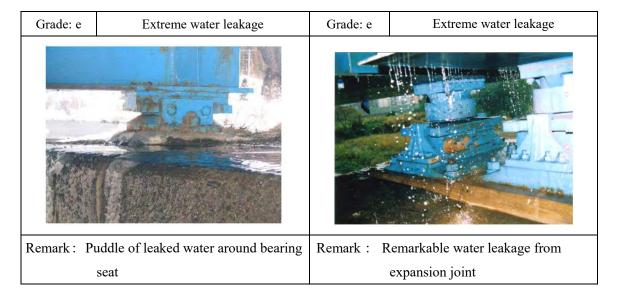
#### (3) Evaluation of Grade of Damage

Basically, the grade of damage shall be evaluated by general condition considering severity and extent of element. The extent of damages to member shall be considered by the ratio of each element damaged and total of elements.

Grade of Damage	General Condition
a	Does Not Exist
b	-
c	Water leakage has existed.
d	-
e	Extreme water leakage from expansion joint and/or there is pond at bearing seat.

Note: When it rains during the inspection, this damage can be found easily. On a sunny day, the damage shall be inspected by visual inspection by tracing of water leakage.

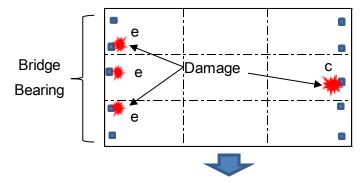
#### (4) Sample of damage



#### (5) Record of Damage

The quantity of elements is percentage in length of bearing seat at expansion joint (% of total length of damage/% of total length of expansion joint = 100%).

As for the target of recording damage, grades of damage "a, c and e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.



Component	M ember		Defect/Damage/Deterioration							
Bridge Bearin	ng	Water	Quantify	a	b	c	d	e	Σ	<distant view=""></distant>
		Leakage	Quantity	60		10		30	100	Distant view>
		from Expansion			Start	(	Center	End		
		Joint		Left	∡					<close view=""></close>
			Location	Center	∡					
				Right	✓					<remarks></remarks>
					[Sup	erstructu	re Plane	Marking]	· <b>-</b>	\\Cilial Ks>

Figure 15 Water Leakage from Expansion Joint

The damage shall be marked on the surface of bridge component/ member and recorded by camera.

- Close by photo of worst damage. Measuring tape shall be applied when photo is taken to show scale of damage.
- Far photo which covers above.

#### No.16 Damage on Bridge Bearing

#### (1) General Conditions and Features of Damage

There is lack of bearing capacity or movability of bearing, partially or totally.

#### (2) Relation with other Damages

No.5 Damage on Expansion Joint

No.16 Damage on Bridge Bearing

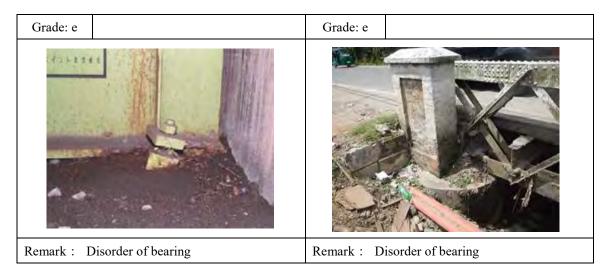
No.18 Mud Deposition/Vegetation

#### (3) Evaluation on Grade of Damage

Basically, the grade of damage shall be evaluated by general condition considering severity and extent of damage to element. The extent of damage to member shall be considered by the ratio of each element damaged and total of elements.

Grade of Damage	General Condition
a	Does Not Exist
b	-
С	Slight damage, which does not affect bridge function such as corrosion of bearing, crack on bearing seat.
d	-
e	There is lack of bearing function such as broken bearing.

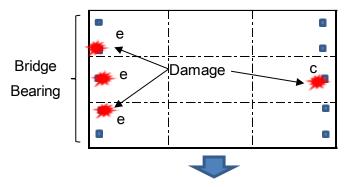
#### (4) Sample of damage



#### (5) Record of damage

The elements are percentage of damaged bearings in relation to number of bearings. Total quantity of elements are 100%. Sample of calculation is below.

As for the target of recording damage, grades of damage "a, c and e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.



Component	Member		Defect/Damage/Deterioration									Photographs
Bridge Bearin	ng	√I	Damage	Quantify	a	b	c	d	e	Σ		<distant view=""></distant>
			OII	Quantity	60		10		30	100	)	Distant view
			Bridge Bearing			Start	(	Center	End			
		Bou	2 4 11 11 12	Location	Left	. ✓					<(	<close view=""></close>
					Center	✓						
					Right	✓						<remarks></remarks>
				[Superstructure Plane Marking]							\\Ciliai K\$>	

Figure 16 Damage on Bridge Bearing

In case the number of bearing is not countable, such as rubber pad bearing, the elements can also be calculated by the percentage in length of bearing seat (% of total length of damage/% in relation to total length of bearing seat = 100 %).

The damage shall be recorded by camera.

- Close by photo of worst damage. Measuring tape shall be applied when photo is taken to show scale of damage.
- Far photo which covers above.

#### No 17 Scour

#### (1) General Conditions and Features of Damage

Scouring means that the foundation itself or soil surrounding the foundation is eroded due to the flow of water from stream/river. There are 2 types of scour, namely i) local scouring caused by the pier and ii) common scouring caused by whole bridge structure such as narrow open space and many piers on river bed.

#### (2) Relation with other Damage

No. 11 Approach Bank/ River Bank

#### (3) Evaluation of Grade of Damage

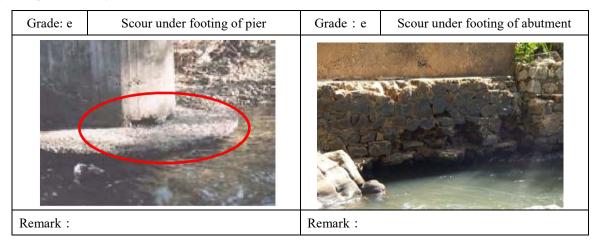
Basically, the grade of damage shall be evaluated by general condition considering severity and extent of element. The severity shall be evaluated as grade "c" or grade "e".

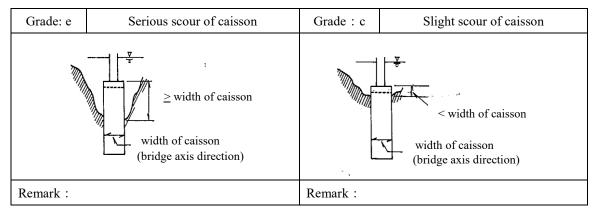
Note: The threshold value is reference only.

Grade of	General Condition
Damage	
a	Does Not Exist
b	-
	Spread/piled foundation: Surrounding of pier/ abutment is scoured due to scour.
С	Caisson: Slight scour (less than width of caisson in bridge axial direction).
d	-
	Spread/piled foundation: Under footing of pier/ abutment is scoured due to scour.
e	Caisson: Serious scour. (more than width of caisson in bridge axial direction)

Note: In case the piled foundation is designed as exposed pile in river as shown in as-built drawing, the evaluation results shall be reviewed.

#### (4) Sample of damage

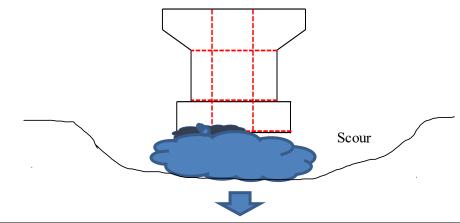




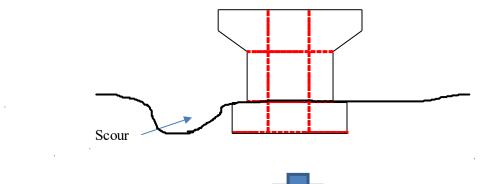
#### (5) Record of damage

The quantity of element is 1.

As for the target of recording damage, grades of damage "a, c and e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.



Component	M ember		Defect/Damage/Deterioration							
Substructure		✓ Scour	Quantify	a	b	С	d	e	Σ	<distant view=""></distant>
		*	Quantify -	0		0		1	1	Solution views
					Start	C	Center	End		
				Left						<close view=""></close>
			Location	Center	Ω,			<u></u>		
				Right	₩		✓	⋪		<remarks></remarks>
					[Su	ostructur	e Plane M	[arking	_	\Ciridi K\$>



Component	M ember		Defect/Damage/Deterioration							
Substructure		✓ Scour	Quantify	a	b	c	d	e	Σ	<distant view=""></distant>
		*	Quantity	0		0		1	1	Distant view>
					Start		Center	End		
				Left						<close view=""></close>
			Location	Center	□,					
				Right	⊭					<remarks></remarks>
					[Su	ostructi	re Plane M	[arking]		\Keinarks>

Figure 17 Scour

The damage shall be recorded by camera.

- Close by photo of worst damage. Measuring tape shall be applied when photo is taken to show scale of damage.
- Far photo which covers above.

#### No. 18 Mud Deposition / Vegetation

#### (1) General conditions and Features of Damage

This damage means that there is vegetation and/ or mud deposition at the substructure, main girder of truss/ steel and superstructure (arch rib and spandrel) of arch bridge including fungus on brick surface.

#### (2) Relation with other Damage

No. 7 Damage on Drainage

No.15 Water Leakage from Expansion Joint

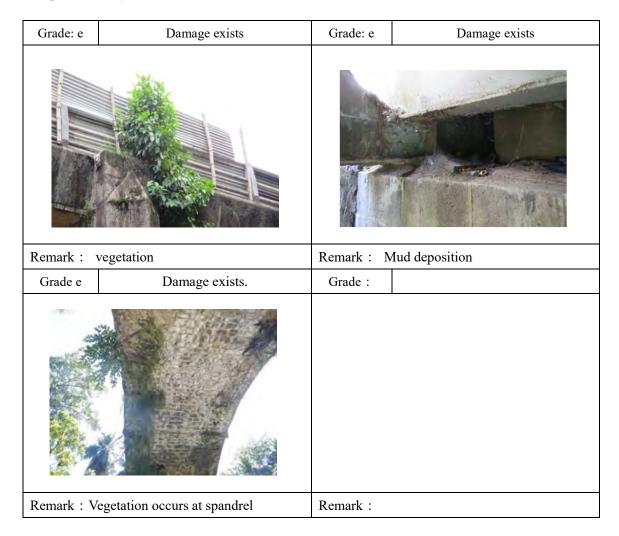
No.16 Damage on Bridge Bearing

#### (3) .Evaluation of Grade of Damage

Basically, the grade of damage shall be evaluated by general condition considering severity and extent of element. The extent to member shall be considered by the ratio of each element damaged and total of elements.

Grade of Damage	General Condition
a	Does Not Exist
b	-
c	-
d	-
e	Damage exists at substructure, truss girder, steel girder, arch rib and spandrel.

# (4) Sample of damage



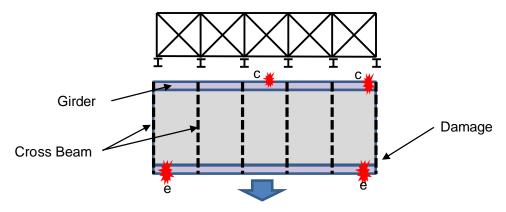
# (5) Record of damage

# (Truss Bridge)

### Main Beam

The elements are main girder divided by cross beam. In case there are 2main girders and 6 cross beams, total numbers of elements are  $10 (2 \times 5)$ .

As for the target of recording damage, grade of damage "a" and "e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.



Component	M ember		Defect/Damage/Deterioration							Photographs
Superstructure	Main Beam	Mud Deposition/ Vegitation	Quantify	a 6	b 0	c 2 Cont	d 0	e 2	Σ 10	- <distant view=""></distant>
		vegitation	Location	Left Center	Start		Center	End		<close view=""></close>
				Right	√ [Su	bstructu	□ re Plane M	farking]		<remarks></remarks>

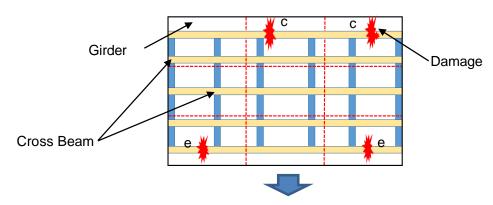
Figure 18-1 Mud Deposition/Vegetation (Truss)

# (Steel Bridge)

### Main Beam

The elements are main girder divided by cross beam. In case, there are 5 main girders and 6 cross beams, total numbers of elements are 25 (5 x 5).

As for the target of recording damage, grades of damage "a, c and e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.



Component	M ember		Defect/Damage/Deterioration								Photographs		
Superstructure	Main Beam	1	Mud	Quantify	a	b	c	d	e	Σ		<distant view=""></distant>	
		٧	Deposition/ Vegitation	Quantify –	21	0	2	0	2	25	;	- \Distant view>	
			vegitation			Start		Center	End				
												<close view=""></close>	
				Location	Center				□				
					Right				⋪			<remarks></remarks>	
						[Sul	bstruct	ure Plane M	[arking]			\realians>	

Figure 18-2 Mud Deposition/Vegetation (Steel Girder)

#### Substructures

The total quantity of elements is 9 in vertical plane.

As for the target of recording damage, grade of damage "a" and "e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.

The location of worst grade shall be recorded with check mark  $(\checkmark)$  on the Location in the Bridge Inspection Sheet.

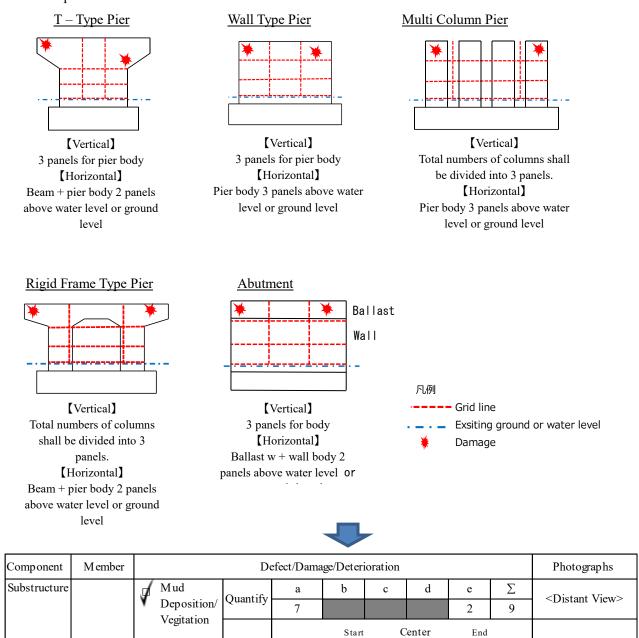


Figure 18-3 Mud Deposition/ Vegetation (Substructure)

Left

Center

Right

Location

[Substructure Plane Marking]

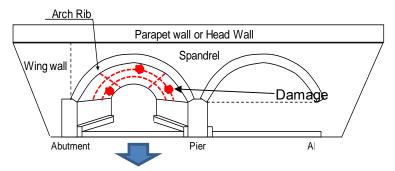
<Close View>

<Remarks>

# Arch Bridge (Arch rib)

The total numbers of elements are  $9 (\sum = 9)$  in the plane.

As for the target of recording damage, grade of damage "a" and "e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.



Component	M ember		Defect/Damage/Deterioration						Photographs		
Substructure	Arch Rib	✓ Mud	Overtify	a	b	c	d	e	Σ	<distant view=""></distant>	
		Deposition/ Vegetation	Quantity	6				3	9	Distant view	
		vegetation			Start	(	Center	End			
				Left	⋪					<close view=""></close>	
			Location	Center			9				
				Right			⊬	⊭		<remarks></remarks>	
					[Sul	ostructur	e Plane M	[arking		\Circinarks>	

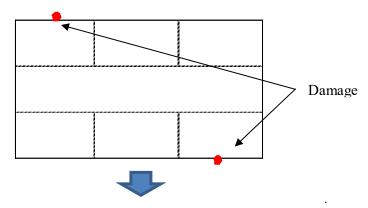
Figure 18-4 Mud Deposition/ Vegetation (Arch Rib)

### Arch Bridge (Spandrel)

The total numbers of elements are 6 (both outside) out of 9 in the plane.

As for the target of recording damage, grade of damage "a" and "e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.

The location of worst grade shall be recorded with check mark  $(\checkmark)$  on the Location in the Bridge Inspection Sheet.



Component	M ember		Defect/Damage/Deterioration						Photographs			
Superstructure	Sprandel	4	Mud	Quantify	a	b	с	d	e	Σ	<distant view=""></distant>	
		ľ	Deposition / Vegetation	Quantify -	4				2	6	Distant view	
			vegetation			Start	(	Center	End			
					Left	abla					<close view=""></close>	
				Location	Center							
					Right				₩		<remarks></remarks>	
						[Sup	erstructu	re Plane	Marking]		\Kelliai Ks>	

Figure 18-5 Mud Deposition/ Vegetation (Arch - Spandrel)

The damage shall be recorded by camera.

- Close by photo of worst damage. Measuring tape shall be applied when photo is taken to show scale of damage.
- Far photo which covers above.

### No.19 Paint Degradation

# (1) General Conditions and Features of Damage

The meaning of paint degradation is loss of paint film (due to rusting), color change, crack, crazing (expansion) of paint and paint peeling at the surface of member .The function of the paint film is to protect surface of steel against corrosion.

### (2) Relation with other Damage

No.5 Damage on Expansion Joint

No.20 Corrosion

No.21 Damage (Rivet/ HSFG)

### (3) Evaluation of Grade of Damage

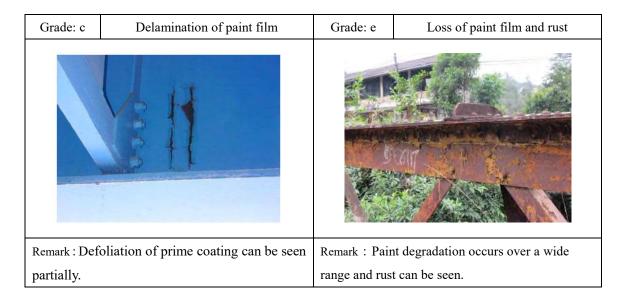
Basically, the grade of damage shall be evaluated by general condition considering severity and extent of paint degradation to the element. The extent of paint loss to the member shall be considered by the ratio of each element damaged and total of elements.

Note: The threshold value is reference only.

Grade of Damage	General Condition					
a	Does Not Exist					
b	-					
С	Discoloring on top coat or partial delamination of paint film					
d						
e	Loss of paint film degrades large surface area of element and dot rust exists in element.					

Note: Classification of large area is roughly more than 50% of surface area of element.

### (4) Sample of damage



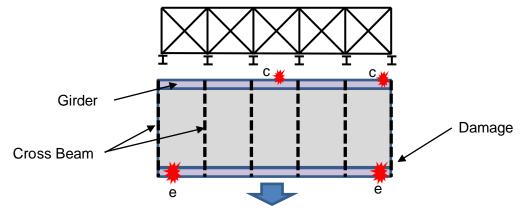
### (5) Record of damage

### (Truss Bridge)

### Main Beam

The elements are main girder divided by cross beam. In case there are 2main girders and 6 cross beams, total numbers of elements are  $10 (2 \times 5)$ .

As for the target of recording damage, grades of damage "a, c and e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.



Component	M ember		Defect/Damage/Deterioration							Photographs	
Superstructure	Main Beam		Quantify	a	b	c	d	e	Σ	Distant Views	
		Degradation	Quantity	6	0	2	0	2	10	<distant view=""></distant>	
					Start		Center	End			
				Left						<close view=""></close>	
			Location	Center							
				Right	<b>4</b>			✓		<remarks></remarks>	
					[Sup	erstruc	cture Plane	Marking]	-	\Keiliai KS/	

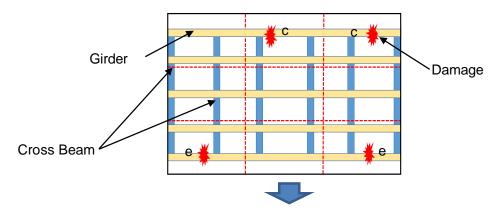
Figure 19-1 Paint Degradation (Truss Girder)

# (Steel Bridge)

### Main Beam

The elements are main girder divided by cross beam. In case, there are 5 main girders and 6 cross beams, total numbers of elements are 25 (5 x 5).

As for the target of recording damage, grade of damage "a, c and e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.



Component	M ember		Defect/Damage/Deterioration						Photographs			
Superstructure	Main Beam	✓	Paint	Quantify	a	b	c		d	e	Σ	<distant view=""></distant>
			Degradation	Quantity	21	0	2		0	2	25	\Distant view>
					_	Start		Cer	nter	End		
					Left			[				<close view=""></close>
				Location	Center			[				
					Right	✓		[		✓		<remarks></remarks>
						[Sup	erstru	cture	Plane N	Marking]		\CCITICING KS>

Figure 19-2 Paint Degradation (Steel Girder)

The damage shall be recorded by camera.

- Close by photo of worst damage. Measuring tape shall be applied when photo is taken to show scale of damage.
- Far photo which covers above.

# (6) Other key points

In case of the galvanized coating, the evaluation of grade of damage is as follows:

Note: The threshold value is reference only.

Grade of Damage	General Condition
a	Not Exist
b	-
c	Partial degradation of galvanized coating and dot rust exists in element.
d	-
e	Galvanized coating is degraded with large surface area and dot rust exists in element.

Note: Classification of large area is about more than 50% of surface area of element.

The grade of damage for b and d in the periodic inspection form are kept to fill various type of rust prevention, which are not applied in this manual, such as weather resistant steel.

#### No.20 Corrosion

### (1) General Conditions and Features of Damage

In case the paint film lost its function (protection) on surface of steel against corrosion. The damage increase extent of corrosion and decreasing of cross section area of steel. The damage to steel and cracks on the steel shall also be checked.

### (2) Relation with other Damage

No.5 Damage on Expansion Joint

No.7 Damage on Drainage

No. 19 Paint Degradation

No.21 Damage (Rivet/ HSFG)

### (3) .Evaluation of Grade of Damage

Basically, the grade of damage shall be calculated by the combination of severity and extent of damage.

### i) Evaluation on grade of damage

Grade of	General Condition					
Damage	Severity of damage	Extent of damage				
a	Not E	Exist				
b	Small	Small				
c	Small	Large				
d	Large	Small				
e	Large	Large				

Note: In case break of steel or crack of steel is found, the element shall be evaluated "e" and this shall be recorded in "Remarks" in the Bridge Inspection Sheet.

## ii) General Condition on Status Progress of Damage

## a) Severity of Damage

	<u> </u>						
Classification	General Condition						
Lawaa	There is a remarkable expanding of steel at the steel surface or decreasing of steel						
Large	cross section area is confirmed clearly.						
Cons 11	Rusting is seen just at surface of member and remarkable decreasing of steel section						
Small	area is not confirmed visually.						

Note) Judgment criterion is whether there is existence of decreased steel. Any kind of corrosion (hole, corrosion like sheets etc.), which causes section loss of steel is classified as large.

# b) Extent of Damage

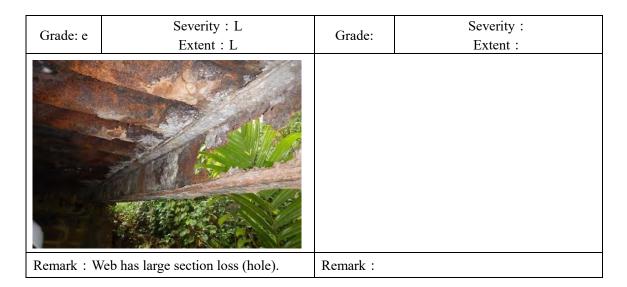
(	Classification	General Condition
	Large	There is rusting at whole extent of target element or several numbers of spreading
		rusting group at target element.
	Small	Damage Extent is small and limited.

Note) Whole extent means all extent of target element for evaluation. And classification of "large" and "small" is more than about 50% and less than 50% of surface area.

# (4) Sample of damage

Grade: b	Severity: S Extent: S	Grade: c	Severity: S Extent: L			
Remark: A	Ithough there is some rusting, it is	Remark: Rus	ting can be seen, and the area of the			
lin	mited and loss of steel section	damage is larger than 50% of				
ca	annot be seen.	el	ement.			

Grade: c	Severity: S Extent: L	Grade: e	Severity : L Extent : L
Remark: A	lthough loss of steel section is	Remark: Ren	narkable corrosion can be seen, and
co	onfirmed clearly, it is limited. Crack	th	e area of the damage is more than
01	n steel shall also be checked.	50	0% of element.



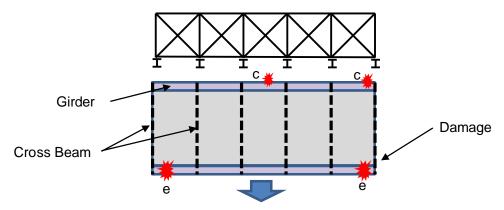
# (5) Record of damage

### (Truss Bridge)

### Main Beam

The elements are main girder divided by cross beam. In case there are 2 main girders and 6 cross beams, total numbers of elements are 10 (2x 5).

As for the target of recording damage, grades of damage "a, b, c, d and e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.



Component	Member		Defect/Damage/Deterioration							
Superstructure	Main Beam		Quantify	a	b	c	d	e	Σ	<pre><distant view=""></distant></pre>
		'	Quantity	6	0	2	0	2	10	Distant view
					Start	(	Center	End		
				Left						<close view=""></close>
			Location	Center						
				Right	<b>4</b>			✓		<remarks></remarks>
					[Sup	\rcmarks>				

Figure 20-1 Corrosion (Main Girder of Truss)

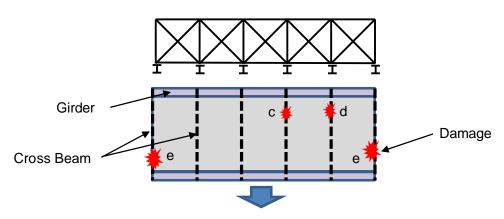
The location of worst grade shall be recorded with check mark  $(\checkmark)$  on the Location in the Bridge Inspection Sheet.

#### Cross Beam

The elements are cross beam divided by main girder. In case there are 2 main girders and 6 cross beams, total numbers of elements are 6 (1x 6).

As for the target of recording damage, grades of damage "a, b, c, d and e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.

The location of worst grade shall be recorded with check mark ( $\checkmark$ ) on the Location in the Bridge Inspection Sheet.



Component	M ember		Defect/Damage/Deterioration							
Superstructure	Cross Beam	Corrosion	Quantify	a	b	c	d	e	Σ	<distant view=""></distant>
		'	Quantity	2	0	1	1	2	6	Distant view
					Start		Center	End		
				Left						<close view=""></close>
			Location	Center	9			<u></u>		
				Right	⋪			⋪		<remarks></remarks>
					[Sup	erstruc	ture Plane	Marking]	<u>-</u>	<remarks></remarks>

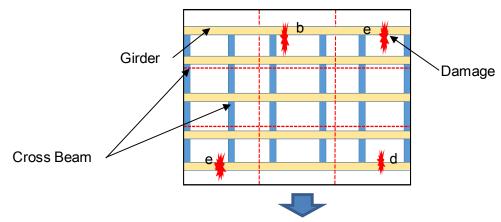
Figure 20-2 Corrosion (Cross Beam of Truss)

### (Steel Bridge)

### Main Beam

The elements are main girder divided by cross beam. In case there are 5 main girders and 6 cross beams, total numbers of elements are 25 (5x 5).

As for the target of recording damage, grades of damage "a, b, c, d and e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.



Component	Member	Defect/Damage/Deterioration									Photographs
Superstructure	Main Beam		a	b	c		d	e	Σ	ĺ	<distant view=""></distant>
		Quantity	Quantify 21	1	0		1	2	25		Distant view>
				Start		Се	enter	End			
			Left					₩			<close view=""></close>
		Location	Center								
			Right	■							<remarks></remarks>
				[Sup	erstru	ctur	e Plane	Marking]			\Remarks>

Figure 20-3 Corrosion (Main Girder of Steel Bridge)

### Cross Beam

The elements are cross beam divided by main girder. In case there are 5 main girders and 6 cross beams, total numbers of elements are 24 (4x 6).

As for the target of recording damage, grades of damage "a, b, c, d and e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.

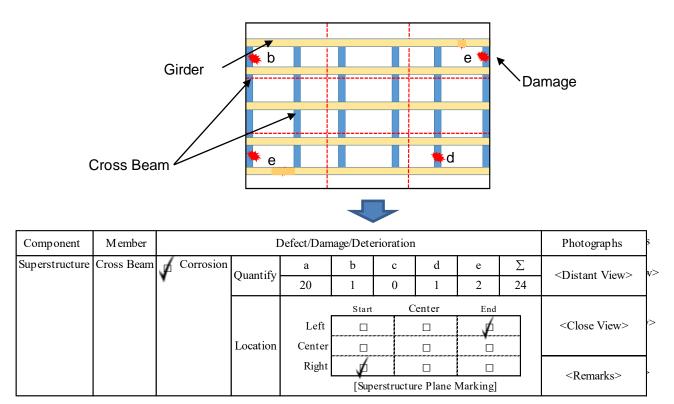


Figure 20-4 Corrosion (Cross Beam of Steel Bridge)

The damage shall be marked on the surface of bridge component/ member and recorded by camera. Photo taken at a distance.

### No.21 Damage (Rivet / HSFG)

### (1) General Conditions and Features of Damage

At the parts connected with bolts and rivets, there could be loosened or missing bolts which negates the purpose required from these components. The loosened bolts shall be checked by testing with hammer.

### (2) Relation with other Damage

No.7 Damage on Drainage

No.19 Paint Degradation

No.20 Corrosion

### (3) Evaluation of Grade of Damage

Basically, the grade of damage shall be evaluated by general condition considering severity and extent of element. The extent of impact on the member shall be considered by the ratio of each element damaged and total of elements.

Note: The threshold value is reference only.

Grade of	General Condition
Damage	
a	Does Not Exist.
b	-
c	Nos of loose or lost bolts < 5% of bolt group.
d	-
e	Nos of loose or lost bolts $\geq$ 5% of bolt group.

Note: The most serious damage of bolt grout in an element shall be evaluated.

### (4) Sample of Damage

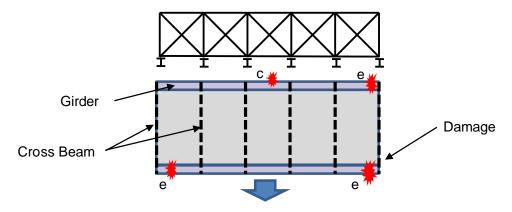
Grade: a	Does Not exist	Grade: e	Apply Evaluation of No. 20  Corrosion,  Severity: L, Extent: L
	re are rusted bolts and slight corrosion loosened nor lost bolts.	observed in a of corrosion Evaluation o	anding rust and corrosion of bolts are a large area of a bolt group. In cases but no loosened nor lost bolts, of Grade of Damage specified in sion shall be applied.

### (5) Record of Damage

# (Truss Bridge/ Steel Bridge)

### Main Beam

The elements are main girder divided by cross beam. In case there are 2 main girders and 6 cross beams, total numbers of elements are 10 (2x 5). The bolts/ rivet at splice joints are places to be inspected. As for the target of recording damage, grades of damage "a, c and e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.



Component	Member		Defect/Damage/Deterioration							
Superstructure	Main Beam		Quantify	a	b	c	d	e	Σ	<distant view=""></distant>
		(Rivet/ HSFG	Quantity	6		1		3	10	Distant view
		1151'G		_	Start	(	Center	End		
				Left						<close view=""></close>
			Location	Center						
				Right	1			✓		<remarks></remarks>
					\iCilial K5					

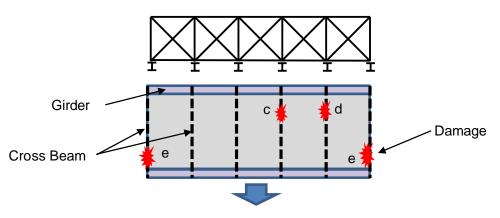
Figure 21-1 Damage (Rivet / HSFG) (Main Girder)

#### Cross Beam

The elements are cross beam divided by main girder. In case there are 2 main girders and 6 cross beams, total numbers of elements are 6 (1x 6).

As for the target of recording damage, grades of damage "a, b, c, d and e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.

The location of worst grade shall be recorded with check mark ( $\checkmark$ ) on the Location in the Bridge Inspection Sheet.



Component	Member				Photographs					
Superstructure	Cross Beam		Quantify	a	b	С	d	e	Σ	<distant view=""></distant>
		(Rivet/ HSFG	Quantity	2	0	1	1 Conton	2	6	Distant view
		пыч			Start	(	Center	End		
				Left						<close view=""></close>
			Location	Center						
				Right	ℐ			✓		<remarks></remarks>
					[Sup	erstructu	re Plane	Marking]		\Kemaiks>

Figure 21-2 Damage (Rivet/ HSFG) (Cross Beam)

The damage shall be marked on the surface of bridge component/ member and recorded by camera.

- Close by photo of worst damage. Measuring tape shall be applied when photo is taken to show scale of damage.
- Far photo which covers above.

# (6) Other key points

The damage can be checked by hammering test.

No.22 Damage of Deck Slab

22.1 Deck Slab on RC Bride

# (1) General Conditions and Features of Damage

In this type of damages there are one direction and two direction cracks (cell pattern cracks) and remarkable damage (i.e.: crack width is large and the crack is serious) at the bottom of RC deck slab including spall and dela. Major cause of this damage is water leaking from the surface of the bridge penetrating into the slab.

### (2) Relation with other Damages

No.1 Pothole and No.2 Pavement Crack

No.5 Damage on Expansion Joint

No.12 Spall/ Dela/ Ex-Rebar and No.13 Crack

### (3) Evaluation of Grade of Damage

Basically, the grade of damage shall be evaluated by general condition assessing severity and extent of damage to the element considering status of crack and water leakage/and presence of free lime. The extent of damage to member shall be considered by the ratio of each element damaged and total of elements.

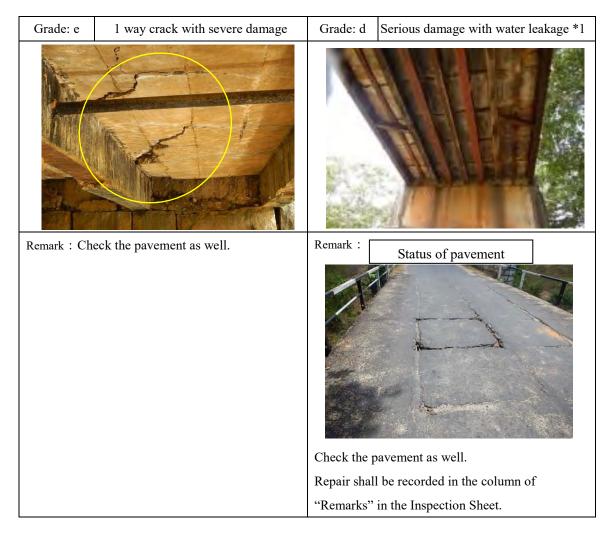
Note: The threshold value is reference only.

		1 way crack			2 way crack	
		(Cracks are mainly one way)			(Cracks are cell pattern)	
Grade			Water			Water
	Image	Status of Crack	leak/	Image	Status of Crack	leak/
			Free lime			Free lime
a		Not Exist	No	ı	-	-
b		Min interval > about 1m and Max w < 0.05mm (hair crack)	No	1	-	-
С		Interval any and Mainly w < 0.1 mm (w>0.1 partly)	No		Cell pattern size > about 0.5m and Mainly w < 0.1mm (w>0.1 partly	No
d		Interval any and Mainly max w < 0.2mm (w > 0.2mm partly)	No		Cell pattern size 0.5m - 0.2m and Mainly w < 0.2mm (w>0.2 partly)	No
d		Interval any and Mainly max w < 0.2mm (w > 0.2mm partly)	Exist		Cell pattern size any and Mainly w < 0.2mm (w>0.2 partly)	Exist
		Interval any and Many w > 0.2mm (broken crack edge is observed)	No		Cell pattern size < 0.2m and Many w > 0.2mm (broken crack edge is observed)	No
е		Interval any and Many w > 0.2mm (broken crack edge is observed) or dela or other serious damage such as broken slab	Exist		Cell pattern size any and Many w > 0.2mm (broken crack edge is observed) or dela or other serious damage such as broken slab	Exist

Note: In case, broken slab (fallen down of deck slab concrete from concrete block) is found, the element shall be evaluated as "e" and this shall be recorded in "Remarks" in the Bridge Inspection Sheet.

# (4) Sample of damage

Grade: d	2 way crack, mainly w<0.2mm  Water leakage/ free lime	Grade: d 2 way crack, cell pattern size 0.5m - 0.2m, mainly w<0.2mm  No water leakage					
Remark: Pot	hole and pavement crack shall also be	Remark:					
che	cked.						



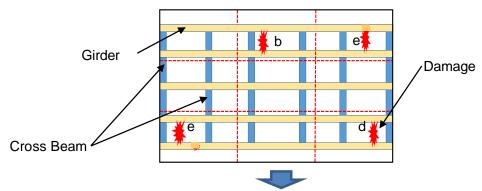
Note \*1) The deck slab is precast panel type. The pavement on the slab is cracked along joint of deck slab with water leakage. Therefore, this damage is evaluated as serious damage with water leakage. The slab was reinforced by additional new girders between existing girders. Considering these, the grade is amended "e" to "d".

### (5) Record of Damage

The elements are main girder divided by cross beam. In case there are 5 main girders and 6 cross beams, total numbers of elements are 20 (4x 5). In case there are cantilever slabs on both sides in addition to other girders and cross beams, total numbers of elements are 22 (20 + 2).

As for the target of recording damage, grades of damage "a, b, c, d and e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.

The location of worst grade shall be recorded with check mark ( $\checkmark$ ) on the Location in the Bridge Inspection Sheet.



Component	Member		Defect/Damage/Deterioration								Photographs
Superstructure	Deck Slab	√	Damage	Quantify	a	b	c	d	e	Σ	<distant view=""></distant>
			on Deck Slab	Damage on Deck Quantify	18	1	0	1	2	20	Distant view
			(RC)		_	Start		Center	End		
			()	(RC)					⋪		<close view=""></close>
				Location	Center						
					Right	⊮					<remarks></remarks>
					[Superstructure Plane Marking]						\Kemarks>

Figure 22-1 Damage on Deck Slab (RC)

The damage shall be marked on the surface of bridge component/ member and recorded by camera.

- Close by photo of worst damage. Measuring tape shall be applied when photo is taken to show scale of damage.
- Far photo which covers above.

# 22-2 Damage on Deck Slab (Steel)

## (1) General Conditions and Features of Damage

This damage is due to corrosion on steel deck. It shows that the corrosion is heavy and usefulness of the steel plate section is decreasing. Major cause of this damage is the leakage of water from the surface of the bridge penetrating on to the slab.

## (2) Relation with other Damage

No.1 Pothole and No.2 Pavement Crack

No.5 Damage on Expansion Joint

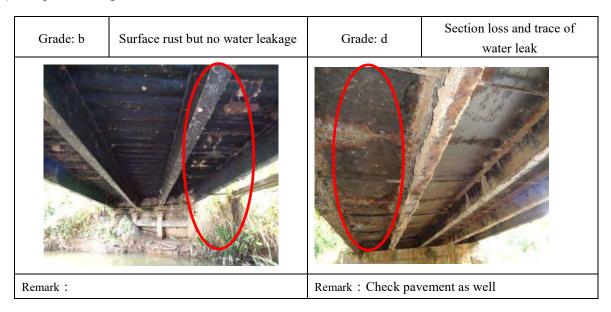
### (3) Evaluation of Grade of Damage

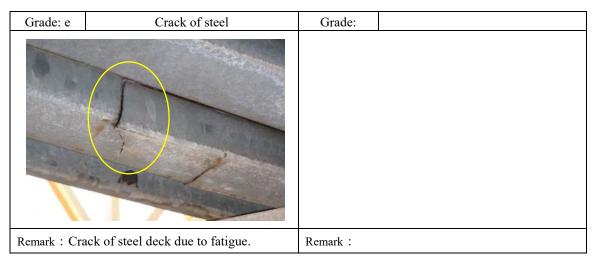
Basically, the grade of damage shall be evaluated by general condition considering severity and extent of damage to the element. The extent of damage to member shall be assessed by the ratio of each element damaged and total of elements.

Note: The threshold value is reference only.

Grade of Damage	General Condition
a	Does Not Exist
b	Surface rust and no water leak
c	Surface rust and water leak
d	Loss of section and slight water leak
e	Loss of section and remarkable water leak or other serious damage such as crack of steel

# (4) Sample of damage

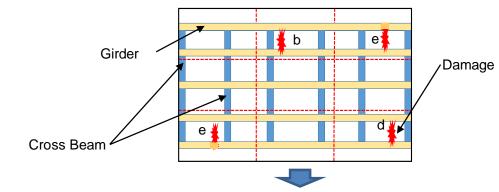




### (5) Record of damage

The elements are steel slab panel divided by main girder and cross beam. In case there are 5 main girders and 6 cross beams, total numbers of elements are 20 (4 x 5). In case there are 10 main girders and no cross beam, total number of elements is 10.

As for the target of recording damage, grades of damage "a, b, c, d and e" and number of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.



Component	Member		Defect/Damage/Deterioration							Photographs					
Superstructure	Deck Slab	4	Damage	Quantify	a	b	c	d	e	Σ	<distant view=""></distant>				
		'	on Deck Slab	on Deck Quantify	16	1	0	1	2	20	Distant view				
			(Steel)			Start	(	Center	End						
			(Steel)	Left						<close view=""></close>					
				Location	Location	Location	Location	Location	Center	□					
					Right	. ✓					<remarks></remarks>				
					[Superstructure Plane Marking]						\Ciriarks>				

Figure 22-2 Damage on Deck Slab (Steel)

### No.23 Arch Line (Displacement)

# (1) General conditions and features of Damage

There is deformation due to displacement of arch line (rib).

# (2) .Relation with other Damage

No. 13 Crack

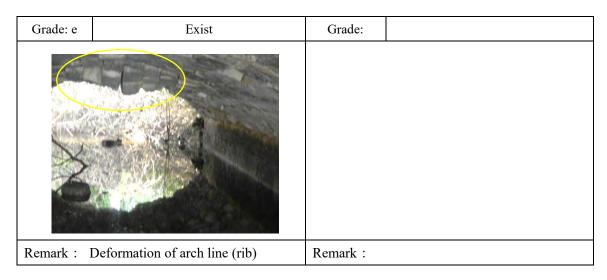
No. 24 Deteriorated (Loose)

# (3) .Evaluation of Grade of Damage

Basically, the grade of damage shall be evaluated by general condition considering severity and extent of damage to element. The extent of damage to member shall be assessed by the ratio of each element damaged and total of elements.

Grade of Damage	General Condition
a	Does Not Exist
ь	-
c	-
d	-
e	Deformation at Arch line (rib)

# (4) Sample of damage

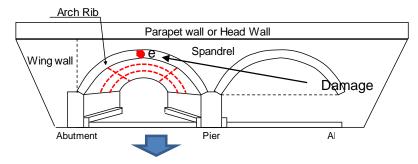


## (5) Record of damage

The element is only 1 and check if the damage exists or does not exists.

As for the target of recording damage, grades of damage "a" and "e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.

The location of worst grade shall be recorded with check mark ( $\checkmark$ ) on the Location in the Bridge Inspection Sheet.



Component	Member		Defect/Damage/Deterioration							Photographs		
Superstructure	Arch Rib	Arch Line	Quantify	a	b	с	d	e	Σ	<distant view=""></distant>		
		(Displacement)	Quantity	0				1	1	Distant view		
					Start		Center	End				
				Left						<close view=""></close>		
			Location	Location	Location	Center						
				Right			. ✓			<remarks></remarks>		
			[Substructure Plane Marking]						\RCIIIdI KS			

Figure 23 Arch Line (Deformation due to Displacement)

The damage shall be marked on the surface of bridge component/ member and recorded by camera.

- Close by photo of worst damage. Measuring tape shall be applied when photo is taken to show scale of damage.
- Far photo which covers above.

# No. 24 Deteriorated (Loose)

### (1) General conditions and Features of Damage

There is loose or missing arch rib and spandrel materials.

### (2) Relation with other Damage

No. 13 Crack

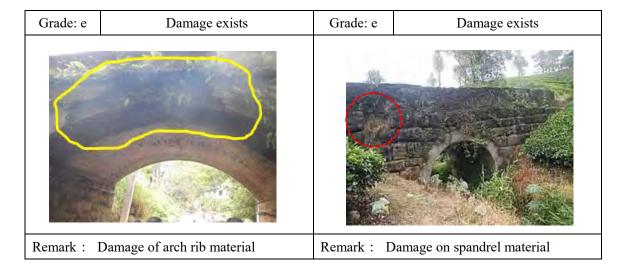
No. 23 Arch Line (Displacement)

### (3) Evaluation of Grade of Damage

Basically, the grade of damage shall be evaluated by general condition considering severity and extent of damage to the element. The extent of damage to member shall be considered by the ratio of each element damaged and total of elements.

Grade of Damage	General Condition
a	Does Not Exist
b	-
c	-
d	-
e	Loose or missing material of arch rib and spandrel

# (4) Sample of damage

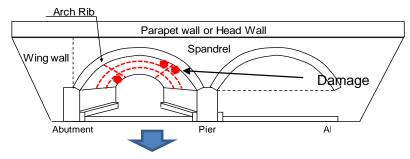


# (5) Record of damage

### Arch Rib

The numbers of elements are 9 in the plane.

As for the target of recording damage, grades of damage "a" and "e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.



Component	M ember	Defect/Damage/Deterioration							Photographs				
Substructure	Arch Rib	Deteriorated	Quantify	a	b	с	d	e	Σ	<distant view=""></distant>			
			Quantify -	6				3	9	Distant view			
					Start	Start Center		End					
			Location	Left	₹					<close view=""></close>			
				Location	Location	Location	Center						
					Right			✓	✓		<remarks></remarks>		
					[Su	[Substructure Plane Marking]				\Cind(KS)			

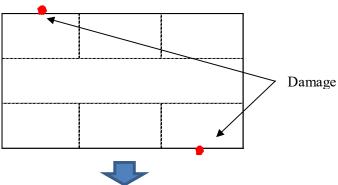
Figure 24-1 Deteriorated (Loose) - Arch Rib

### Spandrel

The numbers of elements are  $6 (\sum = both outside elements)$  out of 9 in plane.

As for the target of recording damage, grade of damage "a" and "e" and numbers of each element for each grade shall be counted. The results shall be recorded in the columns of Quantity in the Bridge Inspection Sheet.

The location of worst grade shall be recorded with check mark  $(\checkmark)$  on the Location in the Bridge Inspection Sheet.



Component	M ember		Defect/Damage/Deterioration							Photographs
Superstructure	ructure Spandrel Deteriora			a	b	с	d	e	Σ	<pre><distant view=""></distant></pre>
		(Loose)	Quantify	4				2	6	- Distant view
					Start	(	Center	End		
			Location		₹					<close view=""></close>
								⊄		<remarks></remarks>
					[Sup	erstructu	re Plane	Marking]	<u>-</u>	\Keilidi KS

Figure 24-2 Deteriorated (Loose) – Spandrel of Arch

The damage shall be marked on the surface of bridge component/ member and recorded by camera.

- Close by photo of worst damage. Measuring tape shall be applied when photo is taken to show scale of damage.
- Far photo which covers above.

### No.25 Others

### Repaired Members

When the members which have been repaired are in place, the evaluation shall be done on the damage together with repaired members in accordance with evaluation method shown from No.1 to No.24.

#### Others

At the inspection at site, other damages shown below shall also be checked.

- Abnormal sound and vibration
- Abnormal deflection
- Deformation and absence of structural members
- Settlement, movement and inclination of substructures

These damages shall be recorded in the Remarks and Location of Inspection Worksheet and photographs shall be taken.

Component	M ember	Defect/Damage/Deterioration							Photographs		
Others	thers Others		0 1:0	a	b	c	d	e	Σ	<distant view=""></distant>	
			Quantify	-				1	-	Distant view	
					Start	(	Center	End			
				Left						<close view=""></close>	
			Location	Location	Center						
				Right						<remarks></remarks>	
				[Superstructure Plane Marking]						\\Ciliarks>	

The measures shall be studied in accordance with Attachment 6 in the manual (Described Damage and Example of Emergency Action).

It is noted that these damages are not counted for Health Index (HI).

### C. Widened Bridge and Separated Bridge

In case the superstructure types are different in original structure and that of widened structure, the target shall be original bridge basically.

For example, original bridge is Arch Bridge and widened by PSC-PRE, the periodical inspection of Bridge Structure shall be recorded in "Bride Inspection Sheet: Arch Bridge". Regarding the Bridge Surface, the record can be done on both original and widened structures

In case the widened component is needed to be evaluated as a bridge, it can be evaluated as a separate bridge.

For example, original bridge is arch bridge and widened by PSC-PRE, the inspection shall be recorded in 2 types of sheets:

"Bride Inspection Sheet: Superstructure (Arch Bridge)" and

"Bride Inspection Sheet: Superstructure (PSC-PRE)"

# **<u>Attachment 2 - Calculation and Recording of Health Index (HI)</u>**

# **Table of Contents**

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	(2)	What HI Represents	
	` ′	Calculation Unit for HI	
		culation Method for HI	
		culation Method for Damage Point (DP)	
		DP for Each Member	
		DP of Each Structure and Span	
		us as HI=0	

### 1 Fundamental Philosophy of HI

## (1) Purpose of HI

HI quantitatively represents the soundness of the bridge members based on the objective damage evaluation by visual inspection (the degree and extent of the damage on the member). HI is utilized for the following purposes:

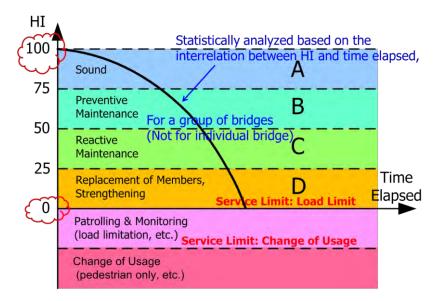
- To reduce the variations in the soundness evaluation results of different inspectors (standardization)
- · To calculate the standard repair cost applied when formulating the management plan

## (2) What HI Represents

In general, HI is a quantitative representation of the evaluation of the conditions of the members and entire bridges. However, the conditions can be based on a variety of viewpoints such as mechanical viewpoint (loading capacity and stress) and financial viewpoint (asset value and repair scale).

In this manual, HI shall be an index to represent the bridge conditions as the "performance" in a composite relation to load capacity and repair scale.

The "performance" is considered lost (HI=0) when the damage degrades the "performance" initially available at the time of construction and causes some restrictions (lane closure, loading restriction, speed limit).



In other words, HI represents the level of required treatment against the damage (degree of urgency and scale of repair).

The visual inspection is employed to grasp the conditions. Since no asset evaluation and pressure measurement are conducted, it should be noted that the contents mentioned here are only "conceptual."

#### (3) Calculation Unit for HI

HI for each structure, span and entire bridge shall be calculated based on the HI calculated for each member.

#### 2 Calculation Method for HI

HI of a member shall be an overall total of the following 2 items:

- a) Evaluation point of multiple damages based on the degree and extent of the damage on the member
- b) Weighting factor concerning the following evaluation items: significance of the damage type, significance of the member and significance of the structure

HI=100, i.e. no damage, is confirmed and members are sound. HI of concerned members shall be calculated by subtracting the total of the following 2 items from 100:

- a) Evaluation point according to the degree and extent of the damage on the members
- b) Weighting factor concerning the significance of the damage

#### [Calculation Procedure for HI]

- (1) Calculate DP (Damage Point) by adding the weighting factor based on the significance of the damage to the evaluation point according to the degree and extent of the damage on the member as observed at inspection.
- (2) Consider HI=100 when the condition is sound without any damage. Calculate HI (Health Index) by subtracting DP from 100.

Health Index (HI) = 
$$100 - \sum$$
 Damage Point (DP)

(3) Calculate HI of span, structure and member by integration method at each stage according to DP of each member and weighting factors concerning the significance of the span, structure and member.

HI of the bridge shall be the minimum HI of the span.

#### 3 Calculation Method for Damage Point (DP)

#### 3.1 DP for Each Member

DP (Damage Point) shall be calculated by considering the weighting factor concerning the significance of the damage type based on the following 2 items obtained by inspection:

- a) Evaluation point corresponding with damage classification
- b) Damage extent (distribution ratio of damage classification)

#### 3.2 DP of Each Structure and Span

DP of each structure and span shall be calculated by Subtraction Integration Method based on DP of each member and weighting factor concerning the significance of the member and the structure.

Spall / Dela / Ex-Rebar Crack

'\{\alpha\}''

[Example of DP Calculation: Bridge Structure (PSC-POS)]

### (1) Evaluation Point of Each Damage Type

					Е	xtent of	f Dama	ge	
Construction	Member	Damage	DP	a (0)	b (25)	c (50)	d (75)	e (100)	Σ
		Spall / Dela / Ex-Rebar	10.0	9				1	10
	Main Beam	Crack	15.0	7		3			10
		Damage on Anchorage	0.0	10					10
Superstructure	Deck Slab	Spall / Dela / Ex-Rebar	0.0	8					8
	Deck Slab	Crack	18.8	5		3			8
	Dianhraam	Spall / Dela / Ex-Rebar	0.0	12					12
	Diaphragm	Crack	16.7	10				2	12
Pridge Peering	None	Water Leakage from Expansion Joint	30.0	7				3	10
Bridge Bearing	None	Damage on Bridge Bearing	20.0	8				2	10
		Scour	0.0	1					1
Substructure	None	Spall / Dela / Ex-Rebar	16.7	7		1		1	9
Substructure	None -	Crack	22.2	7				2	9
		Mud Deposition / Vegetation	0.0	9					9

Main Beam  $\rightarrow$  Spall / Dela / Ex-Rebar  $\rightarrow$  DP=100×1/10=10

Main Beam  $\rightarrow$  Crack  $\rightarrow$  DP=  $50 \times 3/10=15$ 

Deck Slab  $\rightarrow$  Crack  $\rightarrow$  DP= 50×3/8=18.8

 $Diaphragm \rightarrow Crack \rightarrow DP=100\times2/12=16.7$ 

### (2) DP of Each Member, Structure and Span

Bridge Structure (PSC-POS,FBridge Structure (PSC-POS,RCS-RCB)

Construction	DP	Construction	Correlation Factor	DP	Member	Correlation Factor	DP	Damage	Correlation Factor	DP
					Main Beam	,·· 1.0 <b>&gt;</b>	18.0	Damage on Anchorage	··· 0.3 > ··· 1.0 > ··· 0.3 >	10.0 15.0 0.0
	<b>a</b> e*	Superstructure	·· 0.7	27.0	Deck Slab  Diaphragm	0.3		Spall / Dela / Ex-Rebar Crack Spall / Dela / Ex-Rebar	1.0	0.0 18.8 0.0
Bridge Structure	46.7	V	0.3		None		. 000	Crack Water Leakage from Expansion Joint Damage on Bridge Bearing		16.7 30.0 20.0
		Substructure	1.0	€ 20.0 -	·None·····	1.0 >	20.0	Scour  Spall / Dela / Ex-Rebar  Crack  Mud Deposition / Vegetation	1.0 : 0.4 : 0.6 :	<ul><li>0.0</li><li>16.7</li><li>22.2</li><li>0.0</li></ul>

# 3.3 Weighting Factor of Each Damage Type and DP

### Bridge

Structure	Correlation Factor
Bridge Surface	0.1
Bridge Structure	1.0

#### Bridge Surface

	Correlation		Correlation		Correlation	Damage Point						
Construction	Factor	Member	Factor	Damage	Factor	a (0)	b (25)	c (50)	d (75)	e (100)		
				Pothole	1.0	0	-	0	-	0		
		Pavement  Expansion Joint	1.0	Crack	0.5	0	-	0	ı	0		
				Rutting	0.1	0	-	0	-	0		
				Waving	0.1	0	-	0	-	0		
				Damage on Expansion joint	1.0	0	-	ı	-	0		
Bridge Surface	1.0			Difference in Levels	0.1	0	-	0	-	0		
				Damage on Drainage	0.7	0	-	I	I	0		
		Accessories	0.1	Damages on Service Duct	0.2	0	-	ı	-	0		
				Damages on Railing / Parapet	0.2	0	-	ı	-	0		
		Annuachea	0.2	Settlement of Surface	1.0	0	-	I	I	0		
	Aı	Approaches 0.2		Approach Bank / River Bank	0.5	0	-	-	-	0		

#### Bridge Structure (PSC-PRE)

	Correlation	Mombor C	Correlation		Correlation	Damage Point					
Construction	Factor	Member	Factor	Damage	Factor	a (0)	b (25)	c (50)	d (75)	e (100)	
				Spall / Dela / Ex-Rebar	0.7	0	0	0	0	0	
Superstructure	1.0	Main Beam	1.00	Crack	1.0	0	0	0	0	0	
				Damage on Anchorage	0.5	0	-	0	-	0	
Bridge Bearing	0.2	None	1.00	Water Leakage from Expansion Joint	0.2	0	-	0	-	0	
Bridge Bearing	0.2	None	1.00	Damage on Bridge Bearing	1.0	0	-	0	-	0	
				Scour	1.0	0	-	0	-	0	
Substructure	1.0	None	1.00	Spall / Dela / Ex-Rebar	0.4	0	0	0	0	0	
substructure	1.0	None	1.00	Crack	0.6	0	0	0	0	0	
			<u> </u>	Mud Deposition / Vegetation	0.1	0	-	ı	-	0	

#### Bridge Structure (RC-S)

	Correlation		Correlation		Correlation	Damage Point					
Construction	Factor	Member	Factor	Damage	Factor	a (0)	b (25)	c (50)	d (75)	e (100)	
Cuparetruatura	uperstructure 1.0		1.00	Spall / Dela / Ex-Rebar	0.3	0	0	0	0	0	
Superstructure	1.0	Deck Slab		Crack	1.0	0	0	0	0	0	
Dridge Decring	0.2	None	1.00	Water Leakage from Expansion Joint	0.2	0	-	0	-	0	
Bridge Bearing	0.2	None	1.00	Damage on Bridge Bearing	1.0	0	-	0	-	0	
				Scour	1.0	0	-	0	-	0	
Cubatruatura	1.0	None	1.00	Spall / Dela / Ex-Rebar	0.4	0	0	0	0	0	
Substructure	1.0	None	1.00	Crack	0.6	0	0	0	0	0	
				Mud Deposition / Vegetation	0.1	0	-	-	-	0	

#### Bridge Structure (PSC-POS,RCS-RCB)

	Correlation		Correlation		Correlation	Damage Point						
Construction	Factor	Member	Factor	Damage	Factor	a (0)	b (25)	c (50)	d (75)	e (100)		
				Spall / Dela / Ex-Rebar	0.3	0	0	0	0	0		
		Main Beam	1.0	Crack	1.0	0	0	0	0	0		
				Damage on Anchorage	0.3	0	1	0	ı	0		
Superstructure		Deck Slab	0.2	Spall / Dela / Ex-Rebar	0.3	0	0	0	0	0		
				Crack	1.0	0	0	0	0	0		
				Spall / Dela / Ex-Rebar	0.3	0	0	0	0	0		
				Crack	1.0	0	0	0	0	0		
Bridge Bearing	0.2	None	1.0	Water Leakage from Expansion Joint	0.2	0	-	0	-	0		
Bridge Bearing	0.2	None	1.0	Damage on Bridge Bearing	1.0	0	-	0	-	0		
				Scour	1.0	0	-	0	-	0		
Substructure	1.0	None	1.0	Spall / Dela / Ex-Rebar	0.4	0	0	0	0	0		
	1.0	None	1.0	Crack	0.6	0	0	0	0	0		
			ı	Mud Deposition / Vegetation	0.1	0	-	-	-	0		

### Bridge Structure (Box Bridge)

	Correlation		Correlation		Correlation	Damage Point						
Construction	Factor	Member	Factor	Damage	Factor	a (0)	b (25)	c (50)	d (75)	e (100)		
Superstructure	1.0	Deck Slab	1.0	Spall / Dela / Ex-Rebar	1.0	0	0	0	0	0		
Superstructure	1.0	Deck Slab		Crack	1.0	0	0	0	0	0		
			1.0	Scour	1.0	0	1	0	-	0		
Substructure	1.0	None		Spall / Dela / Ex-Rebar	0.4	0	0	0	0	0		
Substructure	1.0	None		Crack	0.6	0	0	0	0	0		
				Mud Deposition / Vegetation	0.1	0	-	-	-	0		

#### Bridge Structure (Truss Bridge)

	Correlation		Correlation		Correlation	Damage Point						
Construction	Factor	Member	Factor	Damage	Factor	a (0)	b (25)	c (50)	d (75)	e (100)		
				Paint Degradation	0.2	0	0	0	0	0		
		Main Beam	1.0	Corrosion	0.6	0	0	0	0	0		
		Iwaiii beaiii	1.0	Damage (Rivet / HSFG)	1.0	0	1	0	-	0		
Superstructure	1.0			Mud Deposition / Vegetation	0.1	0	-	ı	-	0		
		Deck Slab	0.1	Damage on Steel / (RC) Deck Slab	1.0	0	0	0	0	0		
		Cross Boam	0.3	Corrosion	1.0	0	0	0	0	0		
		Cross Beam		Damage (Rivet / HSFG)	0.2	0	-	0	-	0		
Bridge Bearing	0.1	None	1.0	Water Leakage from Expansion Joint	0.2	0	1	0	-	0		
bridge bearing	0.1	None	1.0	Damage on Bridge Bearing	1.0	0	-	0	-	0		
				Scour	1.0	0	1	0	-	0		
Substructure	0.3	None	1.0	Spall / Dela / Ex-Rebar	0.4	0	0	0	0	0		
			I	Crack	0.6	0	0	0	0	0		

#### Bridge Structure (Steel Bridge)

	Correlation		Correlation		Correlation		Dai	mage P	oint	
Construction	Factor	Member	Factor	Damage	Factor (OLD)	a (0)	b (25)	c (50)	d (75)	e (100)
				Paint Degradation	0.2	0	0	0	0	0
		Main Beam	1.0	Corrosion	0.6	0	0	0	0	0
		IVIAIII DEAIII		Damage (Rivet / HSFG)	1.0	0	-	0	-	0
Superstructure	1.0	D 1 01 1		Mud Deposition / Vegetation	0.1	0	ı	ı	ı	0
		Deck Slab	0.1	Damage on Steel / (RC) Deck Slab	1.0	0	0	0	0	0
		Cross Beam	0.3	Corrosion	1.0	0	0	0	0	0
				Damage (Rivet / HSFG)	1.0	0	ı	0	ı	0
Bridge Bearing	0.1	None	1.0	Water Leakage from Expansion Joint	0.2	0	1	0	-	0
bridge bearing	0.1	None	1.0	Damage on Bridge Bearing	1.0	0	-	0	-	0
				Scour	1.0	0	-	0	-	0
Substructure	0.3	Nono	1.0	Spall / Dela / Ex-Rebar	0.4	0	0	0	0	0
	0.5	None	1.0	Crack	0.6	0	0	0	0	0
			ľ	Mud Deposition / Vegetation	0.1	0	-	-	_	0

#### Bridge Structure (Arch Bridge)

	Correlation		Correlation		Correlation	Damage Point					
Construction	Factor	Member	Factor	Damage	Factor (OLD)	a (0)	b (25)	c (50)	d (75)	e (100)	
				Arch Line (Displacement)	1.0	0	-	-	-	0	
		Arch Rib	1.0	Crack	0.4	0	0	0	0	0	
Superstructure		Spandrel	1.0	Deteriorated (Loose )	0.4	0	-	-	-	0	
	1.0			Vegetation	0.1	0	-	-	-	0	
				Crack	1.0	0	0	0	0	0	
				Deteriorated (Loose )	0.9	0	-	-	-	0	
				Vegetation	0.1	0	-	-	-	0	
				Scour	1.0	0	-	0	-	0	
Substructure	1.0	Nama	1.0	Spall / Dela / Ex-Rebar	0.6	0	0	0	0	0	
	1.0	None	1.0	Crack	0.9	0	0	0	0	0	
			Ī	Mud Deposition / Vegetation	0.1	0	-	-	-	0	

#### 4. Status as HI=0

Each structural member has function and performance required.

The status of members, which lost required function and performance is specified as HI=0 as shown below.

Bridge Surface						
Component	Member	Damage	Basic Concept of Element	Required Major Function/Performance	Status as HI = 0	
		Pothole	9 elements in horizontal plane	Duotoot dools alsh and immost to	Grade "e" in No.1 Pot hole exists all	
	Pavement	Pavement Crack		- Protect deck slab and impact to bridge	elements, or	
	1 avenent	Rutting		-Ensure safety and comfortability of passing vehicles	"e" in No.2 Crack exists all elements and "e" in No.1 Pothole exists 2	
		Waving		passing venicles	elements.	
	Expansion Joint	Damage on Expansion joint	Percentage of damage in	-Protect bearing and structure	"e" in No.5 Damage of expansion	
Bridge Surface		Difference in Levels	length Percentage of damage in	- Driving comfortability	joint exists all elements.	
Bridge Surface		Damage on Drainage	numbers of drainage on catch basin	-Discharge water from road surface	"e" in No.7 Damage of Drainage	
	Accessories	Damages on Service Duct	Percentage of damage in length	-Safety for utility	exists all elements.	
		Damages on Railing / Parapet	_	-Safety for passing vehicle		
	Approaches	Settlement of Surface	divided by 3 in the transverse direction	-Safety for passing vehicle	"e" in No.10 Settlement of Surface	
		Approach Bank / River Bank			exists all elements.	
Bridge Structure	(PSC-PRE)					
Component	Member	Damage	Concept of Element	Required Major Function/Performance	Status as HI = 0	
		Spall / Dela / Ex-Rebar	numbers of girder		Grade "e" in No.13 Crack exists all elements,	
Superstructure	Main Beam	Crack		-Support load on deck slab and deliver to bridge bearing	or "e" in No.13 Crack and "e" in No.12 Scall/Dale/ Fy. Paker, exists 6	
		Damage on Anchorage			Spall/Dela/ Ex-Rebar exists 6 elements.	
Bridge Bearing	None	Water Leakage from Expansion Joint	Percentage of damage in length or numbers of bearing	-Support horizontal/vertical load -Perform against movement and	"e" in No.16 Damage on Bridge Bering exists all elements.	
		Damage on Bridge Bearing	1 element, exist or not exist	rotation	-	
		Scour	T crement, country or not country	- Stability of substructure	"e" in No.17 Scour exists, or	
Substructure	None	Spall / Dela / Ex-Rebar		Deline le de fermination	"e" in No.13 Crack exists all	
		Crack	9 elements in vertical plane	-Deliver loads from superstructure to foundation	elements and "e" in No.12 Spall/Dela/Ex-Rebar exists 2	
		Mud Deposition / Vegetation			elements.	
Bridge Structure	(RC-S)					
Component	Member	Damage	Concept of Element	Required Major Function/Performance	Status as HI = 0	
		Spall / Dela / Ex-Rebar	9 elements in horizontal plane	Disease and the second	Grade "e" in No.13 Crack exists all elements,	
Superstructure	Deck Slab	Crack		-Directory support vehicle/pedestrian loads	or "e" in No.13 Crack and "e" in No.12 Spall/Dela/ Ex-Rebar exists 6 elements.	
Bridge Bearing	None	Water Leakage from Expansion Joint	Percentage of damage in length or numbers of bearing	-Support horizontal/vertical load -Perform against movement and rotation	"e" in No.16 Damage on Bridge Bering exists all elements.	
		Damage on Bridge Bearing	1 element, exist or not exist			
		Scour	, or not entit	- Stability of substructure	"e" in No.17 Scour exists, or	
Substructure	bstructure None	Spall / Dela / Ex-Rebar		Deliver loads from superstanting	"e" in No.13 Crack exists all	
Substructure   None		Crack	9 elements in vertical plane to fou	-Deliver loads from superstructure to foundation	elements and "e" in No.12 Spall/Dela/Ex-Rebar exists 2	
	Mud Deposition / Vegetation			elements.		

Bridge Structure	(PSC-POS,RCS-I	RCB)				
Component	Member	Damage	Concept of Element	Required Major Function/Performance	Status as HI = 0	
		Spall / Dela / Ex-Rebar	Main beam divided by Cross	-Support loads on deck slab and		
	Main Beam	Crack	Beam	deliver to bridge bearing	Grade "e" in No.13 Crack exists all	
		Damage on Anchorage	Numbers of girder		elements,	
Superstructure	Deck Slab	Spall / Dela / Ex-Rebar	Slab divided by girder and cross beam	-Directory support	"e" in No.13 Crack and "e" in No.12	
		Crack		vehicle/pedestrian loads	Spall/Dela/ Ex-Rebar exists 6/9 of	
	Diaphragm	Spall / Dela / Ex-Rebar	Cross beam divided by main girder	-Loads distribution by connection of	total elements.	
		Crack		main girders		
Bridge Bearing	None	Water Leakage from Expansion Joint	Percentage of damage in length or numbers of bearing	-Support horizontal/vertical load -Perform against movement and	"e" in No.16 Damage on Bridge	
Bridge Bearing	rvone	Damage on Bridge Bearing		rotation	Bering exists all elements.	
		Scour	1 element, exist or not exist	- Stability of substructure	"e" in No.17 Scour exists,	
		Spall / Dela / Ex-Rebar	9 elements in vertical plane	,	or	
Substructure	None	Crack		-Deliver loads from superstructure to foundation	"e" in No.13 Crack exists all elements and "e" in No.12 Spall/Dela/Ex-Rebar exists 2	
		Mud Deposition / Vegetation		to foundation	elements.	
Bridge Structure	(Box Bridge)					
Component	Member	Damage	Concept of Element	Required Major Function/Performance	Status as HI = 0	
		Spall / Dela / Ex-Rebar		-Directory support	Grade "e" in No.13 Crack exists all elements,	
Superstructure De	Deck Slab	Crack	9 elements in horizontal plane	vehicle/pedestrian loads	"e" in No.13 Crack and "e" in No.12 Spall/Dela/ Ex-Rebar exists 6 elements.	
		Scour	1 element, exist or not exist	- Stability of substructure	"e" in No.17 Scour exists,	
Substructure	None	Spall / Dela / Ex-Rebar	9 elements in vertical plane	-Deliver loads from superstructure	"e" in No.13 Crack exists all elements and "e" in No.12	
		Crack	9 elements in vertical plane	to foundation	Spall/Dela/Ex-Rebar exists 2 elements.	
Bridge Structure	(Truss Bridge)					
				Required Major		
Component	Member	Damage	Concept of Element	Function/Performance	Status as HI = 0	
		Paint Degradation	girder divided by cross			
	Main Beam	Corrosion	beam/lateral bracing	-Support loads on deck slab and	"e" in No.19 Paint Degradation exists all elements and "e" in No.20	
	ıvıdın Dedili	Damage (Rivet / HSFG)		deliver to bridge bearing	Corrosion exists all elements.	
Superstructure		Mud Deposition / Vegetation				
•	Deck Slab	Damage on Steel / (RC) Deck Slab	Slab divided by girder and cross beam	-Directory support vehicle/pedestrian loads	"e" in No.22 Damage on Deck slab exists all elements.	
	Cross Beam	Corrosion	Cross beam divided by main	-Loads distribution by connection of	"e" in No.20 Corrosion exists all	
	•	Damage (Rivet / HSFG)	girder	main girders	elements.	
Bridge Bearing	None	Water Leakage from Expansion Joint	Percentage of damage in length or numbers of bearing	-Support horizontal/vertical load -Perform against movement and	"e" in No.16 Damage on Bridge Bering exists all elements.	
		Damage on Bridge Bearing		rotation	Boring exists an elements.	
		Scour	1 element, exist or not exist	- Stability of substructure	"e" in No.17 Scour exists,	
Substructure	None	Spall / Dela / Ex-Rebar	9 elements in vertical plane		or "e" in No.13 Crack exists all	
		Crack		-Deliver loads from superstructure to foundation	elements and "e" in No.12 Spall/Dela/Ex-Rebar exists 2	
		Mud Deposition / Vegetation			elements.	

Bridge Structure	(Steel Bridge)					
Component	Member	Damage	Concept of Element	Required Major Function/Performance	Status as HI = 0	
		Paint Degradation	girder divided by cross			
	Main Beam	Corrosion	beam/lateral bracing	-Support loads on deck slab and	"e" in No.19 Paint Degradation exists all elements and "e" in No.20	
Wain Dean	Damage (Rivet / HSFG)		deliver to bridge bearing	Corrosion exists all elements.		
Superstructure		Mud Deposition / Vegetation				
Supersu de care	Deck Slab	Damage on Steel / (RC) Deck Slab	Slab divided by girder and cross beam	-Directory support vehicle/pedestrian loads	"e" in No.22 Damage on Deck slab exists all elements.	
	Cross Beam	Corrosion	Cross beam divided by main	-Loads distribution by connection of	f "e" in No.20 Corrosion exists all	
	Cross Beam	Damage (Rivet / HSFG)	girder	main girders	elements.	
Bridge Bearing	None	Water Leakage from Expansion Joint	Percentage of damage in length or numbers of bearing	-Support horizontal/vertical load -Perform against movement and	"e" in No.16 Damage on Bridge Bering exists all elements.	
		Damage on Bridge Bearing		rotation	bering exists an elements.	
	bstructure None	Scour	1 element, exist or not exist	- Stability of substructure	"e" in No.17 Scour exists,	
Sub atmostracy No.		Spall / Dela / Ex-Rebar	9 elements in vertical plane		or "e" in No.13 Crack exists all	
Substructure		Crack		-Deliver loads from superstructure to foundation	elements and "e" in No.12 Spall/Dela/Ex-Rebar exists 2	
		Mud Deposition / Vegetation			elements.	
Bridge Structure	(Arch Bridge)					
Component	Member	Damage	Concept of Element	Required Major Function/Performance	Status as HI = 0	
		Arch Line (Displacement)	1 element, exist or not exist			
	Arch Rib	Crack		-Support vertical load and deliver to arch with axial force and horizontal reaction on foundation	"e" in No.23 Arch Line	
	Arch Kib	Deteriorated (Loose )	9 elements in horizontal plane		(Displacement) exists.	
Superstructure		Vegetation				
		Crack	Out sides of 6 elements in 9			
	Spandrel	Deteriorated (Loose )	elements	- Deliver vertical loads to arch	"e" in No.24 Deteriorated (Loose) exists all elements.	
		Vegetation			exists air crements.	
		Scour	1 element, exist or not exist	- Stability of substructure	"e" in No.17 Scour exists,	
Substructure	None	Spall / Dela / Ex-Rebar	9 elements in vertical plane	Delineral and a form and and	or "e" in No.13 Crack exists all	
		Crack		-Deliver loads from superstructure to foundation	elements and "e" in No.12 Spall/Dela/Ex-Rebar exists 2	
		Mud Deposition / Vegetation	1	i	elements.	

## **Attachment 3**

### **Example of Record and Outputs of Bridge Inspection Record by BMS**

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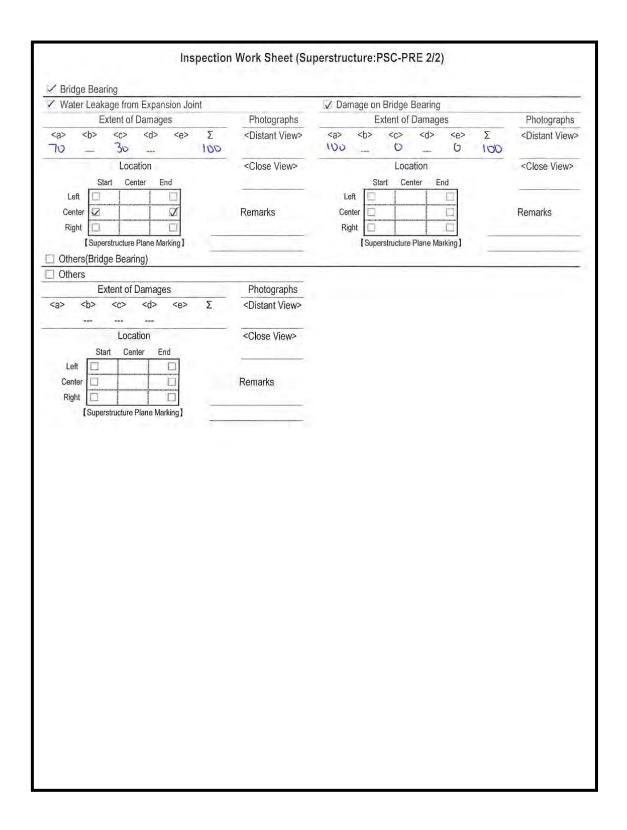
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1.2	RC-S	48
1.3	PSC-POS, RCS-RCB	72
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1.5	Truss Bridge	119
1.6	Steel Bridge	147
1 7	Arch Bridge	178

- 1 Record and Outputs of Bridge Inspection Record by BMS
- 1.1 PSC-PRE
- 1) Record

Route No. : A002		Bridge No. : 65 / 1	
Separation :		Widened :	
Name of Bridge :			
Span No. : 1		and the second s	2016 Distant Indirect
		77 77	
Span Name : AI-PI		Name of Inspector : Mr. Jee	ewan
✓ Pavement			
✓ Pothole		✓ Crack	
Extent of Damages	Photographs	Extent of Damages	Photographs
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Center	Remarks	Center 🖸 🗇 🗇	Remarks
Right 🖂 🗖		Right 🔲 🔲 🖂	
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
✓ Rutting		☑ Waving	
Extent of Damages	Photographs	Extent of Damages	Photographs
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Center	Remarks	Center	Remarks
Right 🔲 🔲 🖂		Right 🔲 🔲 🖂	
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
☑ Expansion Joint			
☑ Damage on Expansion joint		☑ Difference in Levels	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <a> <b> <c> <d> <a> <b> <b> <c> <d> <a> <a> <a> <a> <a> <a> <a> <a> <a> <a< td=""><td><distant view=""></distant></td><td><a> <b> <c> <d> <e></e></d></c></b></a></td><td>Σ <distant td="" view<=""></distant></td></a<></a></a></a></a></a></a></a></a></a></d></c></b></b></a></d></c></b></a></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e></e></d></c></b></a>	Σ <distant td="" view<=""></distant>
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[ Superstructure Plane Marking ]		[ Superstructure Plane Marking ]	

✓ Damage on Drainage		☐ Damages on Service Duct	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <c> <d> <e> Σ</e></d></c></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant td="" view<=""></distant>
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Left Center Right Superstructure Plane Marking	Remarks	Left	Remarks
✓ Damages on Railing / Parapet		- Corporational Trains (Marking)	
Extent of Damages	Photographs		
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Extent of Damages	Photographs	Extent of Damages	Photographs
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☐ Others			
☐ Others			
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[Superstructure Plane Marking]			

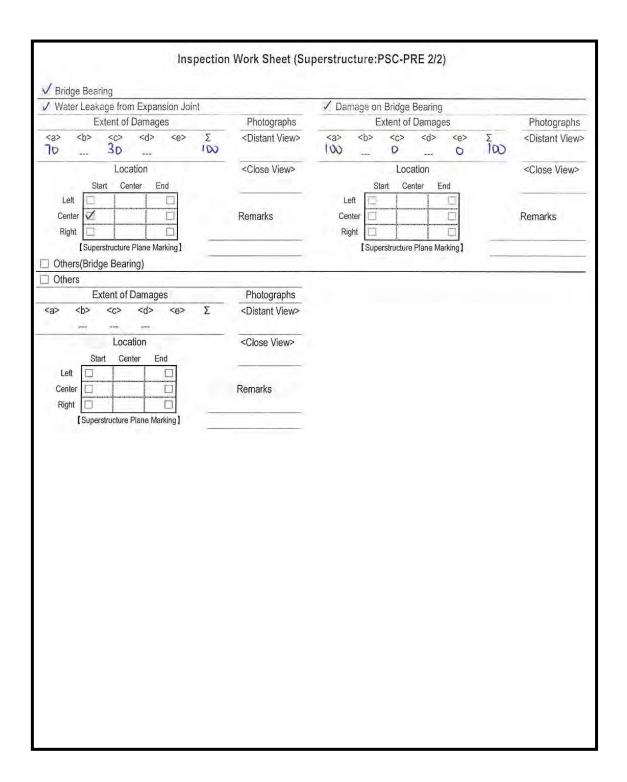
Route No. : AW2		Bridge No. : 65 / 1	
Separation :		Widened :	
Name of Bridge :		Date of leavesting	Land
Coop No.		Date of Inspection : 12 07	☐ Distant ☐ Indirect
Span No. : I Span Name : A (- P)			
Span Name : HI-PI		Name of Inspector : N. Jee	Wan
✓ Main Beam			
✓ Spall / Dela / Ex-Rebar		☑ Crack	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a> <b 10<="" a=""></b>	<distant view=""></distant>	<a> <b> <c> <d> <e> &lt;</e></d></c></b></a>	Σ <distant view=""></distant>
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[Superstructure Plane Marking]		[Superstructure Plane Marking]	from Spall/Dela/Ex-Ra
☑ Damage on Anchorage			mm sparif Dela Ist
Extent of Damages	Photographs		
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Others(Superstructure)			
Others			
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Center	Remarks		
Right			



Route No. : A002		Bridge No. : 65 / )	
Separation :		Widened :	
Name of Bridge :		2730.11777	
<u> </u>		Date of Inspection : 12 7 2016	
Span No. : 2			ant Indirect
Span Name : PI-P2		Name of Inspector : Mr. Jeewan	
∠ Pavement			
✓ Pothole		☑ Crack	
Extent of Damages	Photographs	Extent of Damages	Photographs
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Center	Remarks	Center	Remarks
Right		Right	
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
☑ Rutting		☑ Waving	
Extent of Damages	Photographs	Extent of Damages	Photographs
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Center	Remarks	Center	Remarks
Right		Right	
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
		_	
✓ Expansion Joint			
☑ Damage on Expansion joint		☑ Difference in Levels	
Extent of Damages	Photographs	Extent of Damages	Photographs
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A COLOR OF THE COL		[Superstructure Plane Marking]	
[Superstructure Plane Marking]			

✓ Damage on Drainage		Damages on Service Duct	
Extent of Damages	Photographs	Extent of Damages	Photographs
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Center	Remarks	Left	Remarks
✓ Damages on Railing / Parapet			
Extent of Damages	Photographs		
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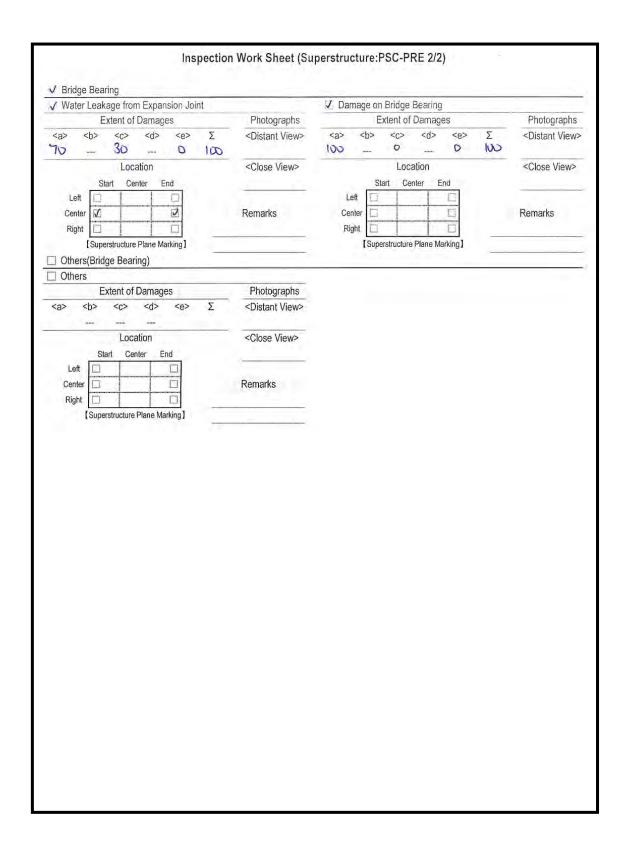
Route No. : A W Z		Bridge No. : 65 /	
Separation :		Widened :	
Name of Bridge :			
		Date of Inspection : 12/07/2016	
Span No. : 2		Method of Inspection : Close Dis	ant 🗌 Indirect
Span Name : PI- P2		Name of Inspector : Mr. Jawan	
			_
Main Beam			
☑ Spall / Dela / Ex-Rebar		☑ Crack	
Extent of Damages	Photographs	Extent of Damages	Photographs
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Damage on Anchorage	Dhotomake		
Extent of Damages	Photographs		
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Left			
Center	Remarks		
Right	ivisible		
[Superstructure Plane Marking]			
Others(Superstructure)			
Others			
Extent of Damages	Photographs		
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Center	Remarks		
Center L			
Right			



Route No. : ADD2		et (Bridge Surface 1/2)  Bridge No. : 65 / 1	
Separation :		Widened :	
Name of Bridge ;			
		Date of Inspection : 12/07/2016	
Span No. : 3		Method of Inspection : Close Dista	ant Indirect
Span Name : P2~P3		Name of Inspector : Mr. Jeewan	
12 13		11 - SEE CHAIL	
✓ Pavement			
Pothole		☑ Crack	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		<distant view=""></distant>
9 9		<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	-10,001, 1,011
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Left		Left	-
Center	Remarks	Center	Remarks
Right	Tromano	Right	Homano
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
✓ Rutting		✓ Waving	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<pre><distant view=""></distant></pre>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	Control views
9 _ 0 _ 0 9	Distant view	9 0 0 9	Constant views
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Left		Left	
Center	Remarks	Center	Remarks
Right 🔲 🔲		Right	
[Superstructure Plane Marking]	,	[Superstructure Plane Marking]	
		_	
Expansion Joint			
☑ Damage on Expansion joint		☑ Difference in Levels	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a> SO 50 100	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a> (OI I O O O IOÚ	<distant view=""></distant>
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Center	Remarks	Center	Remarks
Right 🔲 🔲	, williams	Right	Minimo
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
Lonbergraphic Light Marking 1		Forher and ordine Lights Maryling 1	

✓ Damage on Drainage		Damages on Service Duct	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
100 0 100			
Location	<close view=""></close>	Location	<close view=""></close>
Start Center End  Left	Remarks	Start Center End  Left	Remarks
☑ Damages on Railing / Parapet		-	
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d>        50 50 100</c></b></a>	<distant view=""></distant>		
Location	<close view=""></close>		
Start Center End  Left	Remarks		
[Superstructure Plane Marking]  ☐ Approaches ☐ Settlement of Surface		Annuagh Deale / Discr Deale	
	Dhataaranha	☐ Approach Bank / River Bank	Dhotographa
Extent of Damages <a> <b> <c> <d> <e> Σ</e></d></c></b></a>	Photographs <pre><distant view=""></distant></pre>	Extent of Damages <a> <b> <c> <d> <e> Σ</e></d></c></b></a>	Photographs <distant view=""></distant>
(page 5-05)			
Location  Start Center End  Left	<close view=""></close>	Location  Start Center End  Left   Le	<close view=""></close>
Left	Remarks	Center  Right  Superstructure Plane Marking	Remarks
☐ Others			
☐ Others			
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
Location Start Center End	<close view=""></close>		
Left	Remarks		

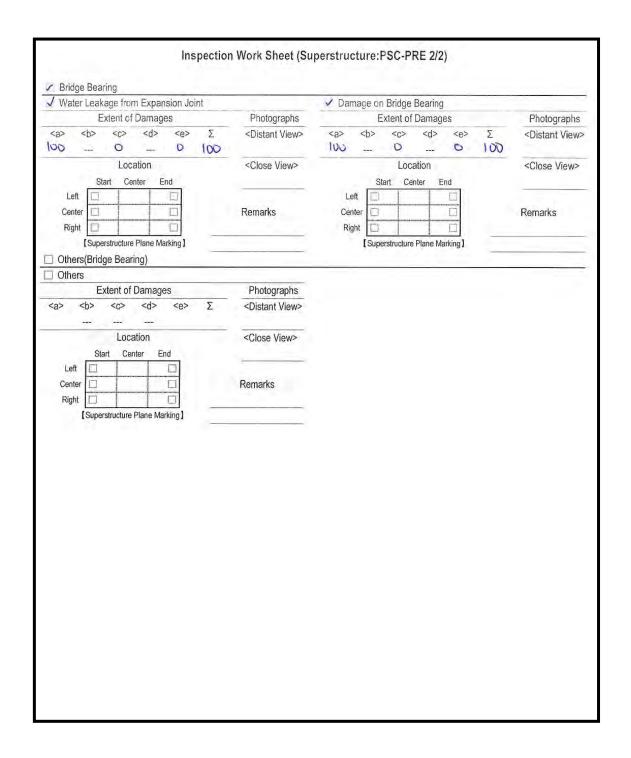
Route No. : A 002		Bridge No. : 65 / 1	
Separation		Widened :	
Name of Bridge :			
		Date of Inspection : 12/07/2016	
Span No. : 3			ant Indirect
Span Name : P2 - P3		Name of Inspector : Mr. Jeewan	
		. Trewar	
Main Beam			
7 Spall / Dela / Ex-Rebar		☑ Crack	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <b> <c> <d> <b> &lt;</b></d> </c></b></d> </c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a> lo o o o o lo	<distant view=""></distant>
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Center	Remarks	Center	Remarks
Right		Right	
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
Damage on Anchorage			
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
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Location	<close view=""></close>		
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	nvisibe		
[Superstructure Plane Marking]			
Others(Superstructure)			
Others			
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
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Left			
Center	Remarks		
Right	, torrianto		
[Superstructure Plane Marking]			
Losposassons i june maining f			



Route No. : ADD	ection Work She	Bridge No. : 65 / 1	
1100 2		Widened :	
		Aviociled	
Name of Bridge :		Date Champion In Land	
0 1		Date of Inspection : 12/07/2016	
Span No. : 4			ant 🗌 Indirect
Span Name : P3 - A2		Name of Inspector : Mr. Jeewan	
☑ Pavement			
✓ Pothole		☐ Crack	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a> 9  — 0  — 0  9	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a> <a> <b> <c> <d> <e> Σ</e></d></c></b></a> <a> <a> </a> <a> <a> <a> <a> <a> <a> <a> <a> <a> <a></a></a></a></a></a></a></a></a></a></a></a>	<distant td="" view<=""></distant>
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Center	Remarks	Center	Remarks
Right		Right	
[Superstructure Plane Marking]		[ Superstructure Plane Marking ]	
		☑ Waving	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a> <a> <b> <c> <d> <e> Σ</e></d></c></b></a> <a> <a> <a> <a> <a> <a> <a> <a> <a> <a></a></a></a></a></a></a></a></a></a></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a> 9 0 0 9	<distant td="" view<=""></distant>
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[Superstructure Plane Marking]		[ Superstructure Plane Marking ]	
☑ Expansion Joint			
Damage on Expansion joint		☑ Difference in Levels	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant td="" view<=""></distant>
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Center 🗆 🔀	Remarks	Center 🗆 📗	Remarks
Right 🔲 📗 🔲		Right 🔲 🔲	
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
		¥	

1000			
✓ Damage on Drainage	DE	Damages on Service Duct	District
Extent of Damages	Photographs	Extent of Damages	Photographs
(a) <β> (b) <c> (c) <q> (d) <e> Σ</e></q></c>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
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Left	Remarks	Left	Remarks
✓ Damages on Railing / Parapet			
Extent of Damages	Photographs		
<a> <b> <c> <d> <b> <c> <d> <e> Σ</e></d> </c></b></d> </c></b></a>	<distant view=""></distant>		
Location Start Center End	<close view=""></close>		
Left	Remarks		
✓ Approaches ✓ Settlement of Surface  Extent of Damages <a> <b> <c> <d> <e> ∑</e></d></c></b></a> 3 3	Photographs <pre><distant view=""></distant></pre>	✓ Approach Bank / River Bank  Extent of Damages <a> <b> <c> <d> <e> ∑</e></d></c></b></a> 3	Photographs <distant view=""></distant>
✓ Settlement of Surface  Extent of Damages <a> <b> <c> <d> <e> ∑</e></d></c></b></a>		Extent of Damages	
✓ Settlement of Surface  Extent of Damages <a> <b> <c> <d> <b> &lt; <b> ≤c &lt; <d> <c> ≤d &lt; <c> <b <c=""> <d> 3</d></b></c></c></d></b></b></d></c></b></a>	<distant view=""></distant>	Extent of Damages <a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
✓ Settlement of Surface  Extent of Damages <a> <b> <c> <d> <e> ∑</e></d></c></b></a>	<distant view=""></distant>	Extent of Damages <a> <b> <c> <d> <e> Σ 3</e></d></c></b></a>	<distant view=""></distant>
✓ Settlement of Surface  Extent of Damages <a> <b> <c> <d> <e> ∑</e></d></c></b></a>	<distant view=""> <close view=""> Remarks</close></distant>	Extent of Damages	<distant view=""></distant>
✓ Settlement of Surface  Extent of Damages <a> <b> <c> <d> <e> ∑</e></d></c></b></a>	<distant view=""></distant>	Extent of Damages	<distant view=""></distant>
Extent of Damages <a> c&gt; &lt; d&gt; &lt; e&gt; S  Co</a>	<distant view=""> <close view=""> Remarks  Photographs</close></distant>	Extent of Damages	<distant view=""></distant>
Extent of Damages <a> <b> <b> <c> <d> <e> ∑</e></d></c></b></b></a>	<pre><distant view=""> <close view=""> Remarks  Photographs <distant view=""></distant></close></distant></pre>	Extent of Damages	<distant view=""></distant>

Separation : Name of Bridge ::  Span No. : \( \frac{1}{4} \) Span Name : \( \frac{9}{3} - \frac{1}{4} \)  Widened ::  Date of Inspection : \( \frac{1}{2} \) or \( \frac{1}{2} \) old  Method of Inspection : \( \frac{1}{2} \) or \( \frac{1}{2} \) old  Method of Inspection : \( \frac{1}{2} \) or \( \frac{1}{2} \) old  Method of Inspection : \( \frac{1}{2} \) or \( \frac{1}{2} \) old  Name of Inspection : \( \frac{1}{2} \) or \( \frac{1}{2} \) old  Method of Inspection : \( \frac{1}{2} \) or \( \frac{1}{2} \) old  Name of Inspection : \( \frac{1}{2} \) or \( \frac{1}{2} \) old  Method of Inspection : \( \frac{1}{2} \) or \( \frac{1}{2} \) old  Method of Inspection : \( \frac{1}{2} \) or \( \frac{1}{2} \) old  Method of Inspection : \( \frac{1}{2} \) or \( \frac{1}{2} \) old  Method of Inspection : \( \frac{1}{2} \) or \( \frac{1}{2} \) old  Method of Inspection : \( \frac{1}{2} \) or \( \frac{1}{2} \) old  Method of Inspection : \( \frac{1}{2} \) old  Extent of Damages Photographs  All Center End  Center Right : \( \frac{1}{2} \) old  Indicate the I	No. # 9002	Bridge	No. : 65	1)		
Name of Bridge   Span No.   14   Method of Inspection   12   07   2014	1100-					
Span No.   1						
Span No.       : ↓ ↓ ↑         Span Name       : ♠3 - ♠2         ✓ Main Beam         ✓ Spall / Dela / Ex-Rebar       ✓ Crack         Extent of Damages       Photographs <a> ⟨⇒⟩ ⟨⇒⟩ ⟨⇒⟩ ⟨⇒⟩ ⟨⇒⟩ ∑       ⟨Distant View&gt;         10 - 0 0 0 0       ○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ○</a>		Date o	Inspection :	12/07/	2014	
Main Beam   Spall / Dela / Ex-Rebar   Extent of Damages   Photographs	lo. : 4					ndirect
Main Beam   Spall / Dela / Ex-Rebar   Extent of Damages   Photographs						
Extent of Damages	13_1/=				, COLIT	
Extent of Damages	eam					
Content   Con	Dela / Ex-Rebar	☑ Cr	ack			
Location   Close View>   Location   Center   End   Left	Extent of Damages	Photographs	Extent of Da	amages	Pho	otographs
Location   Close View   Location   Close View		Distant View> <a></a>	<b> <c> ·</c></b>	<d> <e></e></d>	Σ <dis< td=""><td>tant View&gt;</td></dis<>	tant View>
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Left	Location <	Close View>	Location	on	<clo< td=""><td>se View&gt;</td></clo<>	se View>
Center Right         Remarks         Center Right         Remarks         Remarks         Remarks         Remarks         Remarks         Remarks         Remarks         Remarks         Remarks         Right         □         □         Remarks         Right         □         □         Superstructure Plane Marking         Isuperstructure Plane Marking         Isuperstructure         Isuperstructure <td>Start Center End</td> <td></td> <td>Start Center</td> <td>r End</td> <td></td> <td></td>	Start Center End		Start Center	r End		
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Superstructure Plane Marking ]  ✓ Damage on Anchorage  Extent of Damages Photographs <a></a>	C C C	emarks Co	enter 🗆 🗆		Rema	arks
Damage on Anchorage   Extent of Damages   Photographs		R	ight 🔲 🗀			
Extent of Damages	Superstructure Plane Marking]		Superstructure Pla	ane Marking]		
Color   Col	e on Anchorage					
Location   Close View	Extent of Damages	Photographs				
Location   Close View	b> <c> <d> <e> Σ</e></d></c>	Distant View>				
Start   Center   End						
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Superstructure Plane Marking     Others (Superstructure)	□ □ □ □ R€	emarks				
Superstructure Plane Marking     Others (Superstructure)   Others	DDDD Iwisi	ble				
Others		VIC				
Others	Superstructure)					
Extent of Damages	- Ap					
<a> <b> <c> <d> <e> Σ       <distant view="">         Location       <close view="">         Start Center End         Left           Center           Right</close></distant></e></d></c></b></a>	Extent of Damages	Photographs				
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Route No. : A002		Bridge No. : 65 / )			
Route No. : 1002 Separation :		Widened :			
Name of Bridge :					
		Date of Inspection : 12/07/2016			
Substructure No. : 1		Method of Inspection : ☐ Close ☐ Distant ☐ Indirect			
Substructure Name : P\		Name of Inspector : My. Jeeway	0		
☑ Substructure					
☑ Scour		☑ Spall / Dela / Ex-Rebar			
Extent of Damages	Photographs	Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant td="" view<=""></distant>		
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Location	<close view=""></close>	Location	<close view=""></close>		
Left Center Right		Left Center Right			
Upper		Upper 🔲 🖟 🖊 🗍			
Middle 🗆 🗆 🗆	Remarks	Middle	Remarks		
Lower		Lower			
[Substructure Front Marking]		[Substructure Front Marking]			
☑ Crack		Mud Deposition / Vegetation			
Extent of Damages	Photographs	Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a> 8 0 0 1 0 9	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant td="" view<=""></distant>		
Location	<close view=""></close>	Location	<close view=""></close>		
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Upper	amages were take	Upper	Remarks		
Upper	amages were take	Upper	Remarks		
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Upper	amages were take	Upper	Remarks		
Upper	Photographs  Object Spall Dela Sp	Upper	Remarks		
Upper	amages was take om Spall Dela for Photographs	Upper	Remarks		
Upper	Photographs  Object Spall Dela Sp	Upper	Remarks		
Upper	Photographs  Close View>	Upper	Remarks		
Upper Middle	Photographs  Object Spall Dela Sp	Upper	Remarks		
Upper Middle	Photographs  Close View>	Upper	Remarks		
Upper Middle	Photographs  Close View>	Upper	Remarks		
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Upper Middle	Photographs  Close View>	Upper	Remarks		
Upper Middle	Photographs  Close View>	Upper	Remarks		
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Upper Middle	Photographs  Close View>	Upper	Remarks		
Upper Middle	Photographs  Close View>	Upper	Remarks		

Insi	pection Work She	eet (Substructure 1/1)	
Route No. : 4002		Bridge No. : 65 / 1	
Separation ;		Widened :	
Name of Bridge :			
		Date of Inspection : 12 07 2016	
Substructure No. : 2			tant Indirect
Substructure Name : P)		Name of Inspector : My - Deewan	0
☑ Substructure			
☑ Scour			
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
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Upper	Remarks	Upper	Remarks
[Substructure Front Marking]		[Substructure Front Marking]	
☑ Crack		✓ Mud Deposition / Vegetation	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
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Upper	Remarks	Upper	Remarks
☐ Others	1/Dela/ + x - Fe	[Substructure Front Marking]	
☐ Others			
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
	Distant Views		
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Upper			
Middle	Remarks		
Lower			
[Substructure Front Marking]			
_			

Ins	spection Work Sh	eet (Substructure 1/1)	
Route No. : AUD 2	pection from on	Bridge No. : 65 / /	
Separation		Widened :	
Name of Bridge		Wilding	
None of bridge		Date of Inspection : 12   201	
Substructure No. : 3		10/11/2011	
and the second s			stant I Indirect
Substructure Name : P1		Name of Inspector : Mr. Jeewan	
✓ Substructure			
☑ Scour		☑ Spall / Dela / Ex-Rebar	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<pre><distant view=""></distant></pre>
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Upper		Upper	
Middle	Remarks	Middle	Remarks
Lower		Lower 🔲 🔲 🔲	T to That No
[Substructure Front Marking]		[Substructure Front Marking]	
☑ Crack		✓ Mud Deposition / Vegetation	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		<distant view=""></distant>
900009		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Diotain Views
Location	<close view=""></close>	Location	<close view=""></close>
Left Center Right		Left Center Right	TOTAL TION
Upper	-	Upper	
Middle 🔲 🔲	Remarks	Middle	Remarks
Lower 🔲 🔲		Lower	Tromanio
[Substructure Front Marking]		[Substructure Front Marking]	
□ Others			
☐ Others			
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
	- Constitution		
Location	<close view=""></close>		
Left Center Right	-1-1-1000		
Upper	4		
Middle	Remarks		
Lower			
[Substructure Front Marking]			

Route No. : 1002		Bridge No. : 65 / 1	
Separation :		Widened :	
Name of Bridge :			
		Date of Inspection : 12/07/2016	
Substructure No. : 4			tant Indirect
Substructure Name : P3		Name of Inspector : Mr. Jewan	i-
✓ Substructure			
✓ Scour			
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
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Upper	-	Upper	
Middle	Remarks	Middle	Remarks
Lower		Lower	3.12.10.000
[Substructure Front Marking]		[Substructure Front Marking]	
Z Crack		✓ Mud Deposition / Vegetation	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
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Middle	Remarks	Middle	Remarks
Lower		Lower	
[Substructure Front Marking]		[Substructure Front Marking]	
Others			
☐ Others			
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
Location	<close view=""></close>		
Left Center Right			
Upper	_		
Middle	Remarks		
Lower 🔲 🔲 🖂			
[Substructure Front Marking]			

	Bridge No. : 65 / 1	
	Widened :	
	111	
	Date of Inspection : 12 07 2016	
		tant 🔲 Indirect
	Name of Inspector : Mr. Jeewan	
-		
		Photographs
<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a> <a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
<close view=""></close>	Location	<close view=""></close>
Remarks	Upper	Remarks
-		
		Photographs
<distant view=""></distant>	<a> <b> <b> <b> <b> <b> <b> <b> <b> <b> <b< td=""><td><distant view=""></distant></td></b<></b></b></b></b></b></b></b></b></b></a>	<distant view=""></distant>
<close view=""></close>	Location	<close view=""></close>
	Left Center Right	
Remarks	Upper	Remarks
Photographs		
<distant view=""></distant>		
<close view=""></close>		
<close view=""></close>		
<close view=""></close>		
<close view=""> Remarks</close>		
	Photographs <distant view=""> <close view="">  Remarks  Photographs</close></distant>	Date of Inspection   12   12   10   10   10   10   10   10

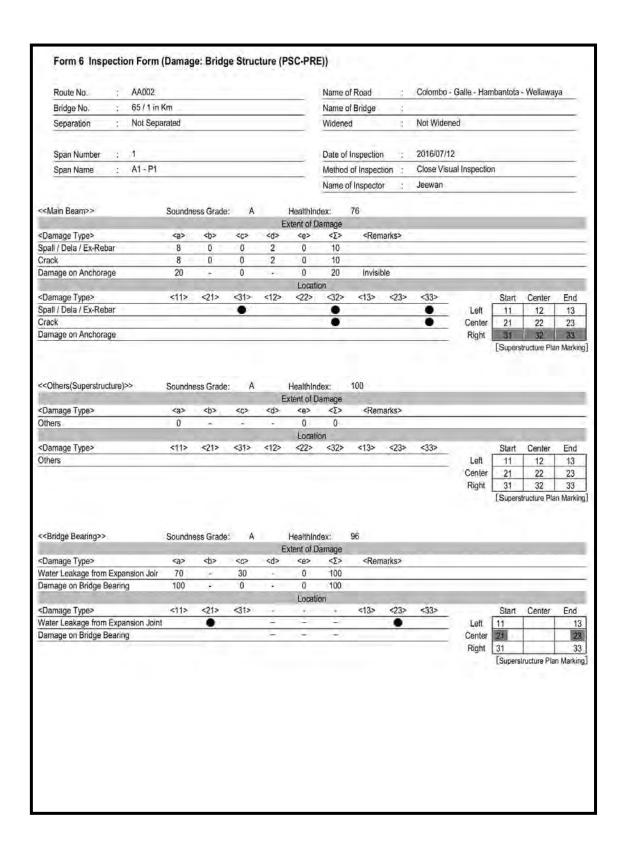
## 2) Outputs

	; AA002			Name of Road	1	Colombo - Galle - Ha	mbantota - We	llawaya
Bridge No.	: 65/1 in Km			Name of Bridge :				
Separation	: Not Separa	ed		Widened	÷.	Not Widened		
				Date of Inspection		2016/07/12		
				Method of Inspection	à.	Close Visual Inspecti	on	
				Name of Inspector	į,	Jeewan		
ealth Index & So <bridge>&gt;</bridge>								
A1 - P1	Entire Bridge D (25)	Bridge Surface D (0)	Bridge Structure B (69)					
P1 - P2	B (54)	C (46)	A (76)					
P2 - P3	A (77)	C (45)	A (99)	2				
P3 - A2	B (55)	D (0)	A (100)					
Whole	D (25)	D (0)	B (69)					
<bridge surface<="" td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></bridge>								
	Pavement	Expansion Joint	Accessories	Approaches				
A1 - P1	A (100)	C (50)	A (90)	D (0)	-			
P1 - P2	A (100)	C (50)	A (82)	A (100)	-			
P2-P3	A (96)	C (50)	A (85)	A (100)	-			
P3 - A2	A (100)	C (50)	A (90)	D (0)	-			
<bridge structure<="" td=""><td></td><td>II. leike</td><td>P. 120</td><td><b>A</b></td><td></td><td></td><td></td><td></td></bridge>		II. leike	P. 120	<b>A</b>				
	Entire Superstructure	Main Beam Arch Rib	Deck Slab Spandrel	Diaphram Cross Beam		Bridge Bearing	Su	bstructure
A1 - P1	A (76)	A (76)	- Spanulei	Cirosa Dealli		A (96)	A1	A (88)
P1 - P2	A (85)	A (85)	~~~			A (96)	P1	A (88)
P2 - P3	A (100)	A (100)				A (96)	P2	A (100)
P3 - A2	A (100)	A (100)	-			A (100)	P3	A (100)
			-	-		-	A2	A (100)
epair costs (Unit	:Thousands LKR)							
<bridge>&gt;</bridge>								
16.80	Entire Bridge	Bridge Surface	Bridge Structure					
A1 - P1	577.6	150.3	427.3					
P1 - P2	354,8	58.5	296.3	-				
P2 - P3	152.5	60.6	91.9	-				
132 49	150.3	150.3	0.0	-				
P3 - A2	1,235.2	419.7	815.5	-				
Total								
	•>							
Total Bridge Surface	Pavement	Expansion Joint	Accessories	Approaches				
Total  *Bridge Surfaces  A1 - P1	Pavement 0.0	50.0	4.9	95.4				
Total  Stridge Surfaces  A1 - P1  P1 - P2	0,0 0,0	50.0	4.9 8.5	95.4 0.0	7			
Total  *Bridge Surfaces  A1 - P1  P1 - P2  P2 - P3	0.0 0.0 3,6	50.0 50.0 50.0	4.9 8.5 7.0	95.4 0.0 0.0				
Total  Stridge Surfaces  A1 - P1  P1 - P2	0,0 0,0	50.0	4.9 8.5	95.4 0.0				

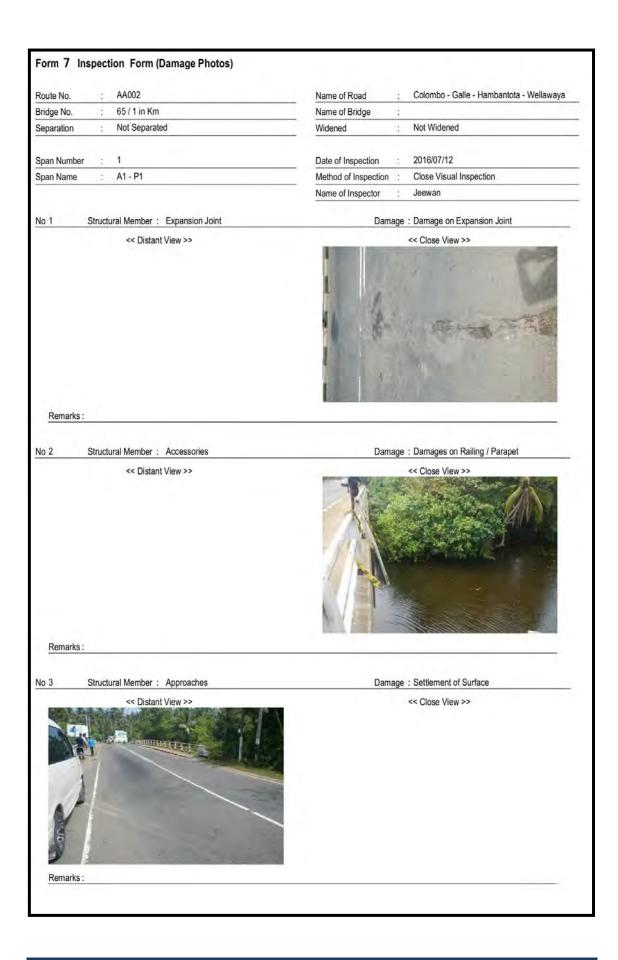
#### Form 4 Inspection Form (Summary) Colombo - Galle - Hambantota - Wellawaya Route No. AA002 Name of Road Bridge No. 65 / 1 in Km Name of Bridge Separation Not Separated Widened Not Widened 2016/07/12 Date of Inspection Close Visual Inspection Method of Inspection Name of Inspector Jeewan <<Bridge Structure>> Main Beam Deck Slab Diaphram Entier Superstructure Arch Rib Spandrel Cross Beam Bridge Bearing Substructure A1 - P1 266.1 266.1 91.9 A1 69,3 P1-P2 135.1 135.1 91.9 P1 69.3 P2-P3 0.0 0.0 91.9 P2 0.0 P3 - A2 0.0 0.0 0.0 P3 0.0 401.2 401.2 0.0 0.0 275.7 A2 0.0 Total 138.6 Total

Tanana and a salahan							f Road						
Bridge No. : 65 / 1 is	ı Km					Name o	of Bridge	- 5					
Separation :: Not Se	parated					Widene		13	Not Widen	ed			
A to to but a first									alesco.				
Span Number 1 1						-	Inspection	1,5	2016/07/12				
Span Name : A1 - P1	-				_	_	of Inspection	n T	Close Visu	ial Inspection	on		
						Name o	of Inspector		Jeewan				_
<pavement>&gt;</pavement>	Soundne	ess Grade	e: A		HealthIn	dex:	100						
					xtent of D								
Damage Type>	<a>&gt;</a>	>	<c></c>	<q></q>	<e></e>	<Σ>	<rema< td=""><td>rks&gt;</td><td></td><td></td><td></td><td></td><td></td></rema<>	rks>					
Pothole	9	*	0	94	0	9							
Crack	9	4	0	4	0	9							
Rutting	9	*	0	1.5	0	9							
Vaving	9		0	- 14	0	9							
Dames Torre	2445	204.	2022	54M.	Locat		adn.	-00-	-00-				PE 1
Damage Type>	<11>	<21>	<31>	<12>	<22>	<32>	<13>	<23>	<33>	1 -6	Start	Center	End
Pothole									_	Left	11	12	13
Crack									_	Center	31	22	23
											. 74	32	33
										Right			_
Vaving <expansion joint="">&gt;  Damage Type&gt; Damage on Expansion Joint</expansion>	<a>&gt;</a>	ess Grade <b></b>	<c></c>	<d>&lt;</d>	Healthin extent of E <e> 50</e>	Damage <Σ> 100	50 <rema< th=""><th>rks&gt;</th><th></th><th>Right</th><th></th><th>structure Pla</th><th>_</th></rema<>	rks>		Right		structure Pla	_
Vaving <expansion joint="">&gt;  Damage Type&gt; Damage on Expansion Joint</expansion>	<a>&gt;</a>	<b></b>	<c></c>	<d>&gt;</d>	<pre>xtent of E <e> 50 0</e></pre>	Damage <Σ> 100 100	7	rks>		Right			_
Vaving <expansion joint="">&gt;  Damage Type&gt; Damage on Expansion Joint  Difference in Levels</expansion>	<a>&gt; 50 100</a>	<b>-</b>	<c>-</c>	<d>&gt;</d>	<pre>cxtent of E   <e>     50     0     Locat</e></pre>	Damage <Σ> 100 100 ion	<rema< td=""><td>00</td><td>থ্যক</td><td>Right</td><td>[Supers</td><td>tructure Pla</td><td>an Markii</td></rema<>	00	থ্যক	Right	[Supers	tructure Pla	an Markii
Vaving <expansion joint="">&gt;  Damage Type&gt; Damage on Expansion Joint Difference in Levels  Damage Type&gt;</expansion>	<a>&gt;</a>	<b>-</b>	<c></c>	<d>&gt;</d>	<pre>xtent of E <e> 50 0</e></pre>	Damage <Σ> 100 100	7	rks>	<33>		[Supers		en Markir End
Vaving  **Expansion Joint>>  **Damage Type> Damage on Expansion Joint Difference in Levels  **Damage Type> Damage on Expansion Joint	<a>&gt; 50 100 &lt;11&gt;</a>	<b>-</b>	<c>- 0</c>	<d>&gt;</d>	extent of E 50 0 Locat	Damage <Σ> 100 100 ion	<rema< td=""><td>00</td><td>&lt;33&gt;</td><td>Left</td><td>[Supers</td><td>tructure Pla</td><td>End 13</td></rema<>	00	<33>	Left	[Supers	tructure Pla	End 13
Vaving <expansion joint="">&gt;  Damage Type&gt; Damage on Expansion Joint Difference in Levels  Damage Type&gt; Damage on Expansion Joint  Damage Type&gt;</expansion>	<a>&gt; 50 100 &lt;11&gt;</a>	<b>-</b>	<c>- 0</c>	<d>-</d>	stent of E <e> 50 0 Locat</e>	Damage <Σ> 100 100 ion	<rema< th=""><th>00</th><th>&lt;33&gt;</th><th>Left Center</th><th>Start 11 21</th><th>tructure Pla</th><th>End 11</th></rema<>	00	<33>	Left Center	Start 11 21	tructure Pla	End 11
Vaving <expansion joint="">&gt;  Damage Type&gt; Damage on Expansion Joint Difference in Levels  Damage Type&gt; Damage on Expansion Joint  Damage Type&gt;</expansion>	<a>&gt; 50 100 &lt;11&gt;</a>	<b>-</b>	<c>- 0</c>	<d>-</d>	stent of E <e> 50 0 Locat</e>	Damage <Σ> 100 100 ion	<rema< td=""><td>00</td><td>&lt;33&gt;</td><td>Left</td><td>Start 11 21 31</td><td>tructure Pla</td><td>End 13</td></rema<>	00	<33>	Left	Start 11 21 31	tructure Pla	End 13
Vaving <expansion joint="">&gt;  Damage Type&gt; Damage on Expansion Joint Difference in Levels  Damage Type&gt; Damage on Expansion Joint Difference in Levels</expansion>	<a>&gt; 50 100 &lt;&lt;11&gt; • • • • • • • • • • • • • • • • • •</a>	        	<c>- 0 &lt;31&gt;</c>	<d>-</d>	50 0 Locat	2ámage <Σ> 100 100 ion	<rema< td=""><td>00</td><td>&lt;33&gt;</td><td>Left Center</td><td>Start 11 21 31</td><td>Center</td><td>End 13</td></rema<>	00	<33>	Left Center	Start 11 21 31	Center	End 13
Vaving <expansion joint="">&gt;  Damage Type&gt; Damage on Expansion Joint Difference in Levels  Damage Type&gt; Damage on Expansion Joint Difference in Levels</expansion>	<a>&gt; 50 100 &lt;&lt;11&gt; • • • • • • • • • • • • • • • • • •</a>	<b>-</b>	<c>- 0 &lt;31&gt;</c>	<d>&gt;</d>	stent of E <e> 50 0 Locat</e>	Damage <Σ> 100 100 100 - - dex:	<rema< td=""><td>00</td><td>&lt;33&gt; ●</td><td>Left Center</td><td>Start 11 21 31</td><td>Center</td><td>End 13</td></rema<>	00	<33> ●	Left Center	Start 11 21 31	Center	End 13
Vaving <expansion joint="">&gt;  Damage Type&gt; Damage on Expansion Joint Difference in Levels  Damage Type&gt; Damage on Expansion Joint Difference in Levels  Expansion Joint Difference in Levels  Expansion Joint Difference in Levels</expansion>	<a>&gt; 50 100 &lt;&lt;11&gt;</a>	        	<c>- 0 &lt;31&gt;</c>	<d>&gt;</d>	Extent of E <e> 50 0 Locat Healthin Extent of E  <e></e></e>	0amage <Σ> 100 100 100 ion - - dex: 0amage <Σ>	<rema< td=""><td>&lt;23&gt;</td><td>&lt;33&gt; ●</td><td>Left Center</td><td>Start 11 21 31</td><td>Center</td><td>End 13</td></rema<>	<23>	<33> ●	Left Center	Start 11 21 31	Center	End 13
Vaving  SEXEXPANSION JOINTS> Damage Type> Damage on Expansion Joint Difference in Levels Damage Type> Damage on Expansion Joint Difference in Levels SEXEXPANSION JOINT SEXEXPANSION JOINT SEXEXPANSION JOINT Difference in Levels SEXEXPANSION JOINT Damage Type> Damage Type> Damage on Drainage	<a>&gt; 50 100 &lt;11&gt;</a>	  <21>	<c> - 0</c>	<d>-</d>	Extent of E <e> 50 0 Locat Healthin Extent of E  <e> 0</e></e>	Damage	<rema< td=""><td>&lt;23&gt;</td><td>&lt;33&gt; ●</td><td>Left Center</td><td>Start 11 21 31</td><td>Center</td><td>End 13</td></rema<>	<23>	<33> ●	Left Center	Start 11 21 31	Center	End 13
Vaving  Sexpansion Joint>> Damage Type> Damage on Expansion Joint Difference in Levels Damage Type> Damage on Expansion Joint Difference in Levels Sexpansion Joint Difference in Levels Sexpansion Joint Difference in Levels Sexpansion Joint Difference in Levels Damage Type> Damage Type> Damage Type> Damage on Drainage Damages on Service Duct	<a>&gt; 50</a> 100 <11>	  <21> <21>	<c> - 0</c>	<d>&gt; d&gt;</d>	Extent of E <e> </e> 50 0 Locat Healthin Extent of E <e>   0 0 0</e>	Damage <Σ> 100 100 100 - - - dex: Damage <Σ> 100 0 0 0 0 0 0 0 0	<rema< td=""><td>&lt;23&gt;</td><td>&lt;33&gt;</td><td>Left Center</td><td>Start 11 21 31</td><td>Center</td><td>End 13</td></rema<>	<23>	<33>	Left Center	Start 11 21 31	Center	End 13
Rutting Naving <expansion joint="">&gt;  Damage Type&gt; Damage on Expansion Joint Difference in Levels  Damage Type&gt; Damage on Expansion Joint Difference in Levels  Expansion Joint&gt; Difference in Levels  Expansion Joint&gt; Difference in Levels  Expansion Joint&gt; Difference in Levels  Expansion Joint Differe</expansion>	<a>&gt; 50 100 &lt;11&gt;</a>	<b> - &lt;21&gt; ess Grade  -</b>	<c> - 0</c>	<d>&gt; d&gt;</d>	Healthin ixtent of [	Damage <Σ> 100 100 100 - - - dex: Damage <Σ> 100 0 100	<rema< td=""><td>&lt;23&gt;</td><td>&lt;3&gt;▶</td><td>Left Center</td><td>Start 11 21 31</td><td>Center</td><td>End 13</td></rema<>	<23>	<3>▶	Left Center	Start 11 21 31	Center	End 13
Vaving <expansion joint="">&gt;  Camage Type&gt; Damage on Expansion Joint Difference in Levels  Damage Type&gt; Damage on Expansion Joint Difference in Levels  <accessories>&gt;  Camage Type&gt; Damage On Drainage Damages on Service Duct</accessories></expansion>	<a>&gt; 50</a> 100 <11>	<b> &lt;21&gt; &lt;21&gt;     -</b>	<c> - 0</c>	<d><d><d>&lt;</d></d></d>	Extent of E <e> </e> 50 0 Locat Healthin Extent of E <e>   0 0 0</e>	Damage <Σ> 100 100 100 - - - dex: Damage <Σ> 100 0 100	<rema< td=""><td>&lt;23&gt;</td><td>•</td><td>Left Center</td><td>Start 11 21 31 [Supers</td><td>Center</td><td>End 13</td></rema<>	<23>	•	Left Center	Start 11 21 31 [Supers	Center	End 13
Vaving  <	<a><a> 50</a> 100 &lt;11&gt;<a>&lt;11&gt;<a><a><a><a><a><a><a><a><a><a><a><a><a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a>	 <21>	<c>- 0 - 31&gt; • A - <c></c></c>	<d><d><d><d><d><d><d><d><d><d><d><d><d>&lt;</d></d></d></d></d></d></d></d></d></d></d></d></d>	HealthIn xtent of E <e> 0 0 Locat 0 0 Steep of E <e> 0 0 35 Locat</e></e>	Damage <Σ> 100 10	<rema< td=""><td>&lt;23&gt;</td><td>&lt;33&gt; •</td><td>Left Center Right</td><td>Start 11 21 31 [Supers</td><td>Center  tructure Pla</td><td>End 13</td></rema<>	<23>	<33> •	Left Center Right	Start 11 21 31 [Supers	Center  tructure Pla	End 13
Vaving  Sexpansion Joint>> Damage Type> Damage on Expansion Joint Difference in Levels Damage Type> Damage on Expansion Joint Difference in Levels Sexpansion Joint Difference in Levels Damage on Expansion Joint Difference in Levels Damage on Damage Type> Damage on Drainage Damages on Service Duct Damages on Railling / Parapet Damage Type> Damage Type> Damage on Drainage Damage on Drainage	<a><a> 50</a> 100 &lt;11&gt;<a>&lt;11&gt;<a><a><a><a><a><a><a><a><a><a><a><a><a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a>	 <21>	<c>- 0 - 31&gt; • A - <c></c></c>	<d><d><d><d><d><d><d><d><d><d><d><d><d>&lt;</d></d></d></d></d></d></d></d></d></d></d></d></d>	HealthIn xtent of E <e> 0 0 Locat 0 0 Steep of E <e> 0 0 35 Locat</e></e>	Damage <Σ> 100 10	<rema< td=""><td>&lt;23&gt;</td><td>•</td><td>Left Center Right</td><td>Start 11 21 31 [Supers</td><td>Center  Center</td><td>End 13</td></rema<>	<23>	•	Left Center Right	Start 11 21 31 [Supers	Center  Center	End 13
Vaving  <	<a><a> 50</a> 100 &lt;11&gt;<a>&lt;11&gt;<a><a><a><a><a><a><a><a><a><a><a><a><a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a>	 <21>	<c>- 0 - 31&gt; • A - <c></c></c>	<d><d><d><d><d><d><d><d><d><d><d><d><d>&lt;</d></d></d></d></d></d></d></d></d></d></d></d></d>	HealthIn xtent of E <e> 0 0 Locat 0 0 Steep of E <e> 0 0 35 Locat</e></e>	Damage <Σ> 100 10	<rema< td=""><td>&lt;23&gt;</td><td>•</td><td>Left Center Right</td><td>Start 11 21 31 [Supers</td><td>Center  tructure Pla</td><td>End 13</td></rema<>	<23>	•	Left Center Right	Start 11 21 31 [Supers	Center  tructure Pla	End 13

Bridge No.	. PE I	AA002			Name o	f Road :	Colombo -	Galle - Ha	mbantota - V	Vellawaya	
Separation   Not Separated   Widened   Not Widened   Not Widened   Span Number   1   Date of Inspection   2016/07/12   Span Name   A1 - P1   Method of Inspection   Close Visual Inspection   Name of Inspector   Jeewan   Soundness Grade   D   Healthindex   0   Extent of Damage   Damage Type>   Soundness Grade   D   Healthindex   O   Extent of Damage   Damage Type>   Soundness Grade   O - O - O - O - O - O - O - O - O - O	0. : 00/	65 / 1 in Km			Name o	f Bridge :	5-1-1				
Span Name   A1 - P1	on : Not	Not Separated			Widene			d			
Span Name   A1 - P1											
Span Name   A1 - P1	mber : 1	1			Date of	Inspection :	2016/07/12				
Name of Inspector   Jeewan		-			-		120 000		on .		-
Soundness Grade:   D	11 - 22	200			-		2000		2101		
Extent of Damage   Extent of Damage					trums o	i iliopecioi ,	Journal				-
Damage Type   ⟨a> ⟨b> ⟨c> ⟨d> ⟨e> ⟨∑ ⟨Remerks⟩	95>>	Soundness	Grade: D	Healt	hIndex:	0					
Settlement of Surface						- A					
Damage Type   <11						<remarks></remarks>					
Location											_
Damage Type   <11	IIK / RIVER BANK			-							
Settlement of Surface	pe>	<11> <	21> <31>		7-0-1-1	<13> <23:	<33>		Start	En	d
Approach Bank / River Bank						20		Left			13
Right   31		(	-	9.3-							23
Cothers (Bridge Surface)   Soundness Grade: A   HealthIndex: 100   Extent of Damage								Right	31		33
Extent of Damage   Damage   Type									LSuperstru	cture Plan Mai	King
Extent of Damage	2.120.20.00										
Damage Type>         ⟨a> ⟨b> ⟨c> ⟨d> ⟨e> ⟨∑> ⟨Remarks>           0 0 0         0           Location           Damage Type>         <11> <21> <31> <12> <22> <32> <13> <23> <33> <33>          Start Center           1thers         Left 11 12           12  <22	dge Surface)>>	Soundness	Grade: A		Control of the Contro	100	-				
Damage Type	pe>	<a> &lt;</a>	d> <c> 4</c>	-	inches and in facilities	<remarks></remarks>					
Damage Type											
Dithers         Left         11         12           Center         21         22           Right         31         32											
Center   21   22     Right   31   32	pe>	<11> <	21> <31> <	12> <22	2> <32>	<13> <23	<33>				_
Right 31 32											_
											_
[Coupeasitulate Field								rogin			_
									Loupersitu	Laure Fran Ma	NO P



Center   11   21   2   2   31   3   3   3   3   3   3   3   3	Route No.	T .	AA002						Name	of Road	7.	Colombo - 0	Salle - Ha	mbantota	- Wellawa	ya
Separation   Not Separated   Wildered   Not Wildered   Not Wildered	Bridge No.	12:1	65 / 1 in l	Km					-		- 2					
Span Number   1   Date of Inspection   2016/07/12   Method of Inspection   2016/07/12   Method of Inspection   Closé Visual Inspection	E	Q.	Not Sepa	arated					_		· j	Not Widene	d			
Method of Inspection : Close Visual Inspection : Close Visual Inspection : Deamage   Method of Inspection : Jeewan																
Span Name   A1 - P1	Span Number		1						Date of	Inspection		2016/07/12				
Name of Inspector   Jeewan			A1 - P1						_			Close Visua	Inspecti	on		
COthers (Bridge Bearing)>> Soundness Grade: A Healthindex: 100   Extent of Damage   CDamage Type>   Cas   Cs   Cs   Cs   Cs   Cs   Cs   C	34.50.50.50	Ť	***						-			- 25 1 1 1 1 1 1 1		-		
Extent of Damage   Commage Type>   Case																
Claimage Type>   Cab	< <others(bridge bea<="" td=""><td>aring):</td><td>&gt;&gt;</td><td>Soundn</td><td>ess Grade:</td><td>A</td><td></td><td>aladament industries</td><td>-</td><td>100</td><td>_</td><td></td><td></td><td></td><td>_</td><td></td></others(bridge>	aring):	>>	Soundn	ess Grade:	A		aladament industries	-	100	_				_	
Others	-Dunana Tunan				aka.	مدد				-D	and and					
Color   Colo										Kem	arks>					
Conters	Others			-							-					-
Center Right   21   31   3   31   3   31   3   31   3   3	<damage type=""></damage>			<11>	<21>	<31>	4			<13>	<23>	<33>	-	Start	Center	End
Right   31   31   31   31   31   31   31   3							(-		-				Left	11		1
Substructure A1>>   Soundness Grade:   A   HealthIndex:   88   Extent of Damage															-	2
Soundness Grade: A   HealthIndex: 88   Extent of Damage													Right			3
Extent of Damage   Cab   Ca														LSupers	structure Pla	in Marki
Extent of Damage   Cab   Ca																
Extent of Damage   Cab   Ca	ce Quihetruchura: A45			Counda	ner Gende			Hoolikle	dov:	88						
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Location						_	_									
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# Form 7 Inspection Form (Damage Photos) AA002 Name of Road Colombo - Galle - Hambantota - Wellawaya Route No. 65 / 1 in Km Bridge No. Name of Bridge Not Separated Not Widened Separation Widened Date of Inspection 2016/07/12 Span Number A1 - P1 Close Visual Inspection Span Name Method of Inspection : Name of Inspector Jeewan No 4 Damage: Spall / Dela / Ex-Rebar Structural Member: Main Beam << Distant View >> << Close View >> Remarks: No 5 Structural Member: Main Beam Damage : Crack << Distant View >> << Close View >> Remarks: No 6 Structural Member: Bridge Bearing Damage: Water Leakage from Expansion Joint << Distant View >> << Close View >> Remarks:

# Form 7 Inspection Form (Damage Photos) AA002 Name of Road Colombo - Galle - Hambantota - Wellawaya Route No. 65 / 1 in Km Name of Bridge Bridge No. Not Separated Not Widened Separation Widened 2016/07/12 Span Number Date of Inspection Span Name A1 - P1 Method of Inspection : Close Visual Inspection Name of Inspector Jeewan Structural Member: Substructure: A1 Damage: Spall / Dela / Ex-Rebar No 7 << Close View >> << Distant View >> Remarks : Damage are taken from Spall/Dela/Ex-Rebar Structural Member: Substructure: A1 Damage : Crack No 8 << Distant View >> << Close View >> Remarks: No 9 Structural Member: Damage: << Distant View >> << Close View >> Remarks:

Route No.								THEITIC C	f Road	1				and the second second	/8
Bridge No.	9.	65/1 in	Km					Name o	f Bridge	1					
Separation	7.	Not Sepa	arated					Widene	d	3.	Not Widene	ed			
Span Number	3	2						Date of	Inspection	4	2016/07/12				
Span Name	3	P1 - P2						Method	of Inspectio	n :	Close Visua	al Inspectio	n		
								Name o	f Inspector	-3	Jeewan				
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Crack			9	-91	0	- 6-	0	9							
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Waving			9		0		0 Locati	9				_		_	
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V											_	Center	21	22	
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Bridge No.	:	65/1 in	Km						f Bridge	:					
Separation		Not Sepa					_	Widene		- 4	Not Widene	d			
- Articological Control of the Contr			- MINT								Q-3.763E-179				
Span Number	-	2						Date of	Inspection	1 4	2016/07/12				
Span Name	5.	P1 - P2						-	of Inspect		Close Visua		in		_
Span Name	- 6	10012					_	-			Jeewan	ппоресис			
								Name o	f Inspecto	0 12	Jeewall				
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Damage Type>			<a>&gt;</a>	<b>&gt;</b>	<0>	<d>&gt;</d>	<e></e>	<Σ>	<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	arks>					
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pproach Bank / Riv		ink				-	-	E			_	Center			23
PE-see Cherry (1)												Right	31		33
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Bridge No. 7 65 / 1 in K						Name	of Road	- 9		Oblic - Fice		<ul> <li>Wellawa</li> </ul>	ya
	(m					Name	of Bridge	?					
Separation ; Not Separ	rated					Widen	ed	,	Not Widene	d			
Span Number : 2						Date o	Inspection		2016/07/12				
Span Name ; P1 - P2					_		of Inspection	1 1	Close Visua	Inspection	on		_
200000000000000000000000000000000000000						17.	of Inspector	1:1	Jeewan				_
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Spall / Dela / Ex-Rebar	10	0	0	0	0	10							
Crack	8	0	0	2	0	10			e taken from S	Spall/Dela	Ex-Rebar		
Damage on Anchorage	20	- 21	0	4	0	20	Invisible						
Chamage Type> Soall / Data / Ex Pahar	<11>	<21>	<31>	<12>	Locatio <22>	on <32>	<13>	<23>	<33>	126	Start	Center	End
Spall / Dela / Ex-Rebar Crack		•		•						Left Center	21	12	13
Damage on Anchorage	-			_						Right	31	32	33
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Separation	- 1	Not Sepa	arated					Widene	ed		Not Widen	ed			
Span Number	3	2					_	Date of	Inspection		2016/07/12				
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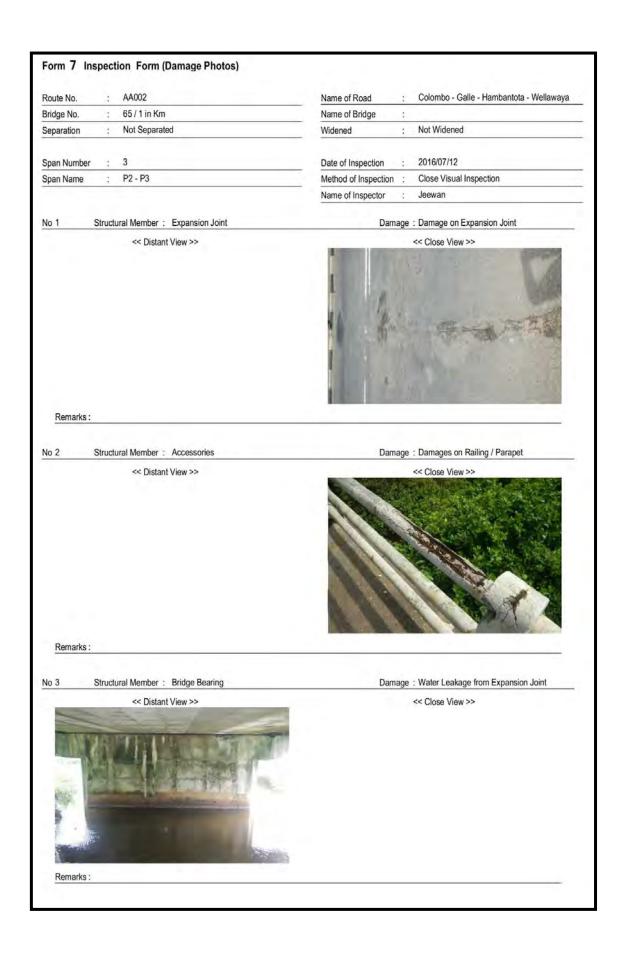
## Form 7 Inspection Form (Damage Photos) AA002 Colombo - Galle - Hambantota - Wellawaya Route No. Name of Road 65 / 1 in Km Bridge No. Name of Bridge Not Separated Not Widened Separation Widened 2016/07/12 2 Span Number Date of Inspection P1 - P2 Close Visual Inspection Span Name Method of Inspection : Name of Inspector Jeewan Structural Member: Main Beam Damage : Crack No 4 << Distant View >> << Close View >> Remarks: Damages were taken from Spall/Dela/Ex-Rebar Structural Member: Bridge Bearing Damage: Water Leakage from Expansion Joint No 5 << Distant View >> << Close View >> Remarks: No 6 Structural Member: Substructure: P1 Damage: Spall / Dela / Ex-Rebar << Distant View >> << Close View >> Remarks:

Bridge No Separation Span Number Span Name	: 65/1 ii						Promote and the	of Road						
Span Number		conclusion.					Name	of Bridge	2					
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Special review	P2 - P3						-	of Inspection	on :	Close Visu	al Inspectio	n		
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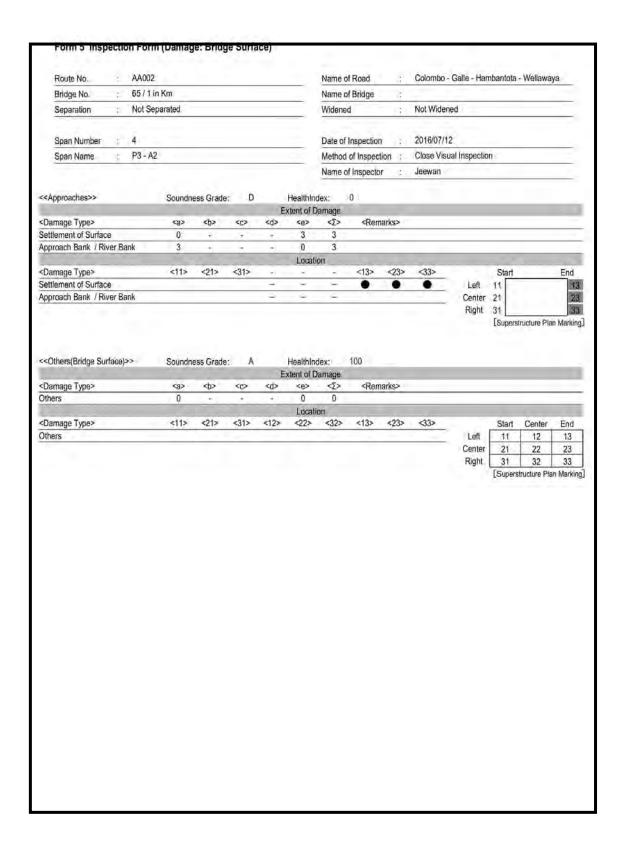
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Bridge No.	65/1 in	Km					Name	of Bridge						
Separation	Not Sepa	arated					Widene		· ·	Not Widen	ed			
Span Number :	3						Date of	Inspection	1 3.	2016/07/1	2			
Span Name :	P2 - P3						Method	of Inspec	tion :	Close Vist	ual Inspectio	n		
							Name (	of Inspecto		Jeewan				_
<approaches>&gt;</approaches>		Committee	0	A		HealthInd		100						
<a href="#">Approacties&gt;&gt;</a>		Soundne	ess Grade:	. A	E	xtent of Da	1	100						
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Extent of Damage Type	Route No. : AA002						Name	of Road	1	Colombo -	Galle - Har	nbantota	- Wellawa	ya
Span Number   3   Date of Inspection   201607/12   Span Name   P2 - P3   Method of Inspection   201607/12   Span Name   P2 - P3   Method of Inspection   Close Visual Inspection   Name of Inspection   Span Name of Inspection	Bridge No. : 65 / 1 in F	(m					Name	of Bridge	:					
Method of Inspection : Close Visual Inspection   Close Visual Inspection   Name of Inspector : Jeewan   Jeewan   Soundness Grade   A	Separation : Not Sepa	rated					Widene	d	12:	Not Widen	ed			
Method of Inspection : Close Visual Inspection   Close Visual Inspection   Name of Inspector : Jeewan   Jeewan   Soundness Grade   A														
Name of Inspector : Jeewan	Span Number ; 3						Date of	Inspection	1	2016/07/12				
Kelain Beam>>         Soundness Grade:         A         Healthindex: 100 brange         100 brange         CPamage Type>         CPamage Ty	Span Name P2 - P3						Method	of Inspect	ion :	Close Visu	al Inspectio	n		
Extent of Damage Type							Name	of Inspecto	r :	Jeewan				
Extent of Damage Type	300 E 30		4.7	- 2				Car.						
Camage Type	< <main beam="">&gt;</main>	Soundn	ess Grade:	Α.			C1-75	100						
Spall / Dela / Ex-Rebar	<damage type=""></damage>	<a>&gt;</a>	<b></b>	<c></c>				<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	arks>					
Damage On Anchorage   20	Spall / Dela / Ex-Rebar	10	0	0	0		10							
Commange Type	77.7.3.1			_		_								
CDamage Type>         < 11>        < 21>        < 31>        < 12>        < 22>        < 32>        < 13>        < 23>        < 33>                 Start	Damage on Anchorage	20		0	*-	_	_	Invisit	ole					
Spall   Dela   Ex-Rebar   Crack   Center   Cen	<damage type=""></damage>	<11>	<21>	<31>	<12>			<13>	<23>	<33>		Start	Center	End
Center   21   22   23   31   32   33	Spall / Dela / Ex-Rebar					Lie	54				Left	-		13
Soundness Grade: A   HealthIndex: 100   Extent of Damage														23
	Damage on Anchorage										Right	31	32	33
Extent of Damage   CDamage Type   Ca												Supers	tructure Pla	n Markin
Center   21   22   23   23   24   25   24   25   25   25   25   25					-		That me	-						
Others       Left Center Right       11 12 13 13 22 23 23 13 32 33 15 22 23 33 15 22 23 33 15 22 23 33 15 22 23 33 15 22 23 23 33 15 22 23 23 23 24 24 24 24 24 24 24 24 24 24 24 24 24	<damage type=""></damage>	<11>	<21>	<31>	<12>		That me	<13>	<23>	<33>		Start	Center	End
Right   31   32   33	Others										Left	11		
Soundness Grade: A HealthIndex: 96 Extent of Damage CDamage Type>														
< Soundness Grade: A HealthIndex: 96 Extent of Damage  <	7 - 17													
Extent of Damage   Second Parage   Second P	, ,											.31	32	33
Extent of Damage   Second Parage   Second P	7											.31	32	33
CDamage Type>	opide Passass					la Lidade		00				.31	32	33
Damage on Bridge Bearing     100     -     0     -     0     100       Location <damage type="">     &lt;11&gt;&lt; &lt;21&gt;&lt; &lt;31&gt;     -     -     &lt;13&gt;&lt; &lt;23&gt;&lt; &lt;33&gt;     Start     Center     End       Water Leakage from Expansion Joint     -     -     -     -     Left     11     11       Damage on Bridge Bearing     -     -     -     -     Center     21     13       Right     31     31     31     31     31</damage>	< <bridge bearing="">&gt;</bridge>	Soundn	ess Grade:	: A		-	_	96				.31	32	33
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		<a>&gt; 70 100 &lt;11&gt;</a>	<b>-</b>	<c> 30 0</c>	- E	<pre>xtent of 0 <e> 0 0 Locat</e></pre>	Oamage <Σ> 100 100	<rem< td=""><td></td><td>&lt;33&gt;</td><td>Right  Left Center</td><td>Start 11 21 31</td><td>32 tructure Pla</td><td>33 n Markin End 13 23</td></rem<>		<33>	Right  Left Center	Start 11 21 31	32 tructure Pla	33 n Markin End 13 23
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	-	AA002						Name o	of Road	3	Colombo - C	Salle - Har	mbantota	- Wellawa	ya
Bridge No.	18	65 / 1 in	Km					Name o	of Bridge	1					
Separation	- 12	Not Sepa	arated					Widene	d	1	Not Widene	d			
								_							
Span Number	5	3						Date of	Inspection	0 :	2016/07/12				
Span Name	101	P2 - P3						Method	of Inspec	tion :	Close Visua	Inspection	on		
								Name o	of Inspecto	r :	Jeewan				
<others(bridge bea<="" td=""><td>aring)</td><td>&gt;&gt;</td><td>Soundne</td><td>ess Grade</td><td>: A</td><td></td><td>HealthIn</td><td></td><td>100</td><td></td><td></td><td></td><td></td><td></td><td></td></others(bridge>	aring)	>>	Soundne	ess Grade	: A		HealthIn		100						
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Others			0	-			0	0	-17011	iaina					
200							Locat	ion	-	-27	232			100	
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Others												Left	11		13
												Center	31		33
												right		tructure Pla	
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Spall / Dela / Ex-Reb	oar		9	0	0	0	0	9							
Crack			9	0	0	0	0	9							
Mud Deposition / Ve	getati	on	9	- 50	- 2-	12.1	0	9							
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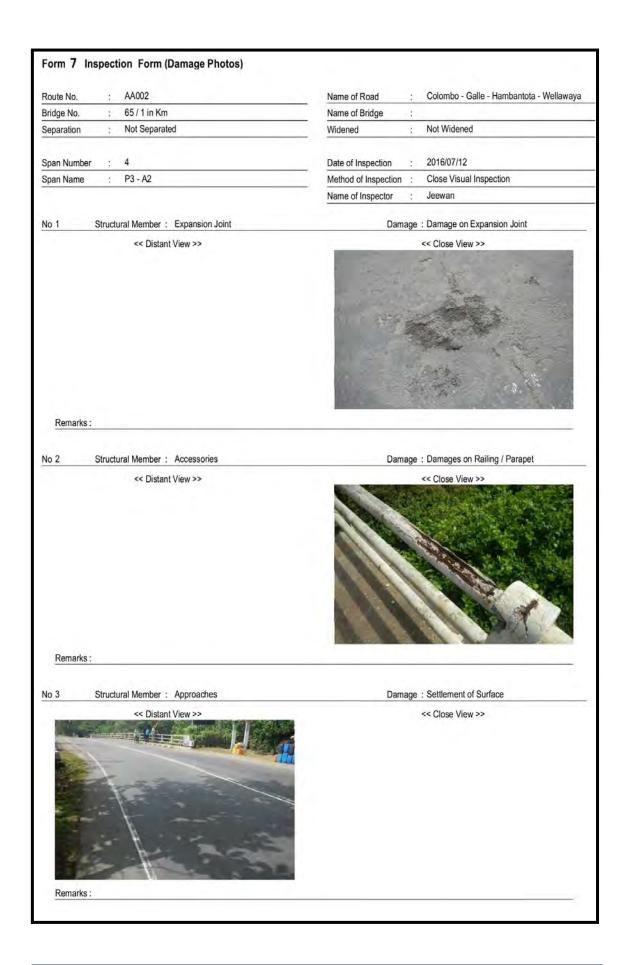
CLOVE TWO TO THE STREET						Hairie C	of Road						ya
Bridge No. : 65 / 1 is	n Km					Name o	of Bridge						
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Crack	9		0		0	9							
Rutting	9	- 4	0	4	0	9							
Waving	9	~	0	-	0	9							
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Rutting Waving	Soundne	ess Grade	: C		HealthIn	Marine Marine	50			Right	31	32 fructure Pla	33
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Separation : Not Sepa	rated					Widene	d	- 3	Not Widen	ed			
Span Number : 4						Date of	Inspection	i,	2016/07/12	2			
Span Name : P3 - A2						Method	of Inspecti	on ;	Close Visu	al Inspectio	n		
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Crack	10	0	0	0	0	10							
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Crack										Center	21	22	23
Damage on Anchorage										Right	31	32	33
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<damage type=""> Others  <damage type=""> Others  <bridge bearing="">&gt; <damage type=""></damage></bridge></damage></damage>	<a>&gt; 0</a> <11> Soundne	  <21>	√31>	<d>&gt;</d>	xtent of D <e> 0 Locati &lt;22&gt; Healthline</e>	lamage <5> 0 on <32>	<rem:< td=""><td>&lt;23&gt;</td><td>&lt;33&gt;</td><td>Center</td><td>11 21 31</td><td>12 22 32</td><td>13 23 33</td></rem:<>	<23>	<33>	Center	11 21 31	12 22 32	13 23 33
<pre><damage type=""> Others </damage></pre> Chamage Type> Others <pre>&lt;</pre> <pre>&lt;</pre> <pre>&lt;</pre> <pre></pre>	<a>&gt; 0</a> <11> Soundne <a>&gt;</a>	  <21>	<0><0> 1 1	<d>&gt;d&gt;</d>	xtent of D <e> 0 Locati &lt;22&gt;  Healthline xtent of D <e> 0 0 0</e></e>	dex:   dex:	<rem:< td=""><td>&lt;23&gt;</td><td>&lt;3&gt;&gt;</td><td>Center</td><td>11 21 31</td><td>12 22 32</td><td>13 23 33</td></rem:<>	<23>	<3>>	Center	11 21 31	12 22 32	13 23 33
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CDamage Type> Others CDamage Type> Others < <a href="#">Shridge Bearing&gt;&gt;</a> <a href="#">CDamage Type&gt;</a> <a href="#">Water Leakage from Expansion Joir Damage on Bridge Bearing</a> <a href="#">Damage Type&gt;</a> <a href="#">Damage Type&gt;</a> <a href="#">Damage Type&gt;</a> <a href="#">Damage Type&gt;</a>	<a>&gt; 0</a> <11>> Soundhe <a>&gt; 100 &lt;100 <ta>&lt;11&gt;&gt;</ta></a>	<b> &lt;21&gt; &lt;21&gt;       <br <="" td=""/><td>&lt;0&gt;&lt;0&gt; &lt;31&gt; A &lt;0&gt; 0</td><td><d>&gt;d&gt;</d></td><td>xtent of D <e> 0 Locati &lt;22&gt;  Healthline xtent of D <e> 0 0 0</e></e></td><td>  dex:   dex:  </td><td><rem:< td=""><td>&lt;23&gt;</td><td>&lt;33&gt;</td><td>Center Right</td><td>11 21 31 [Supers</td><td>12 22 32</td><td>13 23 33 30 Marking</td></rem:<></td></b>	<0><0> <31> A <0> 0	<d>&gt;d&gt;</d>	xtent of D <e> 0 Locati &lt;22&gt;  Healthline xtent of D <e> 0 0 0</e></e>	dex:   dex:	<rem:< td=""><td>&lt;23&gt;</td><td>&lt;33&gt;</td><td>Center Right</td><td>11 21 31 [Supers</td><td>12 22 32</td><td>13 23 33 30 Marking</td></rem:<>	<23>	<33>	Center Right	11 21 31 [Supers	12 22 32	13 23 33 30 Marking
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< <others(superstructure)>&gt; <damage type=""> Others  <damage type=""> Others  <bri> <bri> <bri> <bri> <bri> <bri> <damage type=""> Water Leakage from Expansion Joir Damage Type&gt; Water Leakage from Expansion Joint Damage on Bridge Bearing  <damage type=""> Water Leakage from Expansion Joint Damage on Bridge Bearing  <damage type=""></damage></damage></damage></bri></bri></bri></bri></bri></bri></damage></damage></others(superstructure)>	<a>&gt; 0</a> <11>> Soundhe <a>&gt; 100 &lt;100 <ta>&lt;11&gt;&gt;</ta></a>	  <21> ess Grade	<31> < 0 0 0	<d><d><d>&lt;</d></d></d>	xtent of D <e>&gt; 0 Locati &lt;22&gt;  HealthInd xtent of D <e> 0 Locati</e></e>	dex:   dex:   demage   <2>	<rem:< td=""><td>&lt;23&gt;</td><td></td><td>Center Right</td><td>11 21 31 [Supers</td><td>12 22 32 structure Pla</td><td>13 23 33 30 n Marking</td></rem:<>	<23>		Center Right	11 21 31 [Supers	12 22 32 structure Pla	13 23 33 30 n Marking

Route No.	:	AA002						Name o	f Road	2	Colombo - 0	Galle - Har	nbantota	- Wellawa	ya
Bridge No.		65 / 1 in h	Km					Name o	f Bridge	- 3					
Separation	7	Not Sepa	rated					Widene	d	1	Not Widene	d			
Span Number	1	4						Date of	Inspection	1	2016/07/12				
Span Name	:	P3 - A2	-					Method	of Inspec	tion :	Close Visua	al Inspectio	n		
								Name o	f Inspecto	ri i	Jeewan				
< <others(bridge bea<="" td=""><td>rimals</td><td></td><td>Counda</td><td>ess Grade</td><td>. A</td><td></td><td>Healthing</td><td>dow:</td><td>100</td><td></td><td></td><td></td><td></td><td></td><td></td></others(bridge>	rimals		Counda	ess Grade	. A		Healthing	dow:	100						
Others(bridge bea	illy)~		Souriun	ess Grade	. A		xtent of D		100						
<damage type=""></damage>			<g>&gt;</g>	<b></b>	<c></c>	<d></d>	<e>&gt;</e>	<Σ>	<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	arks>					
Others			0	-3			0	0							
<damage type=""></damage>			<11>	<21>	<31>		Locati	on -	<13>	<23>	<33>		Start	Center	End
Others			-2.16	-6.0	VIE	+	-	1/4	10-	20-	-00*	Left	11	Genter	13
												Center	21		23
												Right	31		33
													Supers	tructure Pla	n Marking
< <substructure: p3=""></substructure:>	>		Soundne	ess Grade	: A		Healthing		100						
<damage type=""></damage>			<a>&gt;</a>	<b></b>	<0>	<q></q>	<6>	amage <∑>	<rem< td=""><td>narks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	narks>					
Scour			1	×	0	×	0	1.							
Spall / Dela / Ex-Reb	ar		9	0	0	0	0	9							
Crack Mud Deposition / Veg	otatio	7	9	0	0	0	0	9							
widd Deposition / Veg	jetatioi	1	9.	-	-i	•	Locati			-50		-	-	-	-67
<damage type=""></damage>			<11>	<21>	<31>	<12>	<22>	<32>	<13>	<23>	<33>		Left	Center	Right
Scour												Upper	11	12	13
Spall / Dela / Ex-Reb	ar											Middle	21	22	23
Crack Mud Deposition / Veg	etation	,									_	Lower	31 (Substr	32 ucture From	33 Marking
maa Dapooliion 7 vog	Cidad												Comen	dollare From	t was king
			Soundne	ess Grade	: A		Healthing		100						
< <others(substructu< td=""><td>re): P3</td><td>,,</td><td></td><td></td><td></td><td></td><td>xtent of D</td><td></td><td>a Deser</td><td>narks&gt;</td><td></td><td></td><td></td><td></td><td></td></others(substructu<>	re): P3	,,					xtent of D		a Deser	narks>					
< <others(substructu< td=""><td>re): P3</td><td>,,</td><td>3221</td><td>aks.</td><td>2000</td><td></td><td></td><td></td><td><ken< td=""><td>narks&gt;</td><td></td><td></td><td></td><td></td><td></td></ken<></td></others(substructu<>	re): P3	,,	3221	aks.	2000				<ken< td=""><td>narks&gt;</td><td></td><td></td><td></td><td></td><td></td></ken<>	narks>					
<damage type=""></damage>	re): P3	,,	<a>&gt;</a>	<b>&gt;</b>	<0>	<d>&gt;</d>	<6>	<Σ>							
<damage type=""></damage>	re): P3		<a>&gt;</a>	<b>-</b>	_	<d></d>	0	0		100	+0				
<damage type=""> Others</damage>	re): P3				_			0	<13>	<23>	<33>		Left	Center	Right
	re): P3		0	75	-	-	0 Locati	0 on	<13>	<23>	<33>	Upper	-11	12	13
<damage type=""> Others <damage type=""></damage></damage>	re): P3		0	75	-	-	0 Locati	0 on	<13>	<23>	<33>	Upper Middle Lower			2.60

Extent of Damage   Extent of D	Separation   Not Separated   Wildened   Not Wildened	
Separation   Not Separated   Widened   Not Widened	Separation   Not Separated   Wildened   Not Wildened   Separation   Separation   Not Separated   Separation   Date of Inspection   2016/07/12	
Span Number   4   Date of Inspection   2016/07/12	Span Number   4	
Span Name   P3 - A2   Method of Inspection   Close Visual Inspection   Name of Inspector   Jeewan	Method of Inspection   Close Visual Inspection   Name of Inspector   Jeewan	
Span Name   P3 - A2   Method of Inspection   Close Visual Inspection   Name of Inspector   Jeewan	Method of Inspection   Close Visual Inspection   Name of Inspector   Jeewan	
Name of Inspector   Jeewan	Name of Inspector   Jeewan   Jeewan	
Soundness Grade: A   HealthIndex: 100   Extent of Damage	Soundness Grade: A   HealthIndex: 100   Extent of Damage	
Extent of Damage   Spall   S	Extent of Damage   Extent of D	
Commage Type   Case	Spall / Dela / Ex-Rebar   9   0   0   0   0   9	
Cour	Cour	
Spall   Dela   Ex-Rebar   9	Spall   Dela   Ex-Rebar   9	
Track   9   0   0   0   0   9	Track   9   0   0   0   0   9	
Location	Commage Type   Com	
CDamage Type>         <11> <21> <31> <12> <22> <32> <13> <23> <33>         Left Center Ri         Center Ri           Scour         Upper Middle 21	Clamage Type>   <11> <21> <31> <12> <22> <32> <13> <23> <33>   Left   Cent	
Upper   11   12   1   12   1   12   1   12   1   1	Upper   11   12   12   12   12   12   12   1	-
Spall / Dela / Ex-Rebar   Middle   21   22   2   2   2   2   2   2   2	Spall / Dela / Ex-Rebar   Middle   21   22	
Lower   31   32   3     Substructure   Substruc	Lower   31   32   Substructure   32   32   Substructure   33   32   Substructure   34   32   Substructure   35   32   Substructure   35   32   Substructure   36   32   Substructure   37   32   Substructure   38   Substructure   3	13
Substructure Front Mail   Extent of Damage	Substructure   Sub	33
Colthers (Substructure): A2>> Soundness Grade: A HealthIndex: 100 Extent of Damage CDamage Type>	Colthers (Substructure): A2>> Soundness Grade: A HealthIndex: 100 Extent of Damage CDamage Type>	
Others Upper 11 12 1 Middle 21 22 2 Lower 31 32 3	Others Upper 11 12 Middle 21 22 Lower 31 32	
Others Upper 11 12 1 Middle 21 22 2 Lower 31 32 3	Others Upper 11 12 Middle 21 22 Lower 31 32	B. 11
Middle 21 22 2 Lower 31 32 3	Middle 21 22 Lower 31 32	13
		23
[Substructure Front Mai	[Substructure]	33
		ont Marking



#### 1.2 RC-S

#### 1) Record

Inspe	ection Work Shee	et (Bridge Surface 1/2)	
Route No. : B176		Bridge No. : 2 / )	
Separation :		Widened :	
Name of Bridge :			
		Date of Inspection : 21/11/201	4
Span No. : I			tant Indirect
Span Name : A  - P		Name of Inspector : Mr. Jeewai	0
		13 4000	
✓ Pavement			
✓ Pothole		☑ Crack	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a> <a> 9</a> <a> 0</a> <a> 9</a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
Start Center End		Start Center End	
Left	-	Left	
Center 🔲 🔲	Remarks	Center 🔲 📈 🖂	Remarks
Right		Right	
[ Superstructure Plane Marking ]		[Superstructure Plane Marking]	
□ Rutting		☑ Waving	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
9 0 0 9		9 _ 0 _ 0 9	
Location	<close view=""></close>	Location	<close view=""></close>
Start Center End		Start Center End	
Left		Left	
Center	Remarks	Center	Remarks
Right 🔲 🖂 🖂		Right	
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
☑ Expansion Joint			
Damage on Expansion joint		☑ Difference in Levels	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a> 75 25 100	<distant view=""></distant>	<a> <b> <c> <d> <a> <b> <c> <d> <a> <b> <a> <a> <a> <a> <a> <a> <a> <a> <a> <a< td=""><td><distant view=""></distant></td></a<></a></a></a></a></a></a></a></a></a></b></a></d></c></b></a></d></c></b></a>	<distant view=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
Start Center End		Start Center End	
Left [ ]	7	Left 🔲 🔲	
Center 🗹 🔲	Remarks	Center 🔲 📗	Remarks
Right 🔲 📗		Right []	
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
		_	

√ Accessories			
Damage on Drainage		Damages on Service Duct	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a>&gt; <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
Start Center End  Left	Remarks	Start Center End  Left	Remarks
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
☑ Damages on Railing / Parapet		i colores de la	
Extent of Damages	Photographs		
<a> <b> <c> <d> <b> Σ</b></d></c></b></a>	<distant view=""></distant>		
30 70 100			
Location	<close view=""></close>		
Start Center End			
Left         □         □         □           Center         □         □         □           Right         □         □         □	Remarks		
(Superstructure Plane Marking)			
✓ Approaches  ✓ Settlement of Surface	Distance	Approach Bank / River Bank	District
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <b> &lt; <b> &lt;  <c> <d> <b></b> &lt;  &lt;  3</d></c></b></b></d></c></b></a>	<distant view=""></distant>
Location  Start Center End  Left	<close view=""></close>	Location  Start Center End  Left □   □	<close view=""></close>
Center	Remarks	Center	Remarks
[Superstructure Plane Marking]		Fanbeistracinie Haue Marking 1	
☐ Others			
☐ Others			
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
	<close view=""></close>		
Location			

	n Work Sheet (S	Superstructure:RC-S 1/1)	
Route No. : B176		Bridge No. : 7 / 1	
Separation :		Widened :	
Name of Bridge :			
		Date of Inspection : 21/11/2016	
Span No. ; 1		Method of Inspection :   Close Distant Indirect	
Span Name : A1- P1		Name of Inspector : My. Jegwan	
		1. J. J. J. M.	
✓ Deck Slab			
Spall / Dela / Ex-Rebar		☑ Crack	
Extent of Damages	Photographs	Extent of Damages Photographs	
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ  </e></d></c></b></a>	
S 1 3 9	<close view=""></close>	Location Close View>	
Start Center End	CICCO VICIN	Start Center End	
Left Z Z D		Left V V	
- Commission of the Commission	Remarks	Center	
Right	Kemarks	0:44 [7] [7]	
		Dawadal are letters	01
[Superstructure Plane Marking]		[Superstructure Plane Marking] from Spall/Pelalfy-	Rebur
☐ Others(Superstructure) ☐ Others			
Extent of Damages	Dhotographs		
<a> <b> <c> <d> <b> <c> <d> <b> &lt;</b></d></c></b></d></c></b></a>	Photographs  Chistant Views		
Z	<distant view=""></distant>		
Location	<close view=""></close>		
Start Center End			
Left			
CONTROL DE	Remarks		
Right 🔲 🖂 🖂	***********		
I Superstructure Plane Marking I			
[Superstructure Plane Marking]			
[Superstructure Plane Marking]  ✓ Bridge Bearing			
-		□ Damage on Bridge Bearing	
☑ Bridge Bearing	Photographs	<ul> <li>□ Damage on Bridge Bearing</li> <li>Extent of Damages Photographs</li> </ul>	
<ul><li>☑ Bridge Bearing</li><li>☑ Water Leakage from Expansion Joint</li></ul>	Photographs <distant view=""></distant>		
☑ Bridge Bearing ☑ Water Leakage from Expansion Joint  Extent of Damages <a> <b> <c> <d> <e> ∑</e></d></c></b></a>			
☑ Bridge Bearing ☑ Water Leakage from Expansion Joint  Extent of Damages <a> <b> <c> <d> <e> ∑</e></d></c></b></a>	<distant view=""></distant>	Extent of Damages Photographs <a> <b <<b="">C&gt; &lt;<b>C&gt; &lt;<b>C&gt; &lt;<b>C&gt; &lt;<b>C&gt; &lt;<b>C&gt; &lt;<b>C&gt; <b>C&gt; <b c=""> <br c=""/> <br c=""/> <br c=""/> <br c=""/> <br c=""/>      C&gt;      C&gt;      C&gt;      C&gt;      C&gt;      C&gt;      C&gt; <br< td=""><td></td></br<></br></br></br></br></br></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></a>	
☑ Bridge Bearing ☑ Water Leakage from Expansion Joint  Extent of Damages <a> <b> <c> <d> <e> ∑ 30</e></d></c></b></a>	<distant view=""></distant>	Extent of Damages         Photographs <a> <b> <c> <d> <b> <c> <d> &lt;</d></c></b></d></c></b></a>	
☑ Bridge Bearing ☑ Water Leakage from Expansion Joint  Extent of Damages <a> <b> <c> <d> <e> ∑</e></d></c></b></a>	<distant view=""></distant>	Extent of Damages         Photographs <a> <b> <c> <d> <e> Σ         <distant view=""> <close view="">           Start Center End</close></distant></e></d></c></b></a>	
☑ Bridge Bearing ☑ Water Leakage from Expansion Joint  Extent of Damages <a> <b> <c> <d> <e> ∑</e></d></c></b></a>	<distant view=""></distant>	Extent of Damages	
☑ Bridge Bearing ☑ Water Leakage from Expansion Joint  Extent of Damages <a> <b> <c> <d> <e> ∑</e></d></c></b></a>	<distant view=""></distant>	Extent of Damages	
☑ Bridge Bearing ☑ Water Leakage from Expansion Joint  Extent of Damages <a> <b> <c> <d> <e> ∑</e></d></c></b></a>	<distant view=""></distant>	Extent of Damages	
☑ Bridge Bearing ☑ Water Leakage from Expansion Joint  Extent of Damages <a> <b> <c> <d> <e> ∑</e></d></c></b></a>	<distant view=""></distant>	Extent of Damages	
☑ Bridge Bearing ☑ Water Leakage from Expansion Joint  Extent of Damages <a> <b> <c> <d> <e> ∑ 30</e></d></c></b></a>	<distant view=""></distant>	Extent of Damages	
☑ Bridge Bearing ☑ Water Leakage from Expansion Joint  Extent of Damages <a> <b> <c> <d> <e> ∑ 30</e></d></c></b></a>	<distant view=""> <close view=""> Remarks</close></distant>	Extent of Damages	
☑ Bridge Bearing ☑ Water Leakage from Expansion Joint  Extent of Damages <a> <b> <c> <d> <e> ∑ 30</e></d></c></b></a>	<distant view=""> <close view=""> Remarks  Photographs</close></distant>	Extent of Damages	
☑ Bridge Bearing ☑ Water Leakage from Expansion Joint  Extent of Damages <a> <b> <c> <d> <e> ∑</e></d></c></b></a>	<distant view=""> <close view=""> Remarks  Photographs <distant view=""></distant></close></distant>	Extent of Damages	
Water Leakage from Expansion Joint  Extent of Damages <a> <b> <b> <c> <d> <e> ∑ 3 ∨ 10 ∨ 10 ∨ 10 ∨ 10 ∨ 10 ∨ 10 ∨ 10 ∨ 1</e></d></c></b></b></a>	<distant view=""> <close view=""> Remarks  Photographs <distant view=""></distant></close></distant>	Extent of Damages	
Water Leakage from Expansion Joint  Extent of Damages <a> <b> <c> <d><e> ∑</e></d></c></b></a>	<distant view=""> <close view=""> Remarks  Photographs <distant view=""></distant></close></distant>	Extent of Damages	
Water Leakage from Expansion Joint  Extent of Damages <a> <b> <b> <c> <d><e> ∑</e></d></c></b></b></a>	<pre><distant view=""> <close view=""> Remarks  Photographs <distant view=""> <close view=""></close></distant></close></distant></pre>	Extent of Damages	
☑ Bridge Bearing ☑ Water Leakage from Expansion Joint  Extent of Damages <a> <b> <b> <c> <d> <e> ∑ 30</e></d></c></b></b></a>	<pre><distant view=""> <close view=""> Remarks  Photographs <distant view=""> <close view=""></close></distant></close></distant></pre>	Extent of Damages	
Water Leakage from Expansion Joint  Extent of Damages <a> <b> <b> <c> <d> <e> ∑</e></d></c></b></b></a>	<pre><distant view=""> <close view=""> Remarks  Photographs <distant view=""> <close view=""></close></distant></close></distant></pre>	Extent of Damages	
Water Leakage from Expansion Joint  Extent of Damages <a> <b> <b> <c> <d> <e> ∑</e></d></c></b></b></a>	<pre><distant view=""> <close view=""> Remarks  Photographs <distant view=""> <close view=""></close></distant></close></distant></pre>	Extent of Damages	
Water Leakage from Expansion Joint  Extent of Damages <a> <b> <b> <c> <d> <e> ∑</e></d></c></b></b></a>	<pre><distant view=""> <close view=""> Remarks  Photographs <distant view=""> <close view=""></close></distant></close></distant></pre>	Extent of Damages	

0	rection work one	et (Bridge Surface 1/2)  Bridge No	
		2	
Separation :		Widened :	
Name of Bridge :		But the same of the t	
		Date of Inspection : 21/11/20)	
Span No. ; 2		Method of Inspection : Close Dis	tant Indirect
Span Name : + PI- A2		Name of Inspector : Mr. Jeew on	)
✓ Pavement			
☑ Pothole		✓ Crack	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
9 9		8 1 9	2 lotolite Violi
Location	<close view=""></close>	Location	<close view=""></close>
Start Center End	-0103C V1CW-		CIOSC VIEW
Left	_	Start Center End	
	Domarka		Domostra
	Remarks	Center	Remarks
Right		Right	
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
∠ Rutting		☑ Waving	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
9 - 9		9 - 9	
Location	<close view=""></close>	Location	<close view=""></close>
Start Center End		Start Center End	
Left		Left	-
Center	Remarks	Center	Remarks
Right 🖂 🖂	Tiomanio	Right	Homana
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
[Superstructure Flatte Watking]		Louperstructure Flatie Marking 1	
Z Expansion Joint			
☑ Damage on Expansion joint	Di .	☑ Difference in Levels	51.00
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a> 50 50 1ω	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
Start Center End		Start Center End	
Left 🗆 🗆		Left 🗆 🗀	
Center 🗆 📈	Remarks	Center 🔲 💮	Remarks
	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Right	1,170,1170,104
American and an american property of the contract of the contr			
Right 🔲 📗		Superstructure Plane Marking I	
American and an american property of the contract of the contr		[Superstructure Plane Marking]	
Right 🔲 📗		[Superstructure Plane Marking]	
Right 🔲 📗		[Superstructure Plane Marking]	
Right 🔲 📗		[Superstructure Plane Marking]	
Right 🔲 📗		[Superstructure Plane Marking]	
Right 🔲 📗		[Superstructure Plane Marking]	
Right 🔲 📗		[Superstructure Plane Marking]	

Damage on Drainage	51	Damages on Service Duct	DI
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
Start Center End  Left	Remarks	Start Center End  Left	Remarks
Right Superstructure Plane Marking		Right D D D D D D D D D D D D D D D D D D D	
		[Superstructure Flane Marking]	
Damages on Railing / Parapet	Dhotographs		
Extent of Damages <a> <b> <c> <d> <e> Σ</e></d></c></b></a>	Photographs Chistont Views		
40 60 100	<distant view=""></distant>		
Location	<close view=""></close>		
Start Center End  Left			
Center	Remarks		
[Superstructure Plane Marking]			
	Photographs	Approach Bank / River Bank  Extent of Damages	Photographs
		<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
<a> <b> <c> <d> <e> Σ</e></d></c></b></a> 3 3	<distant view=""></distant>	2 1 3	Distant view
2 2	<close view=""></close>		<close view=""></close>
Location   Start   Center   End   Center		2     3    Location	
Location   Start   Center   End   Center   Cen	<close view=""></close>	2     3	<close view=""></close>
Location   Start   Center   End   Center	<close view=""></close>	2     3    Location	<close view=""></close>
Location Start Center End Left	<close view=""></close>	2     3    Location	<close view=""></close>
Location Start Center End Left	<close view=""></close>	2     3    Location	<close view=""></close>
Location  Start Center End  Left	<close view=""></close>	2     3    Location	<close view=""></close>
Center   Center   End   Center   Cen	<close view=""> Remarks  Photographs</close>	2     3    Location	<close view=""></close>

	ion Work Sheet (	Superstructure:RC-S 1/1)	
Route No. : 8176		Bridge No. : 2 / 1	
Separation :		Widened :	
Name of Bridge :			
		Date of Inspection : 21/11/2016	
Span No. : 2			ant Indirect
Span Name : PI-A2		Name of Inspector : Mr. Jeewan	
		1 West and	
☑ Deck Slab			
Spall / Dela / Ex-Rebar		☑ Crack	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
Start Center End		Start Center End	-
Left	Remarks	Left	Remarks
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
Others(Superstructure)			
☐ Others			
Extent of Damages	Photographs		
<a> <b> <b> <b> <b> ≤</b></b></b></b></a> <b> ≤ <b <<="" p=""></b></b>	Oistant View>		
2	Constant views		
Location	<close view=""></close>		
Start Center End			
Left			
Center	Remarks		
[Superstructure Plane Marking]			
☑ Bridge Bearing			
☑ Water Leakage from Expansion Joint		☑ Damage on Bridge Bearing	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a> 30 100	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
Start Center End		Start Center End	FOTER STREET
Left	Remarks	Left	Remarks
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
☐ Others(Bridge Bearing)			
☐ Others			
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
Location Start Center End	<close view=""></close>		
Left Center CIRight CIRICAL CI	Remarks		
[Superstructure Plane Marking]			

1ñ	senaction Work Sh	not / Subatruatura 1/1	
Route No. B176 Separation Name of Bridge	spection work on	eet (Substructure 1/1)  Bridge No. = 2 / 1  Widenec =	
Substructure No. : \ \ Substructure Name : \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \		Date of Inspection  Method of Inspection:  Name of Inspector:  My Jeewan	stant Indirect
Substructure			
☑ Scour		Spall / Dela / Ex-Rebar	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
Location  Left Center Right	<close view=""></close>	Location	<close view=""></close>
Upper	Remarks	Left Center Right Upper	Remarks
☐ Crack		[Substructure Front Marking]	
Extent of Damages	Photographs	✓ Mud Deposition / Vegetation     Extent of Damages	Dhotassaka
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <b> <b> <b> ≤ <b> <b> <b> <b> 7 2 9</b></b></b></b></b></b></b></b></a>	Photographs <distant view=""></distant>
Location  Left Center Right	<close view=""></close>	Location	<close view=""></close>
Upper	Remarks	Left Center Right Upper	Remarks
☐ Others			
☐ Others			
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
Location  Left Center Right	<close view=""></close>		
Upper	Remarks		
Lower			

Route No. BIT6	spection Work St	eet (Substructure 1/1)  Bridge No 2 / 1	
Separation National English		Widenec	
Substructure No 2 Substructure Name : P)		Date of Inspection  Method of Inspection  Name of Inspector  Mr. Jeewan	istant Indirect
∠ Substructure		Tur deeman	
☑ Scour		☑ Spall / Dela / Ex-Rebar	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
Location Left Center Right	<close view=""></close>	Location Left Center Right	<close view=""></close>
Upper	Remarks	Upper	Remarks
☑ Crack		✓ Mud Deposition / Vegetation	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
Location  Left Center Right	<close view=""></close>	Location  Left Center Right	<close view=""></close>
Upper	Remarks	Upper	Remarks
Others		[ Substructure Front Marking ]	
☐ Others			
Extent of Damages <a> <b> <c> <d> <e> Σ</e></d></c></b></a>	Photographs <distant view=""></distant>		
Location	<close view=""></close>		
Left Center Right Upper	-		
Middle	Remarks		
Lower 🔲 🔲 🖂	remains		
[Substructure Front Marking]			

Route No. : 8176 Separation Name of Brigge Substructure No. : 3 Substructure Name : A2	spection Work Sh	eet (Substructure 1/1)  Bridge No : 2 / 1  Widenec  Date of Inspection : 21 / 11 / 20 6  Method of Inspection : Close Dis  Name of Inspector : Mr. Jeewan	stant Indirect
Scour	_	✓ Spall / Dela / Ex-Rebar	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
Location Left Center Right	<close view=""></close>	Location  Left Center Right	<close view=""></close>
Upper	Remarks	Upper	Remarks
☑ Crack		✓ Mud Deposition / Vegetation	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a> <	<distant view=""></distant>
Location Left Center Right	<close view=""></close>	Location  Left Center Right	<close view=""></close>
Upper	Remarks	Upper	Remarks
☐ Others			
☐ Others			
Extent of Damages <a> <b> <c> <d> <e> Σ</e></d></c></b></a>	Photographs <distant view=""></distant>		
Location  Left Center Right	<close view=""></close>		
Upper	Remarks		
, secondary , tota marking 1			

### 2) Outputs

A1 - P1 P1 - A2 Whole  Bridge Surface>> A1 - P1 P1 - A2  Bridge Structure>> A1 - P1 P1 - A2  Bridge Structure>> A1 - P1 P1 - A2  A1 - P1 P1 - A2  Bridge>> Ent A1 - P1 P1 - A2  Bridge>> Ent A1 - P1 P1 - A2	D (25) B (62) D (25) D (25) Pavement A (96) A (96) Entire perstructure C (33) A (100)	Bridge Surface B (51) C (26) C (26) Expansion Joint B (75) C (50) Main Beam Arch Rib		Widened  Date of Inspection  Method of Inspection  Name of Inspector		Not Widened  2016/11/21  Close Visual Inspectio Jeewan  Bridge Bearing A (79) A (79)		ostructure A (98)
ealth Index & Soundnes <bridge>&gt;  A1 - P1  P1 - A2  Whole  <bridge surface="">&gt;  A1 - P1  P1 - A2  <bridge structure="">&gt;  A1 - P1  P1 - A2  epair costs (Unfit Thouse <bridge>&gt;  A1 - P1  P1 - A2  epair dosts (Unfit Thouse <bridge>&gt;  A1 - P1  P1 - A2</bridge></bridge></bridge></bridge></bridge>	ss Grade  ntire Bridge D (25) B (62) D (25) Cavement A (96) A (96) Entire perstructure C (33) A (100)	Bridge Surface B (51) C (26) C (26) Expansion Joint B (75) C (50)  Main Beam Arch Rib	Bridge Structure C (45) A (92) C (45)  Accessories A (79) A (82)  Deck Slab Spandrel C (33)	Date of Inspection Method of Inspection Name of Inspector  Approaches B (70) B (70)  Diaphram Cross Beam		2016/11/21 Close Visual Inspectio Jeewan  Bridge Bearing A (79)	Sut	A (98)
Stridge>> Ent A1 - P1 P1 - A2 Whole Stridge Surface>> Pi A1 - P1 P1 - A2 Stridge Structure>> A1 - P1 P1 - A2 epair costs (Unit Thouse Stridge>> A1 - P1 P1 - A2 Ent A1 - P1 P1 - A2	D (25) B (62) D (25) D (25) Pavement A (96) A (96) Entire perstructure C (33) A (100)	B (51) C (26) C (26) Expansion Joint B (75) C (50)  Main Beam Arch Rib	Bridge Structure C (45) A (92) C (45)  Accessories A (79) A (82)  Deck Slab Spandrel C (33)	Approaches B (70) B (70) Diaphram Cross Beam	90	Close Visual Inspectio Jeewan  Bridge Bearing A (79)	Sut	A (98)
A1 - P1 P1 - A2 Whole  A1 - P1 P1 - A2 Whole  A1 - P1 P1 - A2  A1 - P1 P1 - A2  A1 - P1 P1 - A2  A2  A2  A3 - P1 A4 - P1 A5  A6 P2  A6 P2  A7 - P1 P1 - A2  A8 P3 P3  A8 P3 P3  A9 P3  A9 P3  A1 - P1 P1 - A2  A1 - P1 P1 - A2  A1 - P1 P1 - A2	D (25) B (62) D (25) D (25) Pavement A (96) A (96) Entire perstructure C (33) A (100)	B (51) C (26) C (26) Expansion Joint B (75) C (50)  Main Beam Arch Rib	Bridge Structure C (45) A (92) C (45)  Accessories A (79) A (82)  Deck Slab Spandrel C (33)	Approaches B (70) B (70) Diaphram Cross Beam	_	Jeewan  Bridge Bearing A (79)	Sut	A (98)
A1 - P1 P1 - A2 Whole  Selfidge Surface>> P1 A1 - P1 P1 - A2  Sup A1 - P1 P1 - A2  Repair costs (Unit Thouse Selfidge>> Ent A1 - P1 P1 - A2	D (25) B (62) D (25) D (25) Pavement A (96) A (96) Entire perstructure C (33) A (100)	B (51) C (26) C (26) Expansion Joint B (75) C (50)  Main Beam Arch Rib	Bridge Structure C (45) A (92) C (45)  Accessories A (79) A (82)  Deck Slab Spandrel C (33)	Approaches B (70) B (70) Diaphram Cross Beam		Bridge Bearing A (79)	A1	A (98)
A1 - P1 P1 - A2 Whole  A1 - P1 P1 - A2 Whole  A1 - P1 P1 - A2  A1 - P1 P1 - A2  A1 - P1 P1 - A2  A2  A2  A3 - P1 A4 - P1 A5  A6 P2  A6 P2  A7 - P1 P1 - A2  A8 P3 P3  A8 P3 P3  A9 P3  A9 P3  A1 - P1 P1 - A2  A1 - P1 P1 - A2  A1 - P1 P1 - A2	D (25) B (62) D (25) D (25) Pavement A (96) A (96) Entire perstructure C (33) A (100)	B (51) C (26) C (26) Expansion Joint B (75) C (50)  Main Beam Arch Rib	C (45) A (92) C (45)  Accessories A (79) A (82)  Deck Slab Spandrel C (33)	Approaches B (70) B (70) Diaphram Cross Beam		A (79)	A1	A (98)
A1 - P1 P1 - A2 Whole  Selfidge Surface>> P1 A1 - P1 P1 - A2  Sup A1 - P1 P1 - A2  Repair costs (Unit Thouse Selfidge>> Ent A1 - P1 P1 - A2	D (25) B (62) D (25) D (25) Pavement A (96) A (96) Entire perstructure C (33) A (100)	B (51) C (26) C (26) Expansion Joint B (75) C (50)  Main Beam Arch Rib	C (45) A (92) C (45)  Accessories A (79) A (82)  Deck Slab Spandrel C (33)	Approaches B (70) B (70) Diaphram Cross Beam		A (79)	A1	A (98)
P1 - A2 Whole  Seridge Surface>> A1 - P1 P1 - A2  Seridge Structure>> A1 - P1 P1 - A2  Repair costs (Unit Thouse Seridge>> A1 - P1 P1 - A2	B (62) D (25)  Pavement A (96) A (96)  Entire perstructure C (33) A (100)	C (26) C (26)  Expansion Joint B (75) C (50)  Main Beam Arch Rib	A (92) C (45)  Accessories A (79) A (82)  Deck Slab Spandrel C (33)	B (70) B (70) Diaphram Cross Beam		A (79)	A1	A (98)
Whole  Selfidge Surface>>  A1 - P1 P1 - A2  Selfidge Structure>>  A1 - P1 P1 - A2  Repair costs (Unit Thouse Selfidge>>  A1 - P1 P1 - A2	Pavement A (96) A (96) Entire perstructure C (33) A (100)	Expansion Joint B (75) C (50)  Main Beam Arch Rib	Accessories A (79) A (82)  Deck Slab Spandrel C (33)	B (70) B (70) Diaphram Cross Beam		A (79)	A1	A (98)
A1 - P1 P1 - A2  Sepair costs (Unit Thouse:  Spridge>>  Repair costs (Unit Thouse:  Spridge>>  A1 - P1 P1 - A2  Repair costs (Unit Thouse:  Spridge>>  Ent P1 - A2	Pavement A (96) A (96)  Entire perstructure C (33) A (100)	Expansion Joint B (75) C (50)  Main Beam Arch Rib	Accessories A (79) A (82)  Deck Slab Spandrel C (33)	B (70) B (70) Diaphram Cross Beam		A (79)	A1	A (98)
A1 - P1 P1 - A2  Sendge Structure>>  A1 - P1 P1 - A2  Repair costs (Unit Thouse: Seridge>>  A1 - P1 P1 - A2	A (96) A (96) Entire perstructure C (33) A (100)	B (75) C (50)  Main Beam Arch Rib	A (79) A (82)  Deck Slab Spandrel C (33)	B (70) B (70) Diaphram Cross Beam		A (79)	A1	A (98)
A1 - P1 P1 - A2  Sendge Structure>>  A1 - P1 P1 - A2  Repair costs (Unit Thouse: Seridge>>  A1 - P1 P1 - A2	A (96) A (96) Entire perstructure C (33) A (100)	B (75) C (50)  Main Beam Arch Rib	A (79) A (82)  Deck Slab Spandrel C (33)	B (70) B (70) Diaphram Cross Beam		A (79)	A1	A (98)
P1 - A2  SeBridge Structure>>  A1 - P1 P1 - A2  Repair costs (Unit Thouse SeBridge>>  A1 - P1 P1 - A2	Entire perstructure C (33) A (100)	C (50)  Main Beam Arch Rib	A (82)  Deck Slab Spandrel C (33)	B (70)  Diaphram Cross Beam		A (79)	A1	A (98)
A1 - P1 P1 - A2  Repair costs (Unit Thouse: <bridge>&gt;  Ent A1 - P1 P1 - A2</bridge>	Entire perstructure C (33) A (100)	Main Beam Arch Rib	Deck Slab Spandrel C (33)	Diaphram Cross Beam		A (79)	A1	A (98)
A1 - P1 P1 - A2  Repair costs (Unit Thouse: <bridge>&gt; Ent A1 - P1 P1 - A2</bridge>	perstructure C (33) A (100)	Arch Rib	Spandrel C (33)	Cross Beam		A (79)	A1	A (98)
A1 - P1 P1 - A2  Repair costs (Unit Thouse Shridge>> A1 - P1 P1 - A2	perstructure C (33) A (100)	Arch Rib	Spandrel C (33)	Cross Beam		A (79)	A1	A (98)
A1 - P1 P1 - A2  Repair costs (Unit Thouse: <bridge>&gt; A1 - P1 P1 - A2</bridge>	C (33) A (100)		C (33)			A (79)	A1	A (98)
P1 - A2  Repair costs (Unit Thouse: <bridge>&gt;  A1 - P1  P1 - A2</bridge>	A (100)	==						
Repair costs (Unit:Thousa <bridge>&gt; Ent A1 - P1 P1 - A2</bridge>					-			A (98)
A1 - P1 P1 - A2	sands LKR)						A2	A (100)
	439.7 144.4 584.1	Bridge Surface 18.5 24,9 43,4	Bridge Structure 421.2 119.5 540.7					
<bridge surface="">&gt;</bridge>								
Pi	Pavement	Expansion Joint	Accessories	Approaches				
A1 - P1	0.3	6.9	3.4	7.9				
10181	0.6	20,7	6.3	15.8				
	Entier	Main Beam	Deck Slab	Diaphram Cross Roam		Bridge Booking	D. 4	ostructure
	301.7	Arch Alb	301.7	Cross Dediti		118.4	A1	1,1
P1 - A2	0.0		0.0			118.4	P1	1.3
Total	301.7	0.0	301.7	0.0		236.8	A2	0.0
							Total	2.2
A1 - P1 P1 - A2	301.7 0.0	Arch Rib	Spandrel 301.7 0.0	Cross Beam		118.4	A1 P1	ostruc

Route No. : B176 Bridge No. : 2 / 1 in						Name o		4	Kahawa -				
	Km				_	Name o	f Bridge	- 2					
Separation : Not Sep	parated				7	Widene		- 4	Not Widen	ed			
Span Number : 1						Date of	Inspection		2016/11/2	1			
Span Name : A1 - P1						Method	of Inspecti	on :	Close Visu	al Inspection	on .		
					_	Name o	f Inspector	5	Jeewan				
<pavement>&gt;</pavement>	Soundn	ess Grade	: A		Healthing		96						
Damage Type>	<8>	<b>&gt;</b>	<c></c>	<d>=</d>	xtent of D <e></e>	amage <Σ>	<rema< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rema<>	arks>					
Pothole	9	-	0	-	0	9	110111	arma					
Crack	- 8	- 12	1		0	9							
Rutting	9		0	•	0	9							
Waving	9	15	0	-	0	9							
A	5841	-04.	-04-	-10	Locati		-10-	-00-	-00:		-	-	-
Damage Type>	<11>	<21>	<31>	<12>	<22>	<32>	<13>	<23>	<33>	100	Start	Center	End
Pothole Crack					•					Left	11	12	13
Rutting.					-				-	Center Right	31	32	33
Vaving										ragia	_	structure Pla	_
		ess Grade			HealthInd xtent of D	amage	75 <rema< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rema<>	arks>					
CDamage Type>	Soundn <a></a>	ess Grade <b></b>	; B	<d>&lt;</d>			75 <rema< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rema<>	arks>					
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EDamage Type> Damage on Expansion Joint Difference in Levels	<a>&gt; 75 100</a>	<b><b-< td=""><td><c> - 0</c></td><td><d>&gt;</d></td><td>xtent of D <e> 25 0 Locati</e></td><td>amage &lt;Σ&gt; 100 100</td><td><rema< td=""><td>9.5</td><td></td><td></td><td></td><td></td><td></td></rema<></td></b-<></b>	<c> - 0</c>	<d>&gt;</d>	xtent of D <e> 25 0 Locati</e>	amage <Σ> 100 100	<rema< td=""><td>9.5</td><td></td><td></td><td></td><td></td><td></td></rema<>	9.5					
Damage Type> Damage on Expansion Joint Difference in Levels Damage Type>	<a></a>	  -	<¢>	<d>-</d>	xtent of D <e> 25 0 Locati</e>	amage <Σ> 100 100		arks>	<33>		Start	Center	End
Damage Type> Damage on Expansion Joint	<a>&gt; 75 100</a>	<b><b-< th=""><th><c> - 0</c></th><th><d>&gt;</d></th><th>xtent of D <e> 25 0 Locati</e></th><th>amage &lt;Σ&gt; 100 100</th><th><rema< th=""><th>9.5</th><th>&lt;33&gt;</th><th>Left Center</th><th>11</th><th>Center</th><th>13</th></rema<></th></b-<></b>	<c> - 0</c>	<d>&gt;</d>	xtent of D <e> 25 0 Locati</e>	amage <Σ> 100 100	<rema< th=""><th>9.5</th><th>&lt;33&gt;</th><th>Left Center</th><th>11</th><th>Center</th><th>13</th></rema<>	9.5	<33>	Left Center	11	Center	13
EDamage Type> Damage on Expansion Joint Difference in Levels  CDamage Type> Damage on Expansion Joint	<a>&gt; 75 100</a>	  -	<c> - 0</c>	<d>-</d>	xtent of D <e> 25 0 Locati</e>	amage <Σ> 100 100 on	<rema< td=""><td>9.5</td><td>&lt;33&gt;</td><td>Left Center Right</td><td>11 21 31</td><td>Center contracture Pla</td><td>1: 2: 3:</td></rema<>	9.5	<33>	Left Center Right	11 21 31	Center contracture Pla	1: 2: 3:
EDamage Type> Damage on Expansion Joint Difference in Levels  CDamage Type> Damage on Expansion Joint Difference in Levels	<a>&gt; 75 100 &lt;&lt;11&gt;</a>	  -	0 <31>	< d>>	xtent of D <e> 25 0 Locati - Healthloo</e>	amage <Σ> 100 100 on - -	<rema< td=""><td>9.5</td><td>&lt;33&gt;</td><td>Center</td><td>11 21 31</td><td></td><td>1: 2: 3:</td></rema<>	9.5	<33>	Center	11 21 31		1: 2: 3:
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Damage Type> Damage on Expansion Joint Difference in Levels  Damage Type> Damage on Expansion Joint Difference in Levels  Accessories>> Damage Type>	<a>&gt; 75 100 &lt;&lt;11&gt;</a>	<21>	0 <31>	< d>>	xtent of D <e> 25 0 Locati - Healthloo</e>	amage <Σ> 100 100 on - -	<rem:< td=""><td>&lt;23&gt;</td><td>&lt;33&gt;</td><td>Center</td><td>11 21 31</td><td></td><td>1: 2: 3:</td></rem:<>	<23>	<33>	Center	11 21 31		1: 2: 3:
Damage Type> Damage on Expansion Joint Difference in Levels  Damage Type> Damage on Expansion Joint Difference in Levels  Accessories>> Damage Type> Damage Type>	<a>&gt; 75</a> 100 <11> Soundn < <a>&gt; <a>&lt; <a>&lt; <a>&lt; <a>&lt; <a>&lt; <a>&lt; <a< td=""><td><b>  &lt;21&gt; ess Grade</b></td><td>- 0 &lt;31&gt; &lt; &lt; &lt; &lt; &lt; &lt;</td><td></td><td>xtent of D <e> 25 0 Locati Healthloo xtent of D <e></e></e></td><td>amage &lt;Σ&gt; 100 100 100 - - dex: amage &lt;Σ&gt;</td><td><rem:< td=""><td>&lt;23&gt;</td><td>&lt;33&gt;</td><td>Center</td><td>11 21 31</td><td></td><td>2 3</td></rem:<></td></a<></a></a></a></a></a></a></a>	<b>  &lt;21&gt; ess Grade</b>	- 0 <31> < < < < < <		xtent of D <e> 25 0 Locati Healthloo xtent of D <e></e></e>	amage <Σ> 100 100 100 - - dex: amage <Σ>	<rem:< td=""><td>&lt;23&gt;</td><td>&lt;33&gt;</td><td>Center</td><td>11 21 31</td><td></td><td>2 3</td></rem:<>	<23>	<33>	Center	11 21 31		2 3
Damage Type> Damage on Expansion Joint Difference in Levels  Damage Type> Damage on Expansion Joint Difference in Levels  Accessories>> Damage Type> Damage Type> Damage on Damage On Damage On Damage On Damage	<a>&gt; 75</a> 100 <11> Soundn <a><a><a><a><a><a><a><a><a><a><a><a><a>&lt;</a></a></a></a></a></a></a></a></a></a></a></a></a>	<b>       &lt;</b>	- 0 <31> A -		xtent of D <e> 25 0 Locati Healthloc xtent of D <e> 0</e></e>	amage <Σ> 100 100 100 - - dex: amage <Σ> 0	<rem:< td=""><td>&lt;23&gt;</td><td>&lt;33&gt;</td><td>Center</td><td>11 21 31</td><td></td><td>1: 2: 3:</td></rem:<>	<23>	<33>	Center	11 21 31		1: 2: 3:
EDamage Type> Damage on Expansion Joint Difference in Levels  EDamage Type> Damage on Expansion Joint Difference in Levels  ESAccessories>> EDamage Type> Damage on Drainage Damage on Drainage Damages on Service Duct Damages on Railing / Parapet	<a><a><a><a><a><a><a><a><a><a><a><a><a>&lt;</a></a></a></a></a></a></a></a></a></a></a></a></a>	 <21> ess Grade <td>A   &lt;</td> <td> <td>Healthling  ten of D  ten of D</td><td>amage &lt;Σ&gt; 100 100 000</td><td><rem:< td=""><td>&lt;23&gt;</td><td></td><td>Center</td><td>11 21 31 [Supers</td><td>tructure Pla</td><td>1; 2; 3; n Markir</td></rem:<></td></td>	A   <	 <td>Healthling  ten of D  ten of D</td> <td>amage &lt;Σ&gt; 100 100 000</td> <td><rem:< td=""><td>&lt;23&gt;</td><td></td><td>Center</td><td>11 21 31 [Supers</td><td>tructure Pla</td><td>1; 2; 3; n Markir</td></rem:<></td>	Healthling  ten of D  ten of D	amage <Σ> 100 100 000	<rem:< td=""><td>&lt;23&gt;</td><td></td><td>Center</td><td>11 21 31 [Supers</td><td>tructure Pla</td><td>1; 2; 3; n Markir</td></rem:<>	<23>		Center	11 21 31 [Supers	tructure Pla	1; 2; 3; n Markir
EDamage Type> Damage on Expansion Joint Difference in Levels  EDamage Type> Damage on Expansion Joint Difference in Levels  ESAccessories>> EDamage Type> Damage Type> Damage on Drainage Damages on Service Duct Damages on Railing / Parapet  EDamage Type>	<a>&gt; 75</a> 100 <11> Soundn <a><a><a><a><a><a><a><a><a><a><a><a><a>&lt;</a></a></a></a></a></a></a></a></a></a></a></a></a>	<b>       &lt;</b>	0 <31> A		xtent of D <e> 25 0 Locati Healthline xtent of D <e> 0 70</e></e>	amage <Σ> 100 100 on	<rem:< td=""><td>&lt;23&gt;</td><td>&lt;33&gt; &lt;33&gt;</td><td>Center Right</td><td>11 21 31 [Supers</td><td>tructure Pla</td><td>13 22 33 n Markin</td></rem:<>	<23>	<33> <33>	Center Right	11 21 31 [Supers	tructure Pla	13 22 33 n Markin
Camage Type> Damage on Expansion Joint Difference in Levels  Camage Type> Damage Type> Damage on Expansion Joint Difference in Levels  > Camage Type> Damage Type> Damage on Drainage Damages on Service Duct Damages on Railing / Parapet  Camage Type> Damage on Drainage	<a><a><a><a><a><a><a><a><a><a><a><a><a>&lt;</a></a></a></a></a></a></a></a></a></a></a></a></a>	 <21> ess Grade <td>A   &lt;</td> <td> <td>Healthling  ten of D  ten of D</td><td>amage &lt;Σ&gt; 100 100 000</td><td><rem:< td=""><td>&lt;23&gt;</td><td></td><td>Center Right</td><td>11 21 31 Esupers</td><td>Center</td><td>13 25 33 In Markir End</br></td></rem:<></td></td>	A   <	 <td>Healthling  ten of D  ten of D</td> <td>amage &lt;Σ&gt; 100 100 000</td> <td><rem:< td=""><td>&lt;23&gt;</td><td></td><td>Center Right</td><td>11 21 31 Esupers</td><td>Center</td><td>13 25 33 In Markir End</br></td></rem:<></td>	Healthling  ten of D  ten of D	amage <Σ> 100 100 000	<rem:< td=""><td>&lt;23&gt;</td><td></td><td>Center Right</td><td>11 21 31 Esupers</td><td>Center</td><td>13 25 33 In Markir End</br></td></rem:<>	<23>		Center Right	11 21 31 Esupers	Center	13 25 33 
EDamage Type> Damage on Expansion Joint Difference in Levels  EDamage Type> Damage on Expansion Joint Difference in Levels  ESAccessories>> EDamage Type> Damage Type> Damage on Drainage Damages on Service Duct Damages on Railing / Parapet  EDamage Type>	<a>&gt; 4a&gt; 75 100</a>	 <21> ess Grade <td>A   &lt;</td> <td> <td>Healthling  ten of D  ten of D</td><td>amage &lt;Σ&gt; 100 100 000</td><td><rem:< td=""><td>&lt;23&gt;</td><td></td><td>Center Right</td><td>11 21 31 Esupers</td><td>tructure Pla</td><td>13 22 33 n Markin</br></td></rem:<></td></td>	A   <	 <td>Healthling  ten of D  ten of D</td> <td>amage &lt;Σ&gt; 100 100 000</td> <td><rem:< td=""><td>&lt;23&gt;</td><td></td><td>Center Right</td><td>11 21 31 Esupers</td><td>tructure Pla</td><td>13 22 33 n Markin</br></td></rem:<></td>	Healthling  ten of D  ten of D	amage <Σ> 100 100 000	<rem:< td=""><td>&lt;23&gt;</td><td></td><td>Center Right</td><td>11 21 31 Esupers</td><td>tructure Pla</td><td>13 22 33 n Markin</br></td></rem:<>	<23>		Center Right	11 21 31 Esupers	tructure Pla	13 22 33 

		1	B176						Name	of Road	1	Kahawa - B	atapola		
Separation   Not Separated   Widened   Not Widened   Separation   Separation   Not Separated   Widened   Not Widened   Not Widened   Separation   Separation   2016/11/21   Separation   2016/11/21   Separation   2016/11/21   Separation   Name of Inspection   Close Visual Inspection   Name of Inspector   Jeewan   Separation   Name of Inspector   Jeewan   Separation   Name of Inspector   Jeewan   Separation   Separation   Name of Inspector   Jeewan   Separation   Separa	Bridge No.	4	2/1 in K	m					Name	of Bridge			-		
Span Name   A1 - P1			Not Sepa	rated								Not Widene	d		
Span Name   A1 - P1															
Name of Inspector : Jeewan   Soundness Grade: B   HealthIndex: 70   Extent of Damage   Sumange Type   Say   Say	Span Number	:							Date of	Inspection	1	2016/11/21			
Company   Soundness Grade:   B	Span Name	1	A1 - P1						Method	of Inspec	tion :	Close Visua	I Inspection	on.	_
Extent of Damage   Surface   Surfa									Name	of Inspecto	r :	Jeewan			
Damage Type	Approaches>>			Soundne	ess Grade	В	_	the second section is a second section of the secti	-	70					
Start   Center   Ce	Damage Type>			<8>	<b></b>	<c></c>				<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td></rem<>	arks>				
Location   Left   Left	ettlement of Surfac	_													
Damage Type	proach Bank / Riv	er Ba	nk	2	-	-		_							
13   13   13   13   13   13   13   13	Damage Type>			<11>	<21>	<31>	-		,	<13>	<23>	<33>		Start	end
Right   St	ettlement of Surfac						7-	7-0			/		Left	11	13
Superstructure Plan Marking   Supe	proach Bank / Riv	er Ba	nk		•	•	-	0-0	-						23
thers 0 0 0   Location   Oamage Type>   <11> <21> <31> <12> <22> <32> <13> <23> <33> <33>   Start   Center   End   E		face):	»				E	xtent of D	amage						
Location   Commander Type   Commander										<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td></rem<>	arks>				
Damage Type> <11> <21> <31> <12> <22> <32> <13> <23> <33> <33> <33 < 33 < 33 < 33 < 3	mers			U	-										
Center         21         22         23           Right         31         32         33	Damage Type>			<11>	<21>	<31>	<12>			<13>	<23>	<33>		Start Center	End
Right 31 32 33	thers														
													Night		

						Name o	of Road	5	Kahawa - E	Batapola			
Bridge No. : 2/1 in	Km					Name o	of Bridge	12					
Separation : Not Sep	arated					Widene	d	+	Not Widens	ed			
Span Number ; 1						Date of	Inspection	40	2016/11/21				
Span Name : A1 - P1						Method	of Inspection	on :	Close Visua	al Inspectio	n		
						Name o	of Inspector	Ç.,	Jeewan				
							727						
<< Deck Slab>>	Soundn	ess Grade	e: C		Healthin		33	_			_	_	_
:Damage Type>	<a>&gt;</a>	<b>&gt;</b>	<c></c>	<d>=</d>	xtent of C	Damage <Σ>	<rema< td=""><td>orke&gt;</td><td></td><td></td><td></td><td></td><td></td></rema<>	orke>					
Spall / Dela / Ex-Rebar	.5	0	0	1	3	9	STOTILE	ino					
Crack	- 5	0	0	1	3	9	Damag	jes are	taken from S	pall/Dela/E	x-Rebar		
( )					Locat	171,			-			-7-1-	-5.0
Damage Type>	<11>	<21>	<31>	<12>	<22>	<32>	<13>	<23>	<33>	7.01	Start	Center	End
Spall / Dela / Ex-Rebar	•			•	0.00				•	Left	. 11	12	13
Crack	•			•					•	Center	21	22 32	23
										Right	31	tructure Pla	33
											Loupers	III DULUTE I TIA	III IVIZITAL
<others(superstructure)>&gt;</others(superstructure)>	Soundn	ess Grade	: A		Healthin	dex:	100						
					xtent of E		-						
Damage Type>	<a>&gt;</a>	<b>&gt;</b>	<c></c>	<d></d>	<6>	<Σ>	<rema< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rema<>	arks>					
Others	0	. *	7	~	0	0							
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Others			-01-	7,165	to to	-02-	10	20	-00	Left	11	12	13
										Center	21	22	23
										Right	31	32	33
										right			
										rigin		tructure Pla	n Markir
										Nga		tructure Pla	n Marki
	- Constitution of the Cons									Ngot		tructure Pla	n Markii
< <bridge bearing="">&gt;</bridge>	Soundn	ess Grade	); A	-	HealthIn		79			Ngii		tructure Pla	n Markii
Landa Million					xtent of D	Damage		arkes		Ngii		tructure Pla	n Markii
CDamage Type>	<a></a>	<b>&gt;</b>	<0>	<d>=</d>	xtent of D	Damage <Σ>	79 <rema< td=""><td>arks&gt;</td><td></td><td>rigit</td><td></td><td>structure Pla</td><td>n Marki</td></rema<>	arks>		rigit		structure Pla	n Marki
CDamage Type> Water Leakage from Expansion Join	<a></a>			<d></d>	xtent of D	Damage		arks>		rigit		structure Pla	n Markii
Damage Type> Nater Leakage from Expansion Join	<a>&gt;</a>	<b>-</b>	<c></c>	<d>&gt;</d>	extent of E <e> 70</e>	Oamage <Σ> 100 0		arks>		rigit		structure Pla	n Markii
CDamage Type> Water Leakage from Expansion Join Damage on Bridge Bearing CDamage Type>	<a>&gt; 30 0 &lt;11&gt;</a>	<b>-</b>	<c></c>	<d>&gt;</d>	<e> 70 0</e>	Oamage <Σ> 100 0		arks> <23>	<33>		[Supers	center	End
Chamage Type> Nater Leakage from Expansion Join Damage on Bridge Bearing Chamage Type> Nater Leakage from Expansion Join	<a>&gt; 30 0 &lt;11&gt;</a>	<b>&lt;</b>	<c> 0 0</c>	<d>-</d>	extent of E <e> 70 0 Locat -</e>	0amage <Σ> 100 0	<rema< td=""><td>- 2</td><td>&lt;33&gt;</td><td>Left</td><td>Start 11</td><td></td><td>End 13</td></rema<>	- 2	<33>	Left	Start 11		End 13
Damage Type>	<a>&gt; 30 0 &lt;11&gt;</a>	<b>&lt;</b>	<c> 0 0 0 &lt;31&gt;</c>	<d>&gt;</d>	<e> ce&gt; 70 0 Locat</e>	Oamage <Σ> 100 0 ion	<rema< td=""><td>- 2</td><td></td><td></td><td>Start 11</td><td></td><td>-</td></rema<>	- 2			Start 11		-

Route No.		B176						Name o	Road	4	Kahawa - Ba	atapola			
Bridge No.	1	2/1 in K	m					Name o	f Bridge	- 11					
Separation	1	Not Sepa	arated					Widene	d	1	Not Widened	Ė			
Span Number	š	1						2	Inspection		2016/11/21				
Span Name	8	A1 - P1					_	-	of Inspec		Close Visual	Inspection	on		_
								Name o	finspecto	r :	Jeewan				_
<others(bridge bea<="" td=""><td>ring):</td><td>&gt;&gt;</td><td>Soundne</td><td>ess Grade</td><td>: A</td><td></td><td>HealthInd</td><td>dex:</td><td>100</td><td></td><td></td><td></td><td></td><td></td><td></td></others(bridge>	ring):	>>	Soundne	ess Grade	: A		HealthInd	dex:	100						
Daniel Torri				ale.			xtent of D			india.					
Damage Type>			<a>&gt;</a>	<b>&gt;</b>	<c></c>	<d></d>	<e>&gt;</e>	<Σ>	<rem< td=""><td>narks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	narks>					
Juleis			U			ù	Location								
<damage type=""></damage>			<11>	<21>	<31>	- 2	14	12.	<13>	<23>	<33>		Start	Center	End
Others							-	- 5				Left	11		13
												Center	_		23
												Right	31 Esupers	tructure Pla	33 n Markins
													Loopera	Duciule ( la	i wa ku
<substructure: a1=""></substructure:>	>		Soundne	ess Grade	: A		HealthInd		98						
Dimeri Tonis			245	de.	-		xtent of D		-Daw		-				
Damage Type>	_		<a>&gt;</a>	<b>&gt;</b>	<c></c>	<d></d>	<e></e>	<Σ>	Ken	narks>					
Spall / Dela / Ex-Reb	ar		9	0	0	0	0	9							
Crack			9	0	0	0	0	9							
Aud Deposition / Veg	getatio	n	7	- 4	- 2	- 2	2	9							
Delmana Tonas			<11>	<21>	<31>	<12>	Location <22>	on <32>	<13>	<23>	<33>		1.0	0	Dieks
Damage Type>	_		VII.	1212	A)IN	112	122	1022	1102	1232	4332	Upper	Left	Center 12	Right 13
Spall / Dela / Ex-Reb	ar											Middle		22	23
Crack			-3-									Lower	-	32	33
Mud Deposition / Veg	getatio	n	•						•				[Substr	ucture Fron	t Marking
<others(substructu< td=""><td>ro\- A</td><td>155</td><td>Sounda</td><td>ess Grade</td><td>: A</td><td></td><td>Healthing</td><td>lav.</td><td>100</td><td></td><td></td><td></td><td></td><td></td><td></td></others(substructu<>	ro\- A	155	Sounda	ess Grade	: A		Healthing	lav.	100						
	1e). A	122	Southone	ess Grade	. A	_	xtent of D		100						
			<a>&gt;</a>	<b></b>	<c></c>	<d>&gt;</d>	<6>	<Σ>	<rem< td=""><td>narks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	narks>					
			0		>-		0	0							
Damage Type>					2745	-10-	Locati		+10>	-00s	-10-		100	0.00	Distr
Damage Type>			-	CO.A.		<12>	<22>	<32>	<13>	<23>	<33>		Left	Center	Right
Damage Type> Others  Damage Type>		-	<11>	<21>	<31>							Unner	44	12	12
Damage Type> Others  Damage Type>			<11>	<21>	5312							Upper Middle		12	13
Damage Type> Others  Clamage Type> Others			<11>	<21>	5312						_	Upper Middle Lower	21	12 22 32	13 23 33

Route No.	= B176	Name of Road : Kahawa - Batapola
Bridge No		Name of Bridge
Separation		Widened Not Widened
Span Nurr		Date of Inspection : 2016/11/21
Span Nam	: A1 - P1	Method of Inspection : Close Visual Inspection
		Name of Inspector : Jeewan
No 1	Structural Member : Pavement	Damage - Crack
	<< Distant View >>	<< Close View >>
Remar		
No 2	Structural Member : Expansion Joint  << Distant View >>	Damage : Damage on Expansion Joint  << Close View >>
Remai	ks:	
	Structural Member : Accessories	Damage : Damages on Ralling / Parapet
Vo 3	Oistant View >>	<< Close View >>
No 3	COSCILI VIEW	

Ca	Name of Road		Kahawa - Batapola
im	Name of Bridge	-	
arated	Widened	3	Not Widened
	Date of Inspection		2016/11/21
		n :	Close Visual Inspection
	Name of Inspector	Ą.	Jeewan
er : Approacries	Da	mage	Approach Bank / River Bank
old) ( V ISVY >>>			<< Close Vièw >>
er⊹ Deck Stab	Da	mage	Spall / Dela / Ex-Rebar
RIGHT VIGW			<< Close View >>
er ÷ Bridge Bearing	Da	mage :	: Waler Leakage from Expansion Joint
stánt View >>			<< Close View >>
	er : Approaches stant View >> er : Deck Stab stant View >> er : Bridge Bearing	Date of Inspection Method of Inspector Name of Inspector Par : Approacres  Date of Inspector Name of Inspector  Date of In	Date of Inspection  Method of Inspection:  Name of Inspector  Damage  stant View >>  Damage  ar : Deck Stab  Damage  stant View >>  Damage  Damage

Name of Bridge :
20 (NA 5 - 1
Widened : Not Widened
Date of Inspection 2016/11/21
Method of Inspection : Close Visual Inspection
Name of Inspector Jeewan
Damage : Mud Deposition / Vegetation
<< Close View >>
Damage :
<< Close View >>
Damage :
<< Close View >>

Crack         Crack         HealthIndex:         50           Avaing         Soundness Grade:         C         HealthIndex:         50           Extent of Damage         Extent of Damage         Extent of Damage         Parage         Paragee         Paragee         Paragee         Paragee <td< th=""><th>: Not Widened  : 2016/11/21  cction : Close Visual Inspector ; Jeewan  cmarks&gt; </th><th>Start Left 11 Center 21 Right 31 Left 11 Center 21 Right 31 Left 11 Right 31</th><th>  Start   Center   En</th></td<>	: Not Widened  : 2016/11/21  cction : Close Visual Inspector ; Jeewan  cmarks>	Start Left 11 Center 21 Right 31 Left 11 Center 21 Right 31 Left 11 Right 31	Start   Center   En
Separation   Not Separated   Widened	: Not Widened  : 2016/11/21  cction : Close Visual Inspector ; Jeewan  cmarks>	Start Left 11 Center 21 Right 31 Left 11 Center 21 Right 31 Left 11 Right 31	Start Center En Left 11 12 1: Center 21 22 2: Right 31 32 3: [Superstructure Plan Mar  Start Center En Left 11 Center En Left 11 Center En Left 21 Right 31
Span Name   P1 - A2   Method of Inspection   Name of Inspector	ction : Close Visual Inspection : Jeewan  cmarks>  <23> <33>	Start Left 11 Center 21 Right 31 Left 11 Center 21 Right 31	Start   Center   En
Span Name   P1 - A2   Method of Inspection   Name of Inspector	ction : Close Visual Inspection : Jeewan  cmarks>  <23> <33>	Start Left 11 Center 21 Right 31 Left 11 Center 21 Right 31	Start   Center   En
Name of Inspector     Name of Inspector       Name of Inspector       Name of Inspector       Name of Inspector	cor ; Jeewan emarks> Cer Rig emarks> —	Start Left 11 Center 21 Right 31 [Supe	Start   Center   En
Extent of Damage   Section   Control   Cont	<23> <33>	Left 11 Center 21 Right 31 [Supe	Start   Center   Enter   Center   Cen
Extent of Damage   Section   Countries   Section   Countries   Section   Countries   Section   Countries   Section   Sectio	<23> <33>	Left 11 Center 21 Right 31 [Supe	Start   Center   Enter   Center   Cen
Pothole 9 - 0 - 0 9 Crack 8 - 1 - 0 9 Rutting 9 - 0 - 0 9 Naving 9 - 0 - 0 9 Location  CDamage Type> <11> <21> <31> <12> <22 <32> <32> <13> <23> Pothole Crack Rutting Naving  Soundness Grade: C HealthIndex: 50 Extent of Damage CDamage Type> <a> <b></b> <a> <a> <a> <a> <a> <a> <a> <a> <a> <a< td=""><td>&lt;23&gt; &lt;33&gt;</td><td>Left 11 Center 21 Right 31 [Supe</td><td>  Start   Center   Enter   Center   Cen</td></a<></a></a></a></a></a></a></a></a></a></a>	<23> <33>	Left 11 Center 21 Right 31 [Supe	Start   Center   Enter   Center   Cen
Crack         8         -         1         -         0         9           Rutting         9         -         0         -         0         9           Waving         9         -         0         -         0         9           Location         Location           Pothole         Crack         ■           Rutting         Naving           Avaing         Extent of Damage           Comage Type> <a> 49         <b> <a> 40         <a< td=""><td>Cer Rks</td><td>Left 11 Center 21 Right 31 [Supe</td><td>  Start   Center   Enter   Center   Cen</td></a<></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></b></a>	Cer Rks	Left 11 Center 21 Right 31 [Supe	Start   Center   Enter   Center   Cen
Rutting 9 - 0 - 0 9  Waving 9 - 0 - 0 9  Location  CDamage Type> <11> <21> <31> <12> <22> <32> <32> <13> <23>  Pothole  Crack  Rutting  Waving  CExpansion Joint>> Soundness Grade: C HealthIndex: 50  Extent of Damage   CDamage Type> <9> <b <0=""> &lt;4&gt; &lt;0&gt; &lt;4&gt; &lt;0&gt; &lt;0 &lt;00  Extent of Damage   CDamage on Expansion Joint 50 - 50 100  Difference in Levels 100 - 0 - 0 100  Location  CDamage Type&gt; &lt;11&gt; &lt;21&gt; &lt;31&gt; &lt;12 &lt;23&gt; &lt;13 &lt;23&gt;  CDamage Type&gt; &lt;13 &lt;23 &lt;13 &lt;23  CDamage Type&gt; &lt;11 &lt;21 &lt;31 &lt;13 &lt;13 &lt;23  CDamage on Expansion Joint 50 &lt;13 &lt;23  CDamage Type&gt; &lt;11 &lt;21 &lt;31 &lt;13 &lt;13 &lt;13 &lt;13 &lt;13 &lt;13 &lt;13 &lt;13 &lt;1</b>	Cer Rks	Left 11 Center 21 Right 31 [Supe	Start   Center   Enter   Center   Cen
Waving         9         0         0         9           Location         Location         CDamage Type>         <11>< <21>< <31>< <12>< <22>< <32>< <32>< <13>< <23>         <23>         <23>< <23>         <23>< <23>< <13>< <23>         <23>< <23>< <13>< <23>< <23>< <13>< <23>< <23>< <13>< <23>< <23>< <13>< <23>< <23<         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23         <23 </td <td>Cer Rks</td> <td>Left 11 Center 21 Right 31 [Supe</td> <td>  Start   Center   Enter   Center   Cen</td>	Cer Rks	Left 11 Center 21 Right 31 [Supe	Start   Center   Enter   Center   Cen
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Capacage Type>	Cer Rks	Left 11 Center 21 Right 31 [Supe	Start   Center   Enter   Center   Cen
Pothole         Crack         ■           Rutting         Waving           << Expansion Joint>>         Soundness Grade:         C         HealthIndex:         50           Extent of Damage         Extent of Damage         Extent of Damage         Soundness         Remarks>           Damage Type>         49	Cer Rks	Left 11 Center 21 Right 31 [Supe	Start   Center   Enter   Center   Cen
Crack           Rutting           Waving           << Expansion Joint>>         Soundness Grade:         C         HealthIndex:         50           Extent of Damage <damage type=""> <a></a></damage>	Cer Rks emarks> <23> <33> Cer	Center 21 Right 31 [Super Start Left 11 Center 21 Right 31	Center   21   22   2:     Right   31   32   3:     Superstructure Plan Mark   Start   Center   En     Left   11   Center   21   Right   31
Waving       C       HealthIndex:       50         Extent of Damage <damage type=""> <a> <b> <c> <b <="" <<a=""> <b> <a> <b> <a> <b> <a> <b> <a> <b> <a> <a> <a> <a> <a> <a> <a> <a> <a> <a< td=""><td>Rig emarks&gt; &lt;23&gt; &lt;33&gt; Cer</td><td>Right 31 [Super Start Left 11 Center 21 Right 31</td><td>Right 31 32 3:  [Superstructure Plan Mark  Start Center En  Left 11  Center 21  Right 31</td></a<></a></a></a></a></a></a></a></a></a></b></a></b></a></b></a></b></a></b></b></c></b></a></damage>	Rig emarks> <23> <33> Cer	Right 31 [Super Start Left 11 Center 21 Right 31	Right 31 32 3:  [Superstructure Plan Mark  Start Center En  Left 11  Center 21  Right 31
< <expansion joint="">&gt;         Soundness Grade:         C         HealthIndex:         50           Extent of Damage          Extent of Damage            CDamage Type&gt;         <a> <b> <b> &lt;<a> <b> &lt;<a> <b> &lt;<a> <b> &lt;<a> <a> <b> &lt;<a> <b> &lt;<a> <b> &lt;<a> <a> <a> <a> <a> <a> <a> <a> <a> &lt;</a></a></a></a></a></a></a></a></a></b></a></b></a></b></a></a></b></a></b></a></b></a></b></b></a></expansion>	<23> <33> Le Cer	Start	Start Center En Left 11 Center 21 Right 31
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Camage Type   Soundness Grade:   A   HealthIndex:   82   Sex	<23> <33> Le	Left 11 Center 21 Right 31	Left 11 Center 21 Right 31
Camage Type   Soundness Grade:   A   HealthIndex:   82   Sex	<23> <33> Le	Left 11 Center 21 Right 31	Left 11 Center 21 Right 31
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Coamage Type>	● Le	Left 11 Center 21 Right 31	Left 11 Center 21 Right 31
CDamage Type>         <11> <21> <31> <13> <23>           Damage on Expansion Joint            Difference in Levels    < <accessories>&gt; Soundness Grade: A HealthIndex: 82</accessories>	● Le	Left 11 Center 21 Right 31	Left 11 Center 21 Right 31
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	Soundn	ess Grade	e: A	E	Healthin xtent of E	dex:	79			Center	11 21 31	12 22 32	23 33
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«Bridge Bearing»> «Damage Type» Vater Leakage from Expansion Joir Jamage on Bridge Bearing «Damage Type» Vater Leakage from Expansion Join	<a>&gt; 30 100 &lt;11&gt;</a>	<b>&gt;</b>	<c> 0 0</c>	<d>&gt;</d>	Healthin  xterit of E <e> 70 0 Locat</e>	dex: Damage <Σ> 100 100 ion	79 <ren< td=""><td></td><td>&lt;33&gt;</td><td>Center Right</td><td>11 21 31 [Supers</td><td>12 22 32 32 Structure Pla</td><td>23 33 an Markin Markin</td></ren<>		<33>	Center Right	11 21 31 [Supers	12 22 32 32 Structure Pla	23 33 an Markin Markin
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<bridge bearing="">&gt; <damage type=""> Nater Leakage from Expansion Joir Damage on Bridge Bearing <damage type=""> Vater Leakage from Expansion Join</damage></damage></bridge>	<a>&gt; 30 100 &lt;11&gt;</a>	<b>&lt;</b>	<c> 0 0 0</c>	<d>&gt;</d>	Healthin xtent of E <e> 70 0 Locat</e>	dex: Damage <Σ> 100 100 ion	79 <ren< td=""><td></td><td>&lt;33&gt;</td><td>Center Right</td><td>11 21 31 [Supers</td><td>12 22 32 32 Structure Pla</td><td>23 33 33 33 End 13 23</td></ren<>		<33>	Center Right	11 21 31 [Supers	12 22 32 32 Structure Pla	23 33 33 33 End 13 23
«Bridge Bearing»> «Damage Type» Vater Leakage from Expansion Joir Jamage on Bridge Bearing «Damage Type» Vater Leakage from Expansion Join	<a>&gt; 30 100 &lt;11&gt;</a>	<b>&lt;</b>	<c> 0 0 0</c>	<d>&gt;</d>	Healthin xtent of E <e> 70 0 Locat</e>	dex: Damage <Σ> 100 100 ion	79 <ren< td=""><td></td><td>&lt;33&gt;</td><td>Center Right</td><td>11 21 31 [Supers</td><td>12 22 32 32 Structure Pla</td><td>23 33 33 33 End 13 23</td></ren<>		<33>	Center Right	11 21 31 [Supers	12 22 32 32 Structure Pla	23 33 33 33 End 13 23
«Bridge Bearing»> «Damage Type» Vater Leakage from Expansion Joir Jamage on Bridge Bearing «Damage Type» Vater Leakage from Expansion Join	<a>&gt; 30 100 &lt;11&gt;</a>	<b>&lt;</b>	<c> 0 0 0</c>	<d>&gt;</d>	Healthin xtent of E <e> 70 0 Locat</e>	dex: Damage <Σ> 100 100 ion	79 <ren< td=""><td></td><td>&lt;33&gt;</td><td>Center Right</td><td>11 21 31 [Supers</td><td>12 22 32 32 Structure Pla</td><td>23 33 33 33 End 13 23</td></ren<>		<33>	Center Right	11 21 31 [Supers	12 22 32 32 Structure Pla	23 33 33 33 End 13 23
«Bridge Bearing»> «Damage Type» Vater Leakage from Expansion Joir Jamage on Bridge Bearing «Damage Type» Vater Leakage from Expansion Join	<a>&gt; 30 100 &lt;11&gt;</a>	<b>&lt;</b>	<c> 0 0 0</c>	<d>&gt;</d>	Healthin xtent of E <e> 70 0 Locat</e>	dex: Damage <Σ> 100 100 ion	79 <ren< td=""><td></td><td>&lt;33&gt;</td><td>Center Right</td><td>11 21 31 [Supers</td><td>12 22 32 32 Structure Pla</td><td>23 33 33 33 End 13 23</td></ren<>		<33>	Center Right	11 21 31 [Supers	12 22 32 32 Structure Pla	23 33 33 33 End 13 23
«Bridge Bearing»> «Damage Type» Vater Leakage from Expansion Joir Jamage on Bridge Bearing «Damage Type» Vater Leakage from Expansion Join	<a>&gt; 30 100 &lt;11&gt;</a>	<b>&lt;</b>	<c> 0 0 0</c>	<d>&gt;</d>	Healthin xtent of E <e> 70 0 Locat</e>	dex: Damage <Σ> 100 100 ion	79 <ren< td=""><td></td><td>&lt;33&gt;</td><td>Center Right</td><td>11 21 31 [Supers</td><td>12 22 32 32 Structure Pla</td><td>23 33 33 33 End 13 23</td></ren<>		<33>	Center Right	11 21 31 [Supers	12 22 32 32 Structure Pla	23 33 33 33 End 13 23
«Bridge Bearing»> «Damage Type» Vater Leakage from Expansion Joir Jamage on Bridge Bearing «Damage Type» Vater Leakage from Expansion Join	<a>&gt; 30 100 &lt;11&gt;</a>	<b>&lt;</b>	<c> 0 0 0</c>	<d>&gt;</d>	Healthin xtent of E <e> 70 0 Locat</e>	dex: Damage <Σ> 100 100 ion	79 <ren< td=""><td></td><td>&lt;33&gt;</td><td>Center Right</td><td>11 21 31 [Supers</td><td>12 22 32 32 Structure Pla</td><td>23 33 33 33 End 13 23</td></ren<>		<33>	Center Right	11 21 31 [Supers	12 22 32 32 Structure Pla	23 33 33 33 End 13 23
«Bridge Bearing»> «Damage Type» Vater Leakage from Expansion Joir Jamage on Bridge Bearing «Damage Type» Vater Leakage from Expansion Join	<a>&gt; 30 100 &lt;11&gt;</a>	<b>&lt;</b>	<c> 0 0 0</c>	<d>&gt;</d>	Healthin xtent of E <e> 70 0 Locat</e>	dex: Damage <Σ> 100 100 ion	79 <ren< td=""><td></td><td>&lt;33&gt;</td><td>Center Right</td><td>11 21 31 [Supers</td><td>12 22 32 32 Structure Pla</td><td>23 33 33 33 End 13 23</td></ren<>		<33>	Center Right	11 21 31 [Supers	12 22 32 32 Structure Pla	23 33 33 33 End 13 23
Selidge Bearing>> Damage Type> Vater Leakage from Expansion Joir Damage on Bridge Bearing Damage Type> Vater Leakage from Expansion Join	<a>&gt; 30 100 &lt;11&gt;</a>	<b>&lt;</b>	<c> 0 0 0 &lt;31&gt;</c>	<d>&gt;</d>	Healthin xtent of E <e> 70 0 Locat</e>	dex: Damage <Σ> 100 100 ion	79 <ren< td=""><td></td><td>&lt;33&gt;</td><td>Center Right</td><td>11 21 31 [Supers</td><td>12 22 32 32 Structure Pla</td><td>23 33 33 33 End 13 23</td></ren<>		<33>	Center Right	11 21 31 [Supers	12 22 32 32 Structure Pla	23 33 33 33 End 13 23
<bridge bearing="">&gt; Damage Type&gt; /ater Leakage from Expansion Joir amage on Bridge Bearing Damage Type&gt; /ater Leakage from Expansion Join</bridge>	<a>&gt; 30 100 &lt;11&gt;</a>	<b>&lt;</b>	<c> 0 0 0 &lt;31&gt;</c>	<d>&gt;</d>	Healthin xtent of E <e> 70 0 Locat</e>	dex: Damage <Σ> 100 100 ion	79 <ren< td=""><td></td><td>&lt;33&gt;</td><td>Center Right</td><td>11 21 31 [Supers</td><td>12 22 32 32 Structure Pla</td><td>23 33 33 33 Markin End 13 23</td></ren<>		<33>	Center Right	11 21 31 [Supers	12 22 32 32 Structure Pla	23 33 33 33 Markin End 13 23
<bridge bearing="">&gt; <damage type=""> Nater Leakage from Expansion Joir Damage on Bridge Bearing <damage type=""> Nater Leakage from Expansion Join</damage></damage></bridge>	<a>&gt; 30 100 &lt;11&gt;</a>	<b>&lt;</b>	<c> 0 0 0 &lt;31&gt;</c>	<d>&gt;</d>	Healthin xtent of E <e> 70 0 Locat</e>	dex: Damage <Σ> 100 100 ion	79 <ren< td=""><td></td><td>&lt;33&gt;</td><td>Center Right</td><td>11 21 31 [Supers</td><td>12 22 32 32 Structure Pla</td><td>23 33 33 33 End 13 23</td></ren<>		<33>	Center Right	11 21 31 [Supers	12 22 32 32 Structure Pla	23 33 33 33 End 13 23

Bridge No. : Separation : Span Number :	B176 2 / 1 in Km  Not Separated  2 P1 - A2  Soundner					Widene Date of	of Bridge	3	Kahawa - B	
Separation :  Span Number :  Span Name :  >	Not Separated 2 P1 - A2					Widene Date of	d	3	31113213223	ed
Span Name : <others(bridge bearing)=""> <damage type=""></damage></others(bridge>	P1 - A2					-	Inspection		00000000	
Span Name :  < <others(bridge bearing)=""> <damage type=""></damage></others(bridge>	P1 - A2					-	Inspection		3 July 202 Cale . 12 / 5	
< <others(bridge bearing)="">&gt; <damage type=""></damage></others(bridge>									2016/11/21	
<damage type=""></damage>	Soundne				_		of Inspect			al Inspection
<damage type=""></damage>	Soundne					Name o	of Inspector	7	Jeewan	
		ess Grade	: A	F	Healthing		100			
Others	<9>	<b></b>	<0>	<d></d>	<e></e>	<Σ>	<rem< td=""><td>arks&gt;</td><td></td><td></td></rem<>	arks>		
	0	-	4/		0 Locati	0		-	-	
<damage type=""></damage>	<11>	<21>	<31>		Locati	on -	<13>	<23>	<33>	Start Center E
Others				-	-					Left 11
										Center 21 Right 31
										Right 31 Superstructure Plan M
< <substructure: p1="">&gt;</substructure:>	Barrast	nee Press			HealthInd	dov	98			
SSUDSTRUCTURE: P122	Soundne	ess Grade	: A	E	Healthin extent of D		30			
<damage type=""></damage>	<a>&gt;</a>	<b>&gt;</b>	<c></c>	<d></d>	<e>&gt;</e>	<Σ>	<rem< td=""><td>arks&gt;</td><td></td><td></td></rem<>	arks>		
Scour Spall / Dela / Ex-Rebar	9	0	0	0	0	9				
Crack	9	0	0	0	0	9				
Mud Deposition / Vegetation		=4	4		2	9				
<damage type=""></damage>	<11>	<21>	<31>	<12>	Locati <22>	on <32>	<13>	<23>	<33>	Left Center R
Scour Scour	5115	*1**	y in	165	TRACT	-ver	2114	LUC	.,,,,,	Upper 11 12
Spall / Dela / Ex-Rebar										Middle 21 22
Crack Mud Deposition / Vegetation							•			Lower 31 32 Substructure Front Ma
									_	Congradulate 1 tolit Me
coOthom/Substantian Sa	a number	0			Hannet	da in	100			
< <others(substructure): p1<="" td=""><td>Soundne</td><td>ess Grade</td><td>: A</td><td></td><td>Healthing extent of D</td><td>- make-</td><td>100</td><td></td><td></td><td></td></others(substructure):>	Soundne	ess Grade	: A		Healthing extent of D	- make-	100			
<damage type=""></damage>	<a>&gt;</a>	<b></b>	<0>	<d>&gt;</d>	<e></e>	<Σ>	<rem< td=""><td>arks&gt;</td><td></td><td></td></rem<>	arks>		
Others	0	-	4	×	0	0				
<damage type=""></damage>	<11>	<21>	<31>	<12>	Locati <22>	on <32>	<13>	<23>	<33>	Left Center R
Others										Upper 11 12
										Middle 21 22 :
										Lower 31 32 Substructure Front Ma
										Estasa delate Frenchia

Country   A2>>   Soundness Grade:   A     HealthIndex:   100     Extent of Damage	
Span Number : 2   Date of Inspection : 2016/11/21	
Span Name   P1 - A2   Method of Inspection   Close Visual Inspection   Name of Inspector   Jeewan	
Name of Inspector   Jeewan	
Soundness Grade: A   HealthIndex: 100   Extent of Damage	
Extent of Damage   Damage Type	
Damage Type> <a> d&gt; d&gt; <c> d&gt; <b> <c> d&gt; d&gt; <e> √E&gt; &lt; Remarks&gt;           cour         1 - 0 - 0 1         1           pall / Dela / Ex-Rebar         9 0 0 0 0 0 9           rack         9 0 0 0 0 9           ud Deposition / Vegetation         9 - 0 0 9           Location         Damage Type&gt;           cour         Upper 11           pall / Dela / Ex-Rebar         Middle 21           rack         Lower 31           ud Deposition / Vegetation         Extent of Damage           Cothers (Substructure): A2&gt;&gt;         Soundness Grade: A HealthIndex: 100           Extent of Damage         Extent of Damage           Damage Type&gt;         4&gt; 4           thers         0 0 0           Location         Left           Damage Type&gt;         41&gt; 421&gt; 431&gt; 421&gt; 432&gt; 432&gt; 432&gt; 433&gt; 433&gt; 433&gt; 433           thers         Upper Middle 21           Location         Upper Middle 21           Lower 31         Upper Middle 21</e></c></b></c></a>	
Cour	
Pall   Dela   Ex-Rebar   9   0   0   0   0   9	
Location   Vegetation   9	
Damage Type   <11   <21   <31   <12   <22   <32   <13   <23   <33     Left	
Damage Type   <11   <21   <31   <12   <32   <32   <13   <23   <33     Left	
Upper   11   Middle   21   Lower   31	natas Dist
Middle   21   Lower   31   L	enter Right
Lower   31	22 23
Cothers (Substructure): A2>>   Soundness Grade:   A     HealthIndex:   100     Extent of Damage	32 33
Extent of Damage   Damage   Parage	re Front Markin
Extent of Damage	
Damage Type	
Location   Location	
Damage Type> <11> <21> <31> <12> <22> <32> <13> <23> <33>	
Upper	cutter Person
Middle 21 Lower 31	enter Right
Lower 31	12 13 22 23
	32 33 re Front Markin

Route No.	B176	Name of Road : Kahawa - Batapola
Bridge No.	2 / 1 in Km	Name of Bridge
Separation	Not Separated	Widened : Not Widened
Daniel Manufac	2	Date of Inspection ; 2016/11/21
Span Number Span Name	2 : P1 -A2	Date of Inspection , 2016/11/21  Method of Inspection ; Close Visual Inspection
аран маше		Name of Inspection : Jeewan
		Halite St Hopeston . Section
No 1 St	ructural Member : Pavement	Damage : Crack
Remarks:		
No 2 St	ructural Member : Expansion Joint	Damage :: Damage on Expansion Joint
Remarks:		
	nutural Mamber : Accessories	Damage - Damage on Palling / Person
	ructural Member ; Accessories << Distant View >>	Damage = Damages on Railing / Parapet  << Close View >>

2 / 1 in Km Not Separated  2 P1 - A2  tructural Member: Approaches Distant View >	Name of Road Kahawa - Batapola  Name of Bridge Not Widened  Date of Inspection 2016/11/21  Method of Inspection Cose Visual Inspection  Name of Inspector Jeewan  Damage : Approach Bank / River Bank
: 2 : P1 - A2 tructural Member : Approaches	Date of Inspection 2016/11/21  Method of Inspection Close Visual Inspection  Name of Inspector Jeëwan  Damage : Approach Bank / River Bank
ructural Member: Approaches	Method of Inspection Close Visual Inspection  Name of Inspector Jeewan  Damage : Approach Bank / River Bank
tructural Member: Approaches	Method of Inspection : Close Visual Inspection  Name of Inspector : Jeewan  Damage : Approach Bank / River Bank
Committee of the Commit	Damage : Approach Bank / River Bank
Committee of the Commit	
<< Distant View >>	
	<< Close View >>
tructural Member: Bridge Bearing	Damage . Water Leakage from Expansion Join
-<< Distant View >>-	<< Close View >>
tructural Member : Substructure: P1	Damage : Mud Déposition / Vegetation
<< Distant View >>-	<< Close View >>
	tructural Member : Bridge Bearing  << Distant View >>  tructural Member : Substructure: P1  << Distant View >>

## 1.3 PSC-POS,RCS-RCB

1) Record

Route No. : B248	Inspection Work She	Bridge No. : 22 / 7	
Separation : Not Separation	caled	Widened :	
Name of Bridge :			
		Date of Inspection : 20 /09 /2016	
Span No. : 1			tant Indirect
Span Name : PI-PI		Name of Inspector : Mr. Jeewan	
		V. (1. 0.)	
✓ Pavement			
✓ Pothole		☑ Crack	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e></e></d></c></b></a>	Σ <distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant td="" view<=""></distant>
9 0 0	9	6 _ 3 _ 0 9	
Location	<close view=""></close>	Location	<close view=""></close>
Start Center End		Start Center End	
Left		Left	
Center 🔲 🔲	Remarks	Center 🛛 🖾 🖂	Remarks
Right 🔲 🖂		Right	
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
☑ Rutting		☑ Waving	
Extent of Damages	Photographs	Extent of Damages	Photographs
	Σ <distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
	<del>}</del>	9 0 0 9	301427011 414745
Location	<close view=""></close>	Location	<close view=""></close>
Start Center End		Start Center End	
Left		Left 🔲 🖂	
Center	Remarks	Center	Remarks
Right 🔲 🔲		Right	
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
☑ Expansion Joint			
☑ Damage on Expansion joint		☑ Difference in Levels	
Extent of Damages	Photographs	Extent of Damages	Photographs
	S < Distant View>	<a> <b> <c> <d> <b> <c> <d> <b> Σ</b></d> </c></b></d> </c></b></a>	<distant view=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
Start Center End	2.300 1.011	Start Center End	0.000 11011
Left 🔽 📗 🗵	-	Left	-
Center 🔲 🖂	Remarks	Center	Remarks
	Tomano	Right	remarks
Right [7]			
Right Superstructure Plane Marking		[Superstructure Plane Marking]	

		Damages on Service Duct	
Damage on Drainage Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant td="" view<=""></distant>
		atre and puls	
Location	<close view=""></close>	Location	<close view=""></close>
Start Center End		Start Center End	
Left	Remarks	Left	Remarks
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
Location Start Center End	<close view=""></close>		
Left	Remarks		
Right			
[Superstructure Plane Marking]			
Z Approaches			
Settlement of Surface		☑ Approach Bank / River Bank	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <b <b=""><b> <b> <b> ≤b&gt; <b> ≤c&gt; <b <b=""><b <<="" <b="" td=""><td><distant view=""></distant></td><td><a> <b> <c> <d> <e> Σ</e></d></c></b></a> 3 0 3</td><td><distant td="" view<=""></distant></td></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a> 3 0 3	<distant td="" view<=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
Start Center End	-	Start Center End	1
Left	477.5	Left	
Center	Remarks	Center	Remarks
Right		Right	
[Superstructure Plane Marking]		[ Superstructure Plane Marking ]	
3 Others			
Others Others			
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
	Distant views		
Location	<close view=""></close>		
Start Center End	Ologe View		
Left			
Center	Remarks		
Right			
[Superstructure Plane Marking]			

Span No.     Span No.	Route No. : 8248 Separation : Not Separation	11	Bridge No. : 22 / 7 Widened :	
Span No. :   Span Name : A1 - P1	Separation : Not Separation	ina ted	Widened :	
Method of Inspection	Name of Bridge :		Data of January 15 2 1 1 1 1 1	
Name of Inspector : My . Jewan	O and No.			
Main Beam   Spall / Dela / Ex-Rebar   Extent of Damages   Photographs				tant [ Indirect
Spall   Dela   Ex-Rebar   Extent of Damages   Photographs   Extent of Damages   Photographs	Span Name : Al-Pl		Name of Inspector : Mr. Jeewan	
Spall   Dela   Ex-Rebar   Extent of Damages   Photographs   Extent of Damages   Photographs				
Extent of Damages	THE CO. LEWIS CO			
Size				
12 - 0 3 0 15	Extent of Damages	Photographs	Extent of Damages	Photographs
Start   Center   End   Left   Center   End   Left   Center   Cen			<a> <b> <c> <d> <e> Σ</e></d></c></b></a> 12 - 0 3 0 15	<distant view=""></distant>
Left Center Right		<close view=""></close>		<close view=""></close>
Damage on Anchorage   Extent of Damages   Photographs	Left         □         □           Center         □         □           Right         □         □	Remarks	Left	mages were taken
Extent of Damages			Lonborgraporate Lighte May Will 3	all ploelas tx-ke
⟨a⟩         ⟨b⟩         ⟨c⟩         ⟨d⟩         ⟨e⟩         ∑         ⟨Distant View⟩           10          ○         10         ⟨Close View⟩         ⟨Close View⟩         ⟨Center End		Dhataranha		
Close View>   Close View>   Close View>   Close View>   Close View>   Center   End   Center   Center				
Location   Close View   Remarks   Start   Center   End   Center   Center				
Left Center Right       □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □				
Center Right       □       □       □       Remarks         I Superstructure Plane Marking I       I Superstructure Plane Marking I       I Superstructure Plane Marking I         I Deck Slab       I Spall / Dela / Ex-Rebar       I Crack         Extent of Damages       Photographs       Extent of Damages       Photographs <a> <b> <b> <b> <b> <b> <b> <b> <b> <b> <b< td=""><td>Start Center End</td><td></td><td></td><td></td></b<></b></b></b></b></b></b></b></b></b></a>	Start Center End			
Superstructure Plane Marking   Superstructure Plane Marking	Center	Remarks		
Location   Close View   Location   Close View   Location   Close View	Spall / Dela / Ex-Rebar   Extent of Damages   <a> <b> <c> <d> <e> &lt;</e></d></c></b></a>	Σ <distant view=""></distant>	Extent of Damages <a> <b> <c> <d> <e> Σ</e></d></c></b></a>	Photographs <distant view=""></distant>
Start   Center   End   End   Left   End   Left   Center   End   Center   End   Center   Cen				<close td="" views<=""></close>
Left		0.000 11011		CIOCO VIOTA
	Left	Remarks	Left	Remarks
[Superstructure Plane Marking] [Superstructure Plane Marking]				

✓ Diaphragm ✓ Spall / Dela / Ex-Rebar		✓ Crack	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <b> <c> <d> <e> Σ 16 ~ D D D D D</e></d></c></b></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <c> <c> <c> <c> <c> <c> <c> <c> <c> <c< th=""><th><distant th="" view<=""></distant></th></c<></c></c></c></c></c></c></c></c></c></d></c></d></c></d></c></d></c></d></c></d></c></d></c></d></c></d></c></d></c></d></c></d></c></d></c></b></a>	<distant th="" view<=""></distant>
Location Start Center End	<close view=""></close>	Location Start Center End	<close view=""></close>
Center Right  [Superstructure Plane Marking]	Remarks	Center Right Superstructure Plane Marking	Remarks
Others(Superstructure)			
☐ Others			
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
Location Start Center End	<close view=""></close>		
Left	Remarks		
[Superstructure Plane Marking]  ☑ Bridge Bearing  ☑ Water Leakage from Expansion Joint		☑ Damage on Bridge Bearing	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <b> <c> <d> <e> Σ</e></d> </c></b></d> </c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <b> <c> <d> <e> Σ</e></d></c></b></d></c></b></a>	<distant view=""></distant>
Location  Start Center End  Left ☑ ☑ ☑	<close view=""></close>	Location Start Center End	<close view=""></close>
Left ☑ ☑  Center □ □  Right ☑ ☑  [Superstructure Plane Marking]	Remarks	Center	Remarks
Uthers(Bridge Bearing)			
Others			
Extent of Damages <a> <b> <c> <d> <e> Σ</e></d></c></b></a>	Photographs <distant view=""></distant>		
Location	<close view=""></close>		
Start Center End  Left	Remarks		
[Superstructure Plane Marking]			

Route No. : B248		Bridge No. : 22 / 7	
Separation : Not Separate	J	Widened :	
Name of Bridge :		. 1 1	
		Date of Inspection : 20/09/2014	
Span No. : 2		Method of Inspection :  Close  Dis	
Span Name : PI- A2		Name of Inspector : My . J. ewan	
✓ Pavement		anno.	
✓ Pothole		☑ Crack	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d> </c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a> 6 3 0 9	<distant view=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
Start Center End		Start Center End	
Left		Left	
Center	Remarks	Center 🔽 🗸	Remarks
Right		Right	
[ Superstructure Plane Marking ]		[Superstructure Plane Marking]	
		☑ Waving	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <b> <c> <d> <e> Σ</e></d> </c></b></d> </c></b></a>	<distant view=""></distant>	<a> <b> <b> <b> <b> <b> <b> <b> <b> <b> <b< td=""><td><distant view=""></distant></td></b<></b></b></b></b></b></b></b></b></b></a>	<distant view=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
Start Center End		Start Center End	
Left [ ] [ ]		Left	
Center	Remarks	Center	Remarks
Right			
		Right	
[Superstructure Plane Marking]		Right	
[Superstructure Plane Marking]			
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
[Superstructure Plane Marking]  Z Expansion Joint  Z Damage on Expansion joint		[Superstructure Plane Marking]  Difference in Levels	
[Superstructure Plane Marking]  Expansion Joint  Damage on Expansion joint  Extent of Damages	Photographs	[Superstructure Plane Marking]  ☑ Difference in Levels  Extent of Damages	Photographs
[Superstructure Plane Marking]  Z Expansion Joint  Z Damage on Expansion joint	Photographs <distant view=""></distant>	[Superstructure Plane Marking]  Difference in Levels	Photographs <distant view=""></distant>
[Superstructure Plane Marking]  Z Expansion Joint  ✓ Damage on Expansion joint  Extent of Damages <a> <b> <c> <d> <e> ∑</e></d></c></b></a>		Superstructure Plane Marking   ☑ Difference in Levels  Extent of Damages <a> <b> <c> <d> <e> ∑</e></d></c></b></a>	
[Superstructure Plane Marking]  ✓ Expansion Joint  ✓ Damage on Expansion joint  Extent of Damages <a> <b> <c> <d> <e> ∑  SO</e></d></c></b></a>	<distant view=""></distant>	Superstructure Plane Marking   ☑ Difference in Levels  Extent of Damages <a> <b> <c> <c> <d> <e> ∑ 100 D 100</e></d></c></c></b></a>	<distant view=""></distant>
[Superstructure Plane Marking]  ✓ Expansion Joint  ✓ Damage on Expansion joint  Extent of Damages <a> <b> <c> <d> <e> ∑</e></d></c></b></a>	<distant view=""></distant>	Superstructure Plane Marking   ☑ Difference in Levels  Extent of Damages <a> <b> <c> <d> <e> ∑ 100</e></d></c></b></a>	<distant view=""></distant>
[Superstructure Plane Marking]  Z Expansion Joint  Z Damage on Expansion joint  Extent of Damages <a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	[Superstructure Plane Marking]    Difference in Levels	<distant view=""></distant>
[Superstructure Plane Marking]  Z Expansion Joint  Z Damage on Expansion joint  Extent of Damages <a> <b> <c> <d> <e> ∑</e></d></c></b></a>	<distant view=""></distant>	[Superstructure Plane Marking]  Difference in Levels  Extent of Damages <a> <b> <c> <d> <e> ∑ 100</e></d></c></b></a>	<distant view=""></distant>
[Superstructure Plane Marking]  Z Expansion Joint  Z Damage on Expansion joint  Extent of Damages <a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	[Superstructure Plane Marking]    Difference in Levels	<distant view=""></distant>
[Superstructure Plane Marking]  Z Expansion Joint  Z Damage on Expansion joint  Extent of Damages <a> <b> <c> <d> <e> ∑</e></d></c></b></a>	<distant view=""></distant>	Superstructure Plane Marking   Difference in Levels  Extent of Damages <a>&gt; <b> <c> <d> <e> Σ 100</e></d></c></b></a>	<distant view=""></distant>
[Superstructure Plane Marking]  Z Expansion Joint  Z Damage on Expansion joint  Extent of Damages <a> <b> <c> <d> <e> ∑</e></d></c></b></a>	<distant view=""></distant>	Superstructure Plane Marking   Difference in Levels  Extent of Damages <a>&gt; <b> <c> <d> <e> Σ 100</e></d></c></b></a>	<distant view=""></distant>
[Superstructure Plane Marking]  Z Expansion Joint  Z Damage on Expansion joint  Extent of Damages <a> <b> <c> <d> <e> ∑</e></d></c></b></a>	<distant view=""></distant>	Superstructure Plane Marking   Difference in Levels  Extent of Damages <a>&gt; <b> <c> <d> <e> Σ 100</e></d></c></b></a>	<distant view=""></distant>
[Superstructure Plane Marking]  Z Expansion Joint  Z Damage on Expansion joint  Extent of Damages <a> <b> <c> <d> <e> ∑</e></d></c></b></a>	<distant view=""></distant>	Superstructure Plane Marking   Difference in Levels  Extent of Damages <a>&gt; <b> <c> <d> <e> Σ 100</e></d></c></b></a>	<distant view=""></distant>
[Superstructure Plane Marking]  Z Expansion Joint  Z Damage on Expansion joint  Extent of Damages <a> <b> <c> <d> <e> ∑</e></d></c></b></a>	<distant view=""></distant>	Superstructure Plane Marking   Difference in Levels  Extent of Damages <a>&gt; <b> <c> <d> <e> Σ 100</e></d></c></b></a>	<distant view=""></distant>
[Superstructure Plane Marking]  Z Expansion Joint  Z Damage on Expansion joint  Extent of Damages <a> <b> <c> <d> <e> ∑</e></d></c></b></a>	<distant view=""></distant>	Superstructure Plane Marking   Difference in Levels  Extent of Damages <a>&gt; <b> <c> <d> <e> Σ 100</e></d></c></b></a>	<distant view=""></distant>
[Superstructure Plane Marking]  Z Expansion Joint  Z Damage on Expansion joint  Extent of Damages <a> <b> <c> <d> <e> ∑</e></d></c></b></a>	<distant view=""></distant>	Superstructure Plane Marking   Difference in Levels  Extent of Damages <a>&gt; <b> <c> <d> <e> Σ 100</e></d></c></b></a>	<distant view=""></distant>
[Superstructure Plane Marking]  Z Expansion Joint  Z Damage on Expansion joint  Extent of Damages <a> <b> <c> <d> <e> ∑</e></d></c></b></a>	<distant view=""></distant>	Superstructure Plane Marking   Difference in Levels  Extent of Damages <a>&gt; <b> <c> <d> <e> Σ 100</e></d></c></b></a>	<distant view=""></distant>
[Superstructure Plane Marking]  Z Expansion Joint  Z Damage on Expansion joint  Extent of Damages <a> <b> <c> <d> <e> ∑</e></d></c></b></a>	<distant view=""></distant>	Superstructure Plane Marking   Difference in Levels  Extent of Damages <a>&gt; <b> <c> <d> <e> Σ 100</e></d></c></b></a>	<distant view=""></distant>
[Superstructure Plane Marking]  Z Expansion Joint  Z Damage on Expansion joint  Extent of Damages <a> <b> <c> <d> <e> ∑</e></d></c></b></a>	<distant view=""></distant>	Superstructure Plane Marking   Difference in Levels  Extent of Damages <a>&gt; <b> <c> <d> <e> Σ 100</e></d></c></b></a>	<distant view=""></distant>

Damage on Drainage		Damages on Service Duct	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a>&gt; <b><c> <d>&lt; <e>&gt; Σ</e></d></c></b></a>	<distant view=""></distant>
Location Start Center End	<close view=""></close>	Location Start Center End	<close view=""></close>
Left	Remarks	Left	Remarks
[Superstructure Plane Marking]		[ Superstructure Plane Marking ]	
☑ Damages on Railing / Parapet	DI. (		
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
Location Start Center End	<close view=""></close>		
Left	Remarks		
[Superstructure Plane Marking]			
Settlement of Surface		Approach Bank / River Bank	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <b> <c> <d> <b> ≤</b></d> &lt;</c></b></d></c></b></a> 3	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a> 3 0 3	<distant view=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
Start Center End	2.333 7.311	Start Center End	2.000 11011
Left		Left	1
Center   Right	Remarks	Center	Remarks
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
Others			
Others  Extent of Damages	Dhotosranha		
Extent of Damades	Photographs <distant view=""></distant>		
<a> <b> <c> <d> <b> <c> <d> <e> Σ</e></d></c></b></d></c></b></a>			
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<close view=""></close>		
<a>&gt; <b> <c> <d> <e> Σ</e></d></c></b></a>	<close view=""></close>		

Route No. : 6248 Separation : Not Separation Name of Bridge :  Span No. : 2 Span Name : PI-A2	ed	Bridge No. : 22 / 7 Widened :  Date of Inspection : 20/09/2016	
Name of Bridge :  Span No. : 2		Data of languagian 2 1 2 2 4	
		Data of Inconsting	
		Date of Inspection : 20/09/2016	
			ant Indirect
1112		Name of Inspector : Mr. Jeewan	
		, wore ways	
☑ Main Beam			
Spall / Dela / Ex-Rebar			
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a> 15 - 0 0 0 15	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a> 15 0 0 0 0 15	<distant view=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
Start Center End		Start Center End	
Left		Left	
Center	Remarks	Center	Remarks
Right		Right	
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
Damage on Anchorage			
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
Location	<close view=""></close>		
Start Center End			
Left	Remarks		
Right Superstructure Plane Marking Superstruc			
₫ Deck Slab			
Spall / Dela / Ex-Rebar		☑ Crack	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a> 14 0 0 0 0 14	<distant view=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
Start Center End		Start Center End	A STATE OF THE STA
Left	Remarks	Left	Remarks
[Superstructure Plane Marking]		[Superstructure Plane Marking]	

Extent of Damages	<ul><li>✓ Diaphragm</li><li>✓ Spall / Dela / Ex-Rebar</li></ul>		✓ Crack	
		Photographs		Photographs
16				
Location   Colose View>   Location   Celose View>   Location   Celose View>   Start Center   End   Left   Center   Cen				
Left Center Right Superstructure Plane Marking (Superstructure Plane Marking)  Others Extent of Damages Photographs <a href="#">Ab &lt; &lt;&gt; <b></b> <b <<="" <b=""></b> <b <<="" <b=""></b> <b <<="" <b=""> <b <="" td="">     Location Stant Center End Left Center Right Superstructure Plane Marking (Superstructure Plane Marking)   Photographs Stant Center End Left Center End Left Center Superstructure Plane Marking)   Value Leakage from Expansion Joint Stant O Damages Photographs Superstructure Plane Marking)   Photographs Superstructure Plane Marking)   Extent of Damages Photographs Superstructure Plane Marking)   Photographs Superstructure Plane Marking)   Extent of Damages Photographs Superstructure Plane Marking)   Extent of Damages Photographs Superstructure Plane Marking   Extent of Damages Superstructure Plane Marking   &lt;</b></b></a>	Location	<close view=""></close>		<close view=""></close>
Remarks Center	Start Center End		Start Center End	
Right	**************************************		Control of the Contro	
Superstructure Plane Marking   Superstructure Plane Marking	memerinoment announced announcement	Remarks	· incommentation of the commentation of the co	Remarks
Others       Extent of Damages       Photographs <a> <b> <b> <b> <b> <b> <b> <b> <b> <b> <b< td=""><td></td><td></td><td></td><td></td></b<></b></b></b></b></b></b></b></b></b></a>				
Others	A COLOR OF THE PROPERTY OF THE		[Superstructure Plane Marking]	
Extent of Damages				
Cocation   Cocation		Photographs		
Location   Close View				
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Left Center Right Start Center End Superstructure Plane Marking Superstructure Plane Marking Searing  ✓ Water Leakage from Expansion Joint  Extent of Damages Photographs <a> <b> <b> <b> <b> <b> <b> <b></b></b></b></b></b></b></b></a>	Location	<close view=""></close>		
Remarks   Superstructure Plane Marking   Remarks	Start Center End			
Right □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □	Left 🔲 🖂			
Superstructure Plane Marking	Center    Center	Remarks		
Water Leakage from Expansion Joint	Right			
Water Leakage from Expansion Joint	[Superstructure Plane Marking]			
Water Leakage from Expansion Joint				
Extent of Damages			D. Damana an Baldan Bandan	
<a> <b> <c> <d> <b> <c> <d> <d> <b> Σ         <distant td="" view<=""> <a> <b> <c> <d> <b> <b> <c> <d> <d> <b> Σ         <distant td="" view<=""> <a> <b> <c> <d> <d> <b> <b> <b> <c> <d> <d> <b> Σ         <distant td="" view<=""> <a> <b> <b> <c> <d> <d> <d> <b> ∑         <distant td="" view<=""> <a> <b> <b> <c> <d> <d> <d> <b> ∑         <distant td="" view<=""> <a> <b> <b> <c> <d> <d> <d> <b> ∑         <distant td="" view<=""> <a> <b> <b> <c> <d> <d> <d> <b> ∑         <distant td="" view<=""> <a> <b> <a> <b> <a> <a> <a> <a> <a> <a> <a> <a> <a> <a< td=""><td></td><td>Dhotographs</td><td></td><td>Dhotographa</td></a<></a></a></a></a></a></a></a></a></a></b></a></b></a></distant></b></d></d></d></c></b></b></a></distant></b></d></d></d></c></b></b></a></distant></b></d></d></d></c></b></b></a></distant></b></d></d></d></c></b></b></a></distant></b></d></d></c></b></b></b></d></d></c></b></a></distant></b></d></d></c></b></b></d></c></b></a></distant></b></d></d></c></b></d></c></b></a>		Dhotographs		Dhotographa
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Location   Close View   Location   Close View	80 _ 20 _ 0 100	Distant view		-Distant View-
Start   Center   End   Left		<close view=""></close>		<close view=""></close>
Center Right Remarks   Right Superstructure Plane Marking   Others(Bridge Bearing)   Others   Extent of Damages Photographs <a> <b> <b> <c> <b <="" <c=""> <d> <e> ∑   Close View&gt;      Remarks   Right   Remarks   Remarks   Right   Remarks   Rema</e></d></b></c></b></b></a>	Start Center End		Start Center End	
Right	Left 🔽 💆	1	Left 🔲 💮	
[Superstructure Plane Marking]  ☐ Others(Bridge Bearing)  ☐ Others  ☐ Extent of Damages Photographs <a> <b> <c> <d> <c> <d> <e> ∑</e></d></c></d></c></b></a> <distant view="">  ☐ Location   Close View&gt;  Left ☐ ☐ ☐ Remarks  Right ☐ ☐ Remarks</distant>	Center	Remarks	Center	Remarks
Others(Bridge Bearing)  Others				
Others			[Superstructure Plane Marking]	
Extent of Damages				
<a> <b> <c> <d> <e> Σ       <distant view="">         Location       <close view="">         Start Center End         Left           Center           Right</close></distant></e></d></c></b></a>		DE LOS CONTROLS		
Location   <close view="">   Start   Center   End  </close>				
Start Center End  Left	(a) (b) (c) (d) (e) 2	<distant view=""></distant>		
Start Center End  Left  Center Right  Remarks	Location	<close td="" views<=""><td></td><td></td></close>		
Left Center Remarks		Close view>		
Center Right Remarks				
Right		Remarks		
[ Superstructure Plane Marking ]	Right 🗆 🗆			

Route No. : B2 48 Separation : Not Separate	1	Bridge No. : 22 / 7 Widened :	
Separation : Not Separate Name of Bridge :	4	Widened :	
Name of Bridge		Date of Inspection : 20/09/2016	
Substructure No. : \			ant Indirect
Substructure Name : A)		Name of Inspector : Mr. Jeeway	
		, I'll Strows	,
✓ Substructure			
✓ Scour	51	☑ Spall / Dela / Ex-Rebar	
Extent of Damages <a> <b> <c> <d> <e> Σ</e></d></c></b></a>	Photographs  Oistant View>	Extent of Damages	Photographs
1 0 0 1		<a> <b> <c> <d> <e> Σ</e></d></c></b></a> 9 - □ □ □ □ 9	<distant view=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
Left Center Right		Left Center Right	1
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Middle	Remarks	Middle	Remarks
Lower		Lower Substructure Front Marking I	
✓ Crack		Mud Deposition / Vegetation	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
9 0 0 0 0 9		9 0 9	
Location	<close view=""></close>	Location	<close view=""></close>
Left Center Right		Left Center Right	
Upper	Barrella	Upper	
Middle	Remarks	Middle	Remarks
[Substructure Front Marking]		Lower	
Others		1 cases detailed in our marking?	
Others			
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
Location	<close view=""></close>		
Left Center Right Upper			
Middle	Remarks		
[Substructure Front Marking]			

Separation   Not Separated   Separation   Not Separated   Name of Bridge   Substructure No.   2   Method of Inspection   2 close   Distant   Indirect   Name of Inspector   Name of Insp	0	spection Work Sh		
Date of Bridge:  Substructure No.: 2  Method of Inspection: Close Distant Indirect Name of Inspector: Mr. Jeewan  Substructure  Scour  Extent of Damages Photographs  Close View>  Left Center Right  Upper	Route No. : B248		Bridge No. : 22 /7	
Date of Inspection : 20 04 2016  Method of Inspection : 20 04 2016  Method of Inspection : 20 04 2016  Method of Inspector : My. Jeewan  Substructure  Substructure  Scour  Extent of Damages Photographs  Substructure  Extent of Damages Photographs  Close View>  Location Close View>  Left Center Right  Upper	Separation : Not Deparat	ed	Widened :	
Substructure No. : ∑ Substructure Name : P\  Substructure Name of Inspection : Close Distant   Indirect Name of Inspection : Name of Inspection : Name of Inspector :	Name of Bridge :		2. 0	
Substructure  Substructure  Substructure  Substructure  Scour  Extent of Damages	21			
Substructure  Scour  Extent of Damages				
Spall / Dela / Ex-Rebar   Extent of Damages   Photographs   Close View>	Substructure Name : Y		Name of Inspector : My. Jeewo	In
Extent of Damages	✓ Substructure			
Continue	✓ Scour		☑ Spall / Dela / Ex-Rebar	
Location   Close View>   Left   Center   Right   Center   Right   Center   Right   Center   Right   Common   Close View>   Left   Center   Right   Center   Right   Common   Close View>   Location   Close View>   Left   Center   Right   Common   Close View>   Clo	Extent of Damages	Photographs	Extent of Damages	Photographs
Left   Center   Right   Upper		<distant view=""></distant>		<distant view=""></distant>
Upper	Location	<close view=""></close>	Location	<close view=""></close>
Upper	Left Center Right		Left Center Right	
Lower Substructure Front Marking Strack	Upper			
Lower Substructure Front Marking Substructure Front Marking Substructure Front Marking Strack  Extent of Damages Photographs  Substructure Front Marking Sub	Middle 🔲 🗂 🗍	Remarks	Middle	Remarks
Extent of Damages   Photographs   Photographs   Extent of Damages   Photographs   Extent of Damages   Photographs   Extent of Damages   Photographs   Extent of Damages   Photographs   Photographs   Extent of Damages   Photographs   Photographs   Extent of Damages   Photographs	Lower		Lower 🔲 🔲	
Extent of Damages	[Substructure Front Marking]		[ Substructure Front Marking ]	
Extent of Damages	✓ Crack		✓ Mud Deposition / Vegetation	
< < O         < O O O         Close View> O         Location Close View>         Location Close View>         Left Center Right         Right         Upper		Photographs		Photographs
Location   Close View   Location   Close View	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>		<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
Left Center Right Upper	Location	<close view=""></close>	Location	<close view=""></close>
Upper Upper Upper Remarks Middle Remarks Middle Remarks Lower Upper Substructure Front Marking Substru		Olodo View		-Oldde View-
Middle				-
Lower Substructure Front Marking Substructure Fr		Domarko	commence commence de commence commence de	Domarko
[Substructure Front Marking]  thers		Kemarks	The state of the s	Nemans
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thers	and the second s		[Substructure Front Marking]	
2100				
	W-1 - 14-7 4 4 1- 14	Di d		
		<distant view=""></distant>		
Location <close view=""></close>	Location  Left Center Right	<close view=""></close>		
Left Center Right	Upper	Remarks		
Upper	[ Substructure Front Marking ]			
	<a> <b> <c> <d> <e> Σ         Location         Left       Center       Right         Upper       □       □       □         Middle       □       □       □</e></d></c></b></a>	<distant view=""></distant>		
- Sidd Vicyy		CIOSC VICW		
		Remarks		
Upper		Remarks		
Upper	[ Substructure Front Marking ]			
Jpper				
Upper				
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Route No : B148 Separation Not Separation Name of Bridge :		eet (Substructure 1/1)  Bridge No. : 27 / 7  Widened :	
Substructure No. : 3 Substructure Name : A2		Date of Inspection : Close Distance of Inspector :	ant Indirect
H.L.		realite of hispector	
☑ Scour	District	✓ Spall / Dela / Ex-Rebar	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <b <b=""> <b <b="" <b<="" td=""><td><distant view=""></distant></td><td><a> <b> <b> <b> <b> <b> <b> <b> <b> <b> <b< td=""><td><distant view=""></distant></td></b<></b></b></b></b></b></b></b></b></b></a></td></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></b></a>	<distant view=""></distant>	<a> <b> <b> <b> <b> <b> <b> <b> <b> <b> <b< td=""><td><distant view=""></distant></td></b<></b></b></b></b></b></b></b></b></b></a>	<distant view=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
Left   Center   Right	Remarks	Left   Center   Right	Remarks
[ Substructure Front Marking ]		[Substructure Front Marking]	
☑ Crack	B	☑ Mud Deposition / Vegetation	
Extent of Damages	Photographs	Extent of Damages	Photographs
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a> <a> 9</a> <a> 9</a> <a> 9</a>	<distant view=""></distant>
Location  Left Center Right	<close view=""></close>	Location  Left Center Right	<close view=""></close>
Upper	Remarks	Upper	Remarks
Others			
Others Extent of Damages <a> <b> <c> <d> <e> Σ</e></d></c></b></a>	Photographs <distant view=""></distant>		
Location  Left Center Right	<close view=""></close>		
Upper	Remarks		
[Substructure Front Marking]			

## 2) Outputs

	B248		I.	lame of Road	Labuduwa	a - vvandura	HIND - OUR	aweia
Bridge No.	22 / 7 in Km	10-2	N	lame of Bridge	-			
Separation	Not Separat	ed	V	Videned	Not Wide	ned		
			Ď	late of Inspection	2016/09/2	20		
			N	lethod of Inspection	Close Vis	ual Inspectio	on	
			N	lame of Inspector	Jeewan			
lealth Index & So <bridge>&gt;</bridge>	undness Grade							
	Entire Bridge	Bridge Surface	Bridge Structure					
A1 - P1	B (62)	C (43)	A (84)					
P1 - A2 Whole	A (76) B (62)	C (43)	A (99) A (84)					
MINE	D (DE)	0 (40)	A (04)					
<bridge surface=""></bridge>	»							
	Pavement	Expansion Joint	Accessories	Approaches				
A1 - P1	A (87)	C (50)	A (100)	A (100)				
P1 - A2	A (87)	C (50)	A (100)	A (100)				
<bridge structure<="" td=""><td>&gt;&gt;&gt;</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></bridge>	>>>							
<bridge structure<="" td=""><td>Entire</td><td>Main Beam</td><td>Deck Slab</td><td>Diaphram</td><td></td><td></td><td></td><td></td></bridge>	Entire	Main Beam	Deck Slab	Diaphram				
	Entire Superstructure	Arch Rib	Spandrel	Cross Beam	Bridge I			ubstructure A (100)
A1 - P1	Superstructure A (79)	Arch Rib A (79)	Spandrel A (100)	Cross Beam A (100)	A (9	97)	_A1	A (100)
A1 - P1 P1 - A2 Repair costs (Unit	Entire Superstructure A (79) A (100)	Arch Rib	Spandrel	Cross Beam		97)		
A1 - P1	Entire Superstructure A (79) A (100)	Arch Rib A (79)	Spandrel A (100)	Cross Beam A (100)	A (9	97)		A (100)
A1 - P1 P1 - A2  Repair costs (Unit	Entire Superstructure A (79) A (100)  Thousands LKR) Entire Bridge	Arch Rib A (79) A (100)  Bridge Surface	Spandrel A (100) A (100)  Bridge Structure	Cross Beam A (100)	A (9	97)		A (100)
A1 - P1 P1 - A2 Repair costs (Unit	Entire Superstructure A (79) A (100)  Thousands LKR)  Entire Bridge 380.8	Arch Rib A (79) A (100)  Bridge Surface 30.3	Spandrel A (100) A (100)  Bridge Structure 350,5	Cross Beam A (100)	A (9	97)		A (100)
A1 - P1 P1 - A2  Repair costs (Unit < <bri>Repair costs (Unit &lt;= A1 - P1 P1 - A2 Total</bri>	Entire Superstructure A (79) A (100)  Thousands LKR) Entire Bridge 380.8 60.9 441.7	Arch Rib A (79) A (100)  Bridge Surface 30.3 30.3	Spandrel A (100) A (100)  Bridge Structure 350.5 30.6	Cross Beam A (100)	A (9	97)		A (100)
A1 - P1 P1 - A2  Repair costs (Unit < <bri>Repair costs (Unit &gt; A1 - P1 P1 - A2 Total  Compared to the compared to the</bri>	Entire Superstructure A (79) A (100)  Thousands LKR)  Entire Bridge 380.8 60.9 441.7	Arch Rib A (79) A (100)  Bridge Surface 30.3 30.3 60.6	Spandrel A (100) A (100)  Bridge Structure 350.5 30.6 381.1	Cross Beam A (100) A (100) A (100)	A (9	97)		A (100)
A1 - P1 P1 - A2  Repair costs (Unit < Bridge>> A1 - P1 P1 - A2 Total  < Bridge Surface> A1 - P1	Entire Superstructure A (79) A (100)  Thousands LKR) Entire Bridge 380.8 60.9 441.7  Pavement 5.3	Arch Rib A (79) A (100)  Bridge Surface 30.3 30.3 60.6  Expansion Joint 25.0	Spandrel A (100) A (100)  Bridge Structure 350.5 30.6 381.1  Accessories 0.0	Approaches 0.0	A (9	97)		A (100)
A1 - P1 P1 - A2  Repair costs (Unit <a href="#"><a hre<="" td=""><td>Entire Superstructure A (79) A (100)  Thousands LKR) Entire Bridge 380.8 60.9 441.7  Pavement 5.3 6.3</td><td>Arch Rib A (79) A (100)  Bridge Surface 30.3 30.3 60.6  Expansion Joint 25.0 25.0</td><td>  Spandrel</td><td>Approaches 0.0</td><td>A (9</td><td>97)</td><td></td><td>A (100)</td></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a>	Entire Superstructure A (79) A (100)  Thousands LKR) Entire Bridge 380.8 60.9 441.7  Pavement 5.3 6.3	Arch Rib A (79) A (100)  Bridge Surface 30.3 30.3 60.6  Expansion Joint 25.0 25.0	Spandrel	Approaches 0.0	A (9	97)		A (100)
A1 - P1 P1 - A2  Repair costs (Unit < Bridge>> A1 - P1 P1 - A2 Total  < Bridge Surface> A1 - P1	Entire Superstructure A (79) A (100)  Thousands LKR) Entire Bridge 380.8 60.9 441.7  Pavement 5.3	Arch Rib A (79) A (100)  Bridge Surface 30.3 30.3 60.6  Expansion Joint 25.0	Spandrel A (100) A (100)  Bridge Structure 350.5 30.6 381.1  Accessories 0.0	Approaches 0.0	A (9	97)		A (100)
A1 - P1 P1 - A2  Repair costs (Unit <a href="#"><a hre<="" td=""><td>Entire Superstructure A (79) A (100)  Thousands LKR)  Entire Bridge 380.8 60.9 441.7  Pavement 5.3 6.3 10.6</td><td>Arch Rib A (79) A (100)  Bridge Surface 30.3 30.3 60.6  Expansion Joint 25.0 25.0 60.0</td><td>  Spandrel</td><td>Approaches 0.0 0.0</td><td>A (9</td><td>97)</td><td></td><td>A (100)</td></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a>	Entire Superstructure A (79) A (100)  Thousands LKR)  Entire Bridge 380.8 60.9 441.7  Pavement 5.3 6.3 10.6	Arch Rib A (79) A (100)  Bridge Surface 30.3 30.3 60.6  Expansion Joint 25.0 25.0 60.0	Spandrel	Approaches 0.0 0.0	A (9	97)		A (100)
A1 - P1 P1 - A2  Repair costs (Unit <a href="#"><a hre<="" td=""><td>Entire Superstructure A (79) A (100)  Thousands LKR)  Entire Bridge 380.8 60.9 441.7  Pavement 5.3 6.3 10.6</td><td>Arch Rib A (79) A (100)  Bridge Surface 30.3 30.3 60.6  Expansion Joint 25.0 25.0 60.0</td><td>  Spandrel</td><td>Approaches 0.0 0.0 Diaphram</td><td>A (5</td><td>97) 97)</td><td>A1</td><td>A (100) A (100) A (100)</td></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a>	Entire Superstructure A (79) A (100)  Thousands LKR)  Entire Bridge 380.8 60.9 441.7  Pavement 5.3 6.3 10.6	Arch Rib A (79) A (100)  Bridge Surface 30.3 30.3 60.6  Expansion Joint 25.0 25.0 60.0	Spandrel	Approaches 0.0 0.0 Diaphram	A (5	97) 97)	A1	A (100) A (100) A (100)
A1 - P1 P1 - A2  Repair costs (Unit  >  A1 - P1 P1 - A2 Total   A1 - P1 P1 - A2 Total <td>Entire Superstructure A (79) A (100)  Thousands LKR) Entire Bridge 380.8 60.9 441.7  Pavement 5.3 6.3 10.6</td> <td>Arch Rib A (79) A (100)  Bridge Surface 30.3 30.3 60.6  Expansion Joint 25.0 25.0 50.0  Main Beam Arch Rib</td> <td>Spandrel A (100) A (100)  Bridge Structure 350.5 30.6 381.1  Accessories 0.0 0.0 0.0 Deck Slab Spandrel</td> <td>Approaches 0.0 0.0 Diaphram Cross Beam</td> <td>A (s</td> <td>97) 97) 97) Bearing</td> <td>A1</td> <td>A (100) A (100) A (100)</td>	Entire Superstructure A (79) A (100)  Thousands LKR) Entire Bridge 380.8 60.9 441.7  Pavement 5.3 6.3 10.6	Arch Rib A (79) A (100)  Bridge Surface 30.3 30.3 60.6  Expansion Joint 25.0 25.0 50.0  Main Beam Arch Rib	Spandrel A (100) A (100)  Bridge Structure 350.5 30.6 381.1  Accessories 0.0 0.0 0.0 Deck Slab Spandrel	Approaches 0.0 0.0 Diaphram Cross Beam	A (s	97) 97) 97) Bearing	A1	A (100) A (100) A (100)
A1 - P1 P1 - A2  Repair costs (Unit <a href="#"><a hre<="" td=""><td>Entire Superstructure A (79) A (100)  Thousands LKR)  Entire Bridge 380.8 60.9 441.7  Pavement 5.3 6.3 10.6</td><td>Arch Rib A (79) A (100)  Bridge Surface 30.3 30.3 60.6  Expansion Joint 25.0 25.0 60.0</td><td>  Spandrel</td><td>Approaches 0.0 0.0 Diaphram</td><td>A (5</td><td>37) 37) 3earing .6</td><td>A1</td><td>A (100) A (100) A (100)</td></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a>	Entire Superstructure A (79) A (100)  Thousands LKR)  Entire Bridge 380.8 60.9 441.7  Pavement 5.3 6.3 10.6	Arch Rib A (79) A (100)  Bridge Surface 30.3 30.3 60.6  Expansion Joint 25.0 25.0 60.0	Spandrel	Approaches 0.0 0.0 Diaphram	A (5	37) 37) 3earing .6	A1	A (100) A (100) A (100)
A1 - P1 P1 - A2  Repair costs (Unit < <bri>KeBridge&gt;&gt; A1 - P1 P1 - A2 Total  CSBridge Surface&gt; A1 - P1 P1 - A2 Total  CSBridge Structure A1 - P1</bri>	Entire Superstructure A (79) A (100)  Thousands LKR)  Entire Bridge 380.8 60.9 441.7  Pavement 5.3 5.3 10.6  Entire Superstructure 319.9	Arch Rib A (79) A (100)  Bridge Surface 30.3 30.3 60.6  Expansion Joint 25.0 25.0 50.0  Main Beam Arch Rib 319.9	Spandrel A (100) A (100)  Bridge Structure 350.5 30.6 381.1  Accessories 0.0 0.0 0.0 Deck Slab Spandrel 0.0	Approaches 0.0 0.0 Diaphram Cross Beam 0.0	A (s	37) 37) 3earing .6	A1 P1 A2 Si A1	A (100) A (100) A (100)

Bridge No.	; B248						Name o	f Road	- 3	Labuduwa -	- Wandura	mbe - Sa	ndarawela	
blidge No.	: 22/7 ir	n Km					Name o	f Bridge	- :					
Separation	: Not Se	parated					Widene	d	1	Not Widene	ed			
Span Number	: 1						Date of	Inspection	i :	2016/09/20				
	: A1 - P1						-	of Inspect		Close Visua	al Inspectio	n		
Skallmalla							-	f Inspecto		Jeewan				
< <pavement>&gt;</pavement>		Soundne	ess Grade	e: A		Healthin	dex:	87						
		-	000		E	ctent of D	amage							
<damage type=""></damage>		<a>&gt;</a>	<b></b>	<c></c>	<d>&gt;</d>	<6>	<Σ>	<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	arks>					
Pothole		9		0		0	9							
Crack		6	- 3	3	-	0	9							
Rutting		9	- 25	0	- 00	0	.9							
Waving		9	.(+)	0		0	9							
<damage type=""></damage>		<11>	<21>	<31>	<12>	Locat	on <32>	<13>	<23>	<33>		Char	Contac	East
<pre>Pothole</pre>		×115	~2(2	1012	122	-42	-322	-132	-43>	-332	Left	Start	Center 12	End 13
Crack			•			•				_	Center	21	22	23
Rutting									-		Right	31	32	33
Waving											ragit		tructure Pla	
Damage Type>	Joint	<a>&gt;</a>	<b></b>	<c></c>	<d>&gt;</d>	dent of C	<Σ> 100	<rem< th=""><th>arks&gt;</th><th></th><th></th><th></th><th></th><th></th></rem<>	arks>					
Damage on Expansion Difference in Levels	ount.	100	-	0	-	0	100							
SIMOIONO III LEVEIS		100		V		Locat	mineral backers							
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Damage on Expansion	Joint	•			-	-	-	•		•	Left	11		13
Difference in Levels					-	T	1.4				Center Right	21 31 [Supers	tructure Pla	23 33 In Markin
< <accessories>&gt;</accessories>		Sprinder	ess Grade	e: A		Healthin	dev.	100						
- y kocoodingo -		Sourion	os Orau			tent of I		100						
<damage type=""></damage>		<8>	<b></b>	<c></c>	<d></d>	<e></e>	<Σ>	<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	arks>					
Damage on Drainage		0	-		1.	0	0							
Damages on Service D	Duct	0	7-1	-	2.0	0	0							
Damages on Railing / F	Parapet	100	1.4	- 19	245	0	100							
						Locat		-77					_	
		<11>	<21>	<31>	<12>	<22>	<32>	<13>	<23>	<33>		Start	Center	End
											Left	11	12	13
<damage type=""> Damage on Drainage</damage>											Center	21	22	23
											Right	31	32	33

Settlement of Surface	Separation   Not Separated   Widened   Not Widened   Separation   Not Widened   Separation   Separation   Not Separated   Separation   Separation   Separation   Not Separated   Separation   Separation   Separation   Name of Inspection   Close Visual Inspection   Name of Inspection   Nam	End 13
Separation   Not Separated   Widened   Not Widened   Span Number   1   Date of Inspection   2016/09/20	Separation   Not Separated   Widened   Not Widened	13
Method of Inspection : Close Visual Inspection	Span Name   A1 - P1   Method of Inspection   Close Visual Inspection	13
Method of Inspection : Close Visual Inspection   Name of Inspection : Jeewan	Span Name   A1 - P1	13
Name of Inspector : Jeewan	Name of Inspector : Jeewan	13
Content of Damage Type   Soundness Grade: A   HealthIndex: 100   Extent of Damage   Surface	Soundness Grade: A   HealthIndex: 100   Extent of Damage	13
Extent of Damage   Damage   Type	Extent of Damage   Damage   Damage   Type	13
Damage Type	Damage Type	13
Damage Type   Start   Start   Error	Suppose   Sup	13
Commage Type   Comm	Location   Commage Type   Commage	13
Commange Type   Canadage Typ	Damage Type   <11   <21   <31   -	13
Center   21   Right   31   Superstructure Plan Mark   Superstructure Plan	Center   21   Right   31   Supersion     Righ	
Right   31	Right 31	1.00
Superstructure Plan Mail   Superstructure Plan	Expersion   Expersion	33
Extent of Damage   Commander   Commande	Extent of Damage	
Extent of Damage   Commander   Commande	Extent of Damage	
Extent of Damage   Commander   Commande	Extent of Damage	
thers 0 0 0   Location   Damage Type   <11> <21> <31> <12> <22> <32> <32> <13> <23> <33>   Start   Center   En   Left   11   12   1: Center   21   22   2: Right   31   32   3:	thers 0 0 0	
Location   Camage Type   <11 > <21 > <31 > <12 > <22 > <32 > <13 > <23 > <33   Center   Er		
Left         11         12         1           Center         21         22         2           Right         31         32         3		
Center         21         22         2           Right         31         32         3		
Right 31 32 3		
(дорозночи е таптия)  — по		
		tructure Plan Markin
	Laupers	tructure Plan Markin

Extent of Damage   Extent of Damage   Spall / Dela / Ex-Rebar   12	Not Separated   Widened   Separated   Widened   Separated   Widened   Separated   Separated   Widened   Separated   Separa	Separation   Not Separated   Widened   Not Widened   Not Widened   Separation   Separation   Not Separated   Widened   Not Widened   Separation	Separation   Not Separated   Wirdened   Not Widened   Separation   Not Widened   Separation   Separation   2016/09/20   Separation   2016/09/20   Separation   2016/09/20   Separation   Separation   2016/09/20   Separation	Separation   Not Separated   Wildened   Not Wildened   Not Wildened   Separation   2016/09/20	Route No.		B248						Name o	of Road	:	Labuduwa -	Wandura	mbe - Sa	ndarawela	1
Separation   Not Separated   Wirdened   Not Wirdened   Not Wirdened   Span Number   1	Not Separated   Widened   Not Widened	Separation   Not Separated   Widened   Not Widened   Not Widened   Separation   S	Separation   Not Separated   Wirdened   Not Wirdened   Span Number   1   Date of Inspection   2016/09/20   Span Name   A1 - P1   Method of Inspection   Close Visual Inspection   Name of Inspection   Span Name   A1 - P1   Method of Inspection   Span Name   Not Separated   Name of Inspection   Name of Inspection   Span Name   Name of Inspection   Name of Inspection   Span Name   Name of Inspection   Name of Inspection   Span Name   Name of Inspection   Name of	Separation   Not Separated   Widered   Not Widered	Bridge No.	2	22 / 7 in Km						Name o	of Bridge					14.00	
Span Name   A1 - P1	Method of Inspection : Close Visual Inspection	Method of Inspection : Close Visual Inspection   Name of Inspection : Jeewan	Span Name   A1 - P1	Span Name   A1 - PT	Separation	3:0	Not Separate	d					Widene	ď	:	Not Widene	d			
Span Name   A1 - P1	Method of Inspection : Close Visual Inspection	Method of Inspection : Close Visual Inspection   Name of Inspection : Jeewan	Span Name   A1 - P1	Span Name   A1 - PT																
Name of Inspector   Jeewan	Name of Inspector   Jeewarh   Soundness Grade   A	Name of Inspector   Jeewan	Name of Inspector : Jeewan   Soundness Grade: A   HealthIndex: 79	Name of Inspector : Jeewan	Span Number	ě.							-		-	10400137101				
Soundness Grade: A	Soundness Grade: A   HealthIndex: 79   Extent of Damage	Main Beam>>   Soundness Grade:   A	Commage Type   Cap   C	Soundness Grade:   A   Healthindex:   79     Extent of Damage   Type>   <a></a>	Span Name		A1 - P1						Method	of Inspection	n :	Close Visua	al Inspecti	on		
Extent of Damage   Extent of Damage   Spall / Dela / Ex-Rebar   12	Extent of Damage   Type	Extent of Damage   Extent of D	Extent of Damage Type>	Extent of Damage   Figure   Spall / Dela / Ex-Rebar   12									Name o	of Inspector	-1-	Jeewan				
CDamage Type	Type>	Amage Type	Clamage Type	Damage Type>	<main beam="">&gt;</main>		Sou	undne	ess Grade	: A	F	distribution of the	and the same	79						
Crack   12   0   0   3   0   15   Damage taken from Spall/Dela/Ex-Rebar	12	12	12	Crack   12			<	a>	<b>&gt;</b>	<c></c>				<remar< td=""><td>ks&gt;</td><td></td><td></td><td></td><td></td><td></td></remar<>	ks>					
Damage on Anchorage	Anchorage	The state of the	Damage Type	Damage Type		ar		_						-		2112112				
Location   Commage Type   Commage	Location	Location   Location   Location   Location   Location   Left   L	Location   Content   Con	Damage Type>		na					_	_		Damage	taken	from Spall/D	ela/Ex-Re	bar		
Commage Type	Type> <11> <21> <31> <12> <22> <32> <33> <33> <33> <33	Amage Type	Canage Type	CDamage Type	Jamage on Anonoray	je.				U	-	_								
Crack	Center   21   22   23   23   24   25   25   25   25   25   25   25	Center   21   22   23   23   33     Superstructure Plan Mark	Carack   Camage on Anchorage   Camage on A	Center   Right   Superstructure Plan Mari   S			<1	11>	<21>	<31>	<12>	-		<13>	<23>	<33>		Start	Center	Enc
Canage on Anchorage   Right   31   32	Anchorage   Right   31   32   33	Right   31   32   33	Damage on Anchorage   Right   31   32   3.     32   3.     32   3.	Right   31   32   33     Superstructure Plan Mark   Superstructure Plan M		ar		•										-		_
Superstructure Place   Superstructure Place   Superstructure Place	Soundness Grade: A   HealthIndex: 100   Extent of Damage   Type>   <a> <b> <b> &lt; <b <="" <b=""> <b <="" <<="" <b="" td=""><td>  Superstructure Plan Mark   Deck Slab&gt;&gt;   Soundness Grade:   A   HealthIndex:   100    </td><td>  Superstructure Plan Mark   Superstructure Plan Mark    </td><td>  Superstructure Plan Mark   Superstructure Plan</td><td></td><td>no</td><td></td><td>_</td><td></td><td></td><td></td><td></td><td>•</td><td>_</td><td></td><td>_</td><td></td><td></td><td></td><td>_</td></b></b></b></b></a>	Superstructure Plan Mark   Deck Slab>>   Soundness Grade:   A   HealthIndex:   100	Superstructure Plan Mark   Superstructure Plan Mark	Superstructure Plan Mark   Superstructure Plan		no		_					•	_		_				_
Soundness Grade: A   HealthIndex:   100     Extent of Damage	ab>> Soundness Grade: A HealthIndex; 100    Extent of Damage	Deck Slab>>   Soundness Grade:   A     HealthIndex:   100     Extent of Damage	Soundness Grade: A   HealthIndex: 100	Soundness Grade: A   HealthIndex: 100   Extent of Damage	zamaye un Anunoray	łc.											right			
Contage Type   Con	Location  Type> <11> <21> <31> <12> <22> <32> <13> <23> <33> Start Center En	Loration   Start   Center   End	Location   Commage Type   Commage	Location   Commage Type   Command	Spall / Dela / Ex-Reba	ar	1	14	0	0	0	0	14	<remar< th=""><th>ks&gt;</th><th></th><th></th><th></th><th></th><th></th></remar<>	ks>					
Commage Type>	Location  Type> <11> <21> <31> <12> <22> <32> <13> <23> <33> Start Center En	Loration   Start   Center   End	Commage Type>	Commage Type   Command Type   Comm	Spall / Dela / Ex-Reba	ar	1	14		0	0		14							
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Right   31   32		Right   31   32   33	Right   31   32   33     32   33     32   33     32   33     32   33     33   33     33   33     33     33     33     33   33       33       33	Right   31   32   33	Spall / Dela / Ex-Reba	ar												11	12	13
Soundness Grade: A   HealthIndex: 100   Extent of Damage		Diaphragm>>   Soundness Grade: A   HealthIndex: 100     Extent of Damage      amage Type>   <a> <b> <c> <d> <e> &lt;<c> &lt;<c> &lt;<c> &lt;<c> &lt;<c> &lt;<c> &lt;<c></c></c></c></c></c></c></c></e></d></c></b></a>	Contact   Contact	Superstructure Plan Mark   Soundness Grade: A   HealthIndex: 100	Crack													_	-	_
Extent of Damage		Extent of Demage	Extent of Damage	Extent of Damage   Capacidade   Capacidad													rigue			_
Extent of Damage	om>> Soundness Grade: A Healthinday: 100	Extent of Demage	Extent of Damage	Extent of Damage   Spail / Dela / Ex-Rebar   16	< <diaphraom>&gt;</diaphraom>		Cou	ındaz	es Grada	. Δ		Healthle	dev:	100						
Chamage Type> <a> <b> <c> <d><a> <b> <c> &lt; <b> &lt;<a> <b> &lt;<a> <a> <a> <a> <a> <a> <a> <a> <a> &lt;</a></a></a></a></a></a></a></a></a></b></a></b></c></b></a></d></c></b></a>	A COLOR OF THE PROPERTY OF THE	lamage Type>	<a> d&gt; d&gt;</a>	<a> d&gt; d&gt;</a>	Diahindhine		300	ariant.	aa Crace		E		-	100						
Crack 16 0 0 0 16  Location	Type> <a> <b> <c> <d> <e> &lt;Σ&gt; <remarks></remarks></e></d></c></b></a>	ack 16 0 0 0 16	Crack     16     0     0     0     0     16       Location <damage type="">     &lt;11&gt; &lt;21&gt; &lt;31&gt; &lt;12&gt; &lt;22&gt; &lt;32&gt; &lt;13&gt; &lt;23&gt; &lt;33&gt;     Start Center En       Spall / Dela / Ex-Rebar     Left 11 12 12     12       Crack     Center 21 22 23</damage>	Crack     16     0     0     0     0     16       Location <damage type="">     &lt;11&gt; &lt;21&gt; &lt;31&gt; &lt;12&gt; &lt;22&gt; &lt;32&gt; &lt;13&gt; &lt;23&gt; &lt;33&gt;      Start Center En     Ent     11     12     13       Spall / Dela / Ex-Rebar     Center 21     22     23       Crack     Right     31     32     33</damage>							<d>&gt;</d>	<e></e>	<Σ>	<remar< td=""><td>ks&gt;</td><td></td><td></td><td></td><td></td><td></td></remar<>	ks>					
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		LUGUOI	Charmage Type>         <11>         <21>         <31>         <12>         <22>         <32>         <13>         <23>         <33>         Start         Center         En           Spall / Dela / Ex-Rebar         Left         11         12         11           Crack         Center         21         22         22	Charmage Type>         <11>         <21>         <31>         <12>         <32>         <32>         <33>         Start         Center         En           Spall / Dela / Ex-Rebar         Left         11         12         13         12         13         12         22         23	urack			16	0	0	0	_	-	_						
		ramage Type> <11> <21> <31> <12> <22> <32> <13> <23> <33> Start Center End	Spall / Dela / Ex-Rebar         Left         11         12         1:           Crack         Center         21         22         2:	Spall / Dela / Ex-Rebar         Left         11         12         13           Crack         Center         21         22         23           Right         31         32         33	Damage Type>		<1	11>	<21>	<31>	<12>	-		<13>	<23>	<33>		Start	Center	Enc
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		all / Dela / Ex-Rebar Left 11 12 13	Right   31   32   33		spall / Dela / Ex-Reba													-		
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Span Number : Span Name :	ī	rated				- 7	Name o				
Span Name :							Widene		- 7	Not Widen	ed
Span Name :							Date of	Inspection	n a	2016/09/20	0
	AI-PI					-	_	of Inspec	-		ual Inspection
1.00	202 2 4 1						-	f Inspecto		Jeewan	
Mhare/Superstructure		Sounda	ess Grade	: A		HealthInd	lov-	100			
Others(Superstructure):					Ε	xtent of D	amage				
Damage Type>		<8>	<	<0>	<d>&gt;</d>	<6>	<Σ>	<ren< td=""><td>narks&gt;</td><td></td><td></td></ren<>	narks>		
and O		V.				Locati					
Damage Type>		<11>	<21>	<31>	<12>	<22>	<32>	<13>	<23>	<33>	Start Center End
thers											Left         11         12         13           Center         21         22         23           Right         31         32         33           ISuperstructure Plan Marking
<bridge bearing="">&gt;</bridge>		Soundn	ess Grade	at A		HealthInd		97			
:Damage Type>		<a>&gt;</a>	<b>&gt;</b>	<c></c>	<d></d>	xtent of D <e></e>	amage <Σ>	<ren< td=""><td>narks&gt;</td><td></td><td></td></ren<>	narks>		
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Damage on Bridge Bearin	g	100		0	- 4	0 Locati	100				
Damage Type>		<11>	<21>	<31>		Locati	on .	<13>	<23>	<33>	Start Center End
Vater Leakage from Expa amage on Bridge Bearin					34		-	•		•	Left 11 13
<others(bridge bearing):<="" th=""><th>&gt;&gt;</th><th>200</th><th>ess Grade</th><th></th><th></th><th>Healthing xtent of D</th><th>amage</th><th>100</th><th>in Nove</th><th></th><th></th></others(bridge>	>>	200	ess Grade			Healthing xtent of D	amage	100	in Nove		
Damage Type>		<a>&gt;</a>	<	<c></c>	<d></d>	<e></e>	<Σ>	<ren< th=""><th>narks&gt;</th><th></th><th></th></ren<>	narks>		
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Damage Type>		<11>	<21>	<31>	74.	4		<13>	<23>	<33>	Start Center End
Others						-					Left         11         13           Center         21         23           Right         31         33           [Superstructure Plan Marking

Route No. : B248						Name o	f Road		Labuduwa	- Wandurar	nbe - Sa	ndarawela	L
Bridge No. : 22/7	in Km					Name o	f Bridge	1					
Separation : Not Se	eparated					Widene		ž	Not Widene	ed			
Span Number : 1						Date of	Inspection	n :	2016/09/20	,			
Span Name : A1 - P	1					_	of Inspec		Close Visua		n.		_
21,700 1000						-	f Inspecto		Jeewan	- CONTRACT			
w													
Substructure: A1>>	Soundn	ess Grade	в: А		HealthIn xtent of 0		100						
Jamage Type>	<9>	<b></b>	<c></c>	<d>&lt;</d>	<6>	-<Σ>	<ren< td=""><td>narks&gt;</td><td></td><td></td><td></td><td></td><td></td></ren<>	narks>					
cour	1		0	- 7	0	-1							
pall / Dela / Ex-Rebar	9	0	0	0	0	9							
ack ud Deposition / Vegetation	9	0	0	0	0	9							
an population / vegetation	- 0		200		Locat			-	472			-	-
Damage Type>	<11>	<21>	<31>	<12>	<22>	<32>	<13>	<23>	<33>	II. II.	Left	Center	Right
cour										Upper	11	12	13
pall / Dela / Ex-Rebar rack										Middle Lower	21 31	22 32	23 33
ud Deposition / Vegetation										Lower		ucture Fron	
100000000000000000000000000000000000000											-		
Others(Substructure); A1>>	Soundn	ess Grade	9: A		Healthin		100						
Damage Type>	<a>&gt;</a>	<b>&gt;</b>	<c></c>	<d>=</d>	xlent of E <e></e>	)amage <Σ>	<ren< td=""><td>narks&gt;</td><td></td><td></td><td></td><td></td><td></td></ren<>	narks>					
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465					Locat	ion						-	23
		-04-	<31>	<12>	-27-	700		100			145.4	A	District
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	<11>	<21>	/312	1/22	<22>	<32>	<13>	<23>	<33>	Upper	-11	12	13
	<11>	<21>	(31×	1/2/	<225	<32>	<13>	<23>	<33>		-11	12	13
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	<11>	<21>	7312	(12)	40	<32>	<13>	<23>	<33>	Middle	11 21 31	12 22	13 23 33
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	<11>	4212			40	<32>	<13>	<23>	<33>	Middle	11 21 31	12 22 32	13 23 33
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	<11>	4212			40	<32>	<13>	<23>	<33>	Middle	11 21 31	12 22 32	13 23 33
	<11>	4212			40	<32>	<13>	<23>	<33>	Middle	11 21 31	12 22 32	13 23 33
	<11>	4212			40	<32>	<13>	<23>	<33>	Middle	11 21 31	12 22 32	13 23 33
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Damage Type>  Thers	<11>	4212			40	<32>	<13>	<23>	<33>	Middle	11 21 31	12 22 32	13 23 33
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	<11>	4212			420	<32>	<13>	<23>	<33>	Middle	11 21 31	12 22 32	13 23 33

Name of Road Labuduwa - Wandurambe - Sandarawela
Name of Bridge ::
Widered :: Not Widered
Date of Inspection 2016/09/20
Method of Inspection Close Visual Inspection
Name of Inspector Jeewan
Damage : Crack
Damage : Damage on Expansion Joint
<< Close View >>
Damage : Spall / Dela / Ex-Rebar
<< Close View >>

Route No.	: B248	Name of Road Labuduwa - Wandurambe - Sandarawela
Bridge No.	22/7 in Km	Name of Bridge :
Separation	. Not Separated	Widened ; Not Widened
Span Number	3.1	Date of Inspection : 2016/09/20
Span Name	: A1 - P1	Method of Inspection : Close Visual Inspection
apan mana		Name of Inspector Jeewan
No 4	Structural Member : Main Beam	Damage : Crack
	Oamage taken from Spall/Dela/Ex-Rebar Structural Member : Bridge Bearing << Distant View >>	Close View >>  Damage : Water Leakage from Expansion Joint  << Close View >>
Remarks:		
Remarks:		
	Structural Member : .<< Distant View >>	Damage ::

	B248						Name o	f Road	1	Labuduwa	Wandura	ambe - Sar	ndarawela	
Bridge No.	22/7 in K	m					Name o	of Bridge	3:					
Separation :	Not Separ	rated					Widene	d	15	Not Widene	ed			
Contract of	2						Detect	(assault ass		2016/09/20				
Span Number :	2 P1 - A2					_	-	Inspection of Inspect		Close Visua		100		_
Span Name :	F1-A2					_	-	of Inspector			ai irispeca	iotr:		_
							THAIR C	mapaulu		00011011				_
< <pavement>&gt;</pavement>		Soundne	ess Grade	e: A	-24	HealthIn xtent of E	THE RESIDENCE OF THE PARTY OF T	87		-				
Damage Type>		<g>&gt;</g>	<b></b>	<c></c>	<d></d>	<e>&gt;</e>	<Σ>	<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	arks>					
Pothole		9		0		0	9							
Crack		6	- 3	3	· .	0	9							
Rutting		9	- 1 <del>(</del> ) 1 - 1	0	9	0	9							
Waving		9	~	0	- 4	0	9							
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Pothole		SHE	1212	218	~122	-60	32	>102	-232	~332	Left	Start	12	13
Crack						•					Center		22	23
Rutting						-			-12		Right	_	32	33
Waving											- a-n		tructure Pla	_
< <expansion joint="">&gt;</expansion>		Soundne	ess Grade	e: C		HealthIn		50						
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Damage on Expansion Jo	pint	50	-	14		50	100							
Difference in Levels		100	- 8	0	34	0	100							
		7,75		7.00		Locat	2.51	137	-			-5.5	-	-
<damage type=""></damage>	241	<11>	<21>	<31>	-3-	-	-	<13>	<23>	<33>		Start	Center	End
Damage on Expansion Jo Difference in Levels	int				-	-	~	•	•		Left	11		- 0
Uniterence in Levels					-	-	141			_	Center			3
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												Loopera	- June 10 1 10	recto for
cel management		Carret				riginore	al accord	100						
< <accessories>&gt;</accessories>			ess Grade		E	HealthIn xtent of E	Damage	100						
<damage type=""></damage>		<a>&gt;</a>	<b>&gt;</b>	<c></c>	<d>&gt;</d>	<e>&gt;</e>	<Σ>	<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	arks>					
Damage on Drainage		0	14	120	-	0	0							
Damages on Service Duc		100	- 5	- 1	2	0	100							
Damages on Railing / Par	aper	100			-	Locat								
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Samura LANC.		-10-	415	1011	-16-	-2.6"	102	-10-	-20	-50-	Left		12	13
											Cente		22	23
Damage on Drainage	t										- water			
Damage on Drainage Damages on Service Duc											Right	31	32	33
Damage on Drainage Damages on Service Duc Damages on Railing / Par											Right	_	32 tructure Pla	33 in Mark

Route No.	:	B248						Name o	of Road	- 4	Labuduwa	- Wandura	mbe - Sai	ndarawel	а
Bridge No.		22/7 in	Km						of Bridge	:					
Separation	-	Not Sepa	arated					Widene		- 13	Not Widen	ed			
Span Number	1	2					_		Inspection		2016/09/2				_
Span Name		P1 - A2						_	of Inspect			ial Inspection	on		_
								Name o	of Inspecto	£ 2	Jeewan				_
Approaches>>			Soundne	ess Grade	e: A	P	Healthing	1000	100						
amage Type>			<a>&gt;</a>	<b></b>	<c></c>	<d>&gt;</d>	<e>&gt;</e>	<Σ>	<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	arks>					
ttlement of Surface		,	3	- 7	25		0	3							
proach Bank / Riv	er Bar	nk	3	-			0 Locati	3							
amage Type>			<11>	<21>	<31>	14-	-	-	<13>	<23>	<33>		Start		End
ttlement of Surface						-	-	1-0				Left	11		1
proach Bank / Riv	er Bar	nk				-	- 3	-				Center			2
												Right	31		3
													LSupers	tructure Pl	an Markir
Others(Bridge Surf	face)>	>	Soundne	ess Grade	e: A		Healthing	All the latest l	100						
lamana T			1444	des	244		xtent of D	-	- ini	autre-					
Damage Type> hers			<a>&gt;</a>	<b>&gt;</b>	<0>	<d>&gt;</d>	<e></e>	<Σ>	<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	arks>					
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amage Type> hers			<11>									Left Center Right	11 21 31	12 22 32 tructure Pr	13 23 33 an Markin
			<11>	361								Center	11 21 31	22 32	23 33
												Center	11 21 31	22 32	23 33
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												Center	11 21 31	22 32	23 33
			(I)									Center	11 21 31	22 32	23 33
			(I)×									Center	11 21 31	22 32	23 33
			(I)×									Center	11 21 31	22 32	23 33
			(I)×									Center	11 21 31	22 32	23 33
			(I)×									Center	11 21 31	22 32	23 33
			(I)×									Center	11 21 31	22 32	23 33
			(I)×									Center	11 21 31	22 32	23 33
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			(II)									Center	11 21 31	22 32	23 33

Route No. Bridge No.	Y11	B248						Name o	f Road	100	Labuduwa -	Wandura	mbe - Sa	ndarawela	
bridge No.	:	22 / 7 in Kr	n					27.00	f Bridge	- 1					
Separation	7.	Not Separa	ated					Widene	d	- 1	Not Widene	d			
Span Number		2						Date of	Inspection		2016/09/20				
Span Name	-	P1 - A2					_	T	of Inspect		Close Visua	_	n		
Opanito		4,1-1,4-1					_	75.000	f Inspector	-/	Jeewan	a ii iopeiani	'''		_
								Tiomo o	i inopedia		44611411				_
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Damage Type>	7		<a></a>	<b>&gt;</b>	<0>	<d></d>	<6>	< <u>Σ</u> >	<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	arks>					
Spall / Dela / Ex-Reba	ir		15	0	0	0	0	15							
Crack			15	0	0	0	0	15							
Damage on Anchorag	е		10	(4)	0		0	10							
Damage Type>			<11>	<21>	<31>	<12>	Local	<32>	<13>	<23>	<33>		Start	Center	End
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Crack												Center	21	22	23
Damage on Anchorag	e											Right	31	32	33
													Supers	tructure Pla	n Markir
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Spall / Dela / Ex-Reba	ar .		14	0	0	0	0	14							
Crack			14	0	0	0	0	14							
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Crack												Center	21	22	23
												Right	31	32	33
													Supers	tructure Pla	n Markir
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Crack			16	0	0	0	0	16							
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Crack	-1											Center	21	22	23
												Right	31	32	33
														tructure Pla	
													Loapero	a double 1 le	in manni

Route No.		B248						Name o	of Road	- 4	Labuduwa	- Wandur	ambe - Sa	ndaraweli	3
Bridge No.	:	22/7 in F	(m					Name o	f Bridge	- 1					
Separation	:	Not Sepa	rated					Widene	d	3	Not Widen	ed			
									P. COLAR		2010/00/00				
Span Number	-	2					_	_	Inspection		2016/09/20		20		_
Span Name	:	P1 - A2					-		of Inspec		Close Visu	ai inspect	on		_
								Name o	of Inspecto	r :	Jeewan				_
<others(superstruc< td=""><td>ture):</td><td>&gt;&gt;</td><td>Soundn</td><td>ess Grade</td><td>e: A</td><td></td><td>HealthInd Extent of Da</td><td></td><td>100</td><td></td><td></td><td>_</td><td>_</td><td></td><td></td></others(superstruc<>	ture):	>>	Soundn	ess Grade	e: A		HealthInd Extent of Da		100			_	_		
Damage Type>			<a></a>	<b></b>	<c></c>	<d>=</d>	<e><e></e></e>	-mage <Σ>	<rem< td=""><td>narks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	narks>					
Others			0	16	- 4		0	0							
					2.0	-	Locatio								
Damage Type>			<11>	<21>	<31>	<12>	<22>	<32>	<13>	<23>	<33>	Left	Start 11	Center 12	End 13
												Center Right	21	22 32 structure Pl	23 33
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Damage on Bridge B	earin	g	100	4:	0	ųž.	0	100							
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Damage Type> Water Leakage from	Evna	nsion Joint		<21>	<31>	-	-	-	<13>	\$23>	<33>	Left	Start	Center	End 13
Damage on Bridge B					-							ren	CONTRACTOR .		23
				2.1				-				Center Right	31	structure PI	33
LINE R. T.	aring):			ess Grade		E	HealthInd	ex:	100	narke>			31	structure PI	33
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<damage type=""> Others  <damage type=""></damage></damage>	aring):		<a></a>	<b>&gt;</b>	<>>	<d><d>&lt;</d></d>	HealthInd extent of Da <e> 0 Locatio</e>	lex: amage <Σ> 0	<rem< td=""><td></td><td>&lt;33&gt;</td><td>Right</td><td>Start 11</td><td></td><td>End 13</td></rem<>		<33>	Right	Start 11		End 13
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<damage type=""> Others  <damage type=""></damage></damage>	aring):		<a></a>	<b>&gt;</b>	<>>	ed>	HealthInd extent of Da <e> 0 Locatio</e>	ex: amage <Σ> 0	<rem< td=""><td></td><td>&lt;33&gt;</td><td>Left Center</td><td>Start 11 21 31</td><td>Center</td><td>End 13 23 33</td></rem<>		<33>	Left Center	Start 11 21 31	Center	End 13 23 33
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Damage Type> Others Damage Type>	aring):		<a></a>	<b>&gt;</b>	<>>	ed>	HealthInd extent of Da <e> 0 Locatio</e>	ex: amage <Σ> 0	<rem< td=""><td></td><td>&lt;33&gt;</td><td>Left Center</td><td>Start 11 21 31</td><td>Center</td><td>End 13 23 33</td></rem<>		<33>	Left Center	Start 11 21 31	Center	End 13 23 33
Damage Type> Others  Damage Type>	aring):		<a></a>	<b>&gt;</b>	<>>	ed>	HealthInd extent of Da <e> 0 Locatio</e>	ex: amage <Σ> 0	<rem< td=""><td></td><td>&lt;33&gt;</td><td>Left Center</td><td>Start 11 21 31</td><td>Center</td><td>End 13</td></rem<>		<33>	Left Center	Start 11 21 31	Center	End 13
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Bridge No.	14	B248						Name o	f Road	1	Labuduwa	<ul> <li>Wanduran</li> </ul>	ibe - Sa	ndarawela	0
	- 2	22/7 in	Km					Name o	f Bridge						
Separation	ž	Not Sepa	arated					Widene	d	2.	Not Widene	ed			
20.00.0									666		0010/00/00				
Span Number	*	2 P1 - A2					-	_	Inspection		2016/09/20	al Inspection			_
Span Name	- 19	F1-A2						-	of Inspector		Jeewan	ai inspectioi			_
								ivaine C	ii iiispecioi		occiran				_
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Scour			010	=0,	0	- 1	0	1							
Spall / Dela / Ex-Re	bar		9	0	0	0	.0	9							
Crack			9	0	0	0	0	9							
Mud Deposition / Ve	egetatio	on	9	14	- 2	. 3.	0	9							
-Damaga Timos			<11>	<21>	<31>	<12>	Locati <22>	on <32>	<13>	<23>	<33>		1-4	Chates	Disks
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Spall / Dela / Ex-Re	bar											Middle	21	12	13
Crack	July											Lower	31	32	33
Mud Deposition / Ve	egetatio	on												ructure From	
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S. C. Property			<8>	<b></b>	-244		xtent of E	Damage <Σ>	<rem< td=""><td>arkes</td><td></td><td></td><td></td><td></td><td></td></rem<>	arkes					
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Others		-	0	15	×	× base	Locati	0 ion	-		<33>		l eft	Center	Right
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Others <a href="#">Others</a> Others	»»		0 <11>	15	<31>	× base	Locati	0 ion <32>	-		<33>	Middle	11 21 31	12 22 32	13 23 33
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Others <damage type=""> Others  <substructure: <damage="" a2:="" type=""></substructure:></damage>	»»		0 <11> Soundhi	<21>	<31>	<12>	Locati <22> HealthIn: xtent of E	0 ion <32> dex: Damage <Σ>	<13>	<23>	<33>	Middle	11 21 31	12 22 32	13 23 33
Others <damage type=""> Others  <substructure: <damage="" a2:="" type=""> Scour</substructure:></damage>			0 <11> Soundnoted 48> 1	<21>	<31>	<12>	Locati <22> HealthInt  (e> 0	0 ion <32> dex: Damage <Σ>	<13>	<23>	<33>	Middle	11 21 31	12 22 32	13 23 33
Others <damage type=""> Others  <substructure: <damage="" a2:="" type=""> Scour Spall / Dela / Ex-Re</substructure:></damage>			0 <11> Soundnoted to 1 = 1 = 1 = 1 = 1 = 1 = 1 = 1 = 1 = 1	<21>	<31>	<12>	Locati <22> HealthIn: xtent of E <e> 0 0</e>	0 ion <32> dex: Damage <Σ> 1	<13>	<23>	<33>	Middle	11 21 31	12 22 32	13 23 33
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Others <damage type=""> Others  <substructure: <damage="" a2:="" type=""> Scour  Spall / Dela / Ex-Re Crack Mud Deposition / Ve</substructure:></damage>	bar	on	0 <11> Soundni <8> 1 9 9 9	<21>	<31>	<12>	Locati <22> HealthIn xtent of E <e> 0 0 0</e>	0 (32> dex: Damage <Σ> 1 9 9 9	<13>	<23>		Middle	11 21 31 [Substr	12 22 32 ructure From	13 23 33 at Marking
Others <damage type=""> Others  <substructure: <damage="" a2:="" type=""> Scour</substructure:></damage>	bar	on	0 <11> Soundni <a> 1 9 9 9 9</a>	<21> <21> 0 0 -	<31> <31>  a: A <c> 0 0 0 -</c>	<12>	Locati <22> HealthIn ixtent of E <e> 0 0 0 Locati</e>	0 ion <32>  dex: Damage <2> 1 9 9 9 ion	<13>	<23>	<33>	Middle Lower	11 21 31 [Substr	12 22 32 ructure Fror	13 23 33 at Marking
Others <damage type=""> Others  <substructure: a2:="" damage="" type=""> Scour Spall / Dela / Ex-Re Crack Mud Deposition / Ve  Damage Type&gt;</substructure:></damage>	bar	on	0 <11> Soundni <a> 1 9 9 9 9</a>	<21> <21> 0 0 -	<31> <31>  a: A <c> 0 0 0 -</c>	<12>	Locati <22> HealthIn ixtent of E <e> 0 0 0 Locati</e>	0 ion <32>  dex: Damage <2> 1 9 9 9 ion	<13>	<23>		Middle Lower	11 21 31 [Substr	12 22 32 ructure Fron	13 23 33 st Marking Right 13
Others <a href="#">Others</a> <a href="#">Others</a> <a href="#">Others</a> <a href="#">Others</a> <a href="#">Others</a> <a href="#">A2:</a> <a href="#">Damage Type&gt;</a> Scour  Spall / Dela / Ex-Re  Crack  Mud Deposition / Ve <a href="#">Others</a> Chanage Type>  Scour	bar	on	0 <11> Soundni <a> 1 9 9 9 9</a>	<21> <21> 0 0 -	<31> <31>  a: A <c> 0 0 0 -</c>	<12>	Locati <22> HealthIn ixtent of E <e> 0 0 0 Locati</e>	0 ion <32>  dex: Damage <2> 1 9 9 9 ion	<13>	<23>		Middle Lower	11 21 31 [Substr	12 22 32 ructure Fror	13 23 33 at Marking

Extent of Damage	Separation   Separated   Separated   Separated   Separated   Widened   Separated   Widened   Separated   Widened   Separated   Widened   Separated   Widened   Separated   Separated   Widened   Separated   Separated   Separated   Widened   Separated   Sep	Bridge No. : 22 / 7 in Km
Separation         Not Separated         Widened         : Not Widened           Span Number         2         Date of Inspection         : 2016/09/20           Span Name         : P1 - A2         Method of Inspection         : Close Visual Inspection           Name of Inspector         : Jeewan    Others(Substructure): A2>> Soundness Grade: A HealthIndex: 100  Extent of Damage  Extent of Damage  Inspector         : Jeewan           Idamage Type> <a> &lt; b&gt; &lt; &lt;</a>	Span Number   2   Date of Inspection   2016/09/20     Span Number   2   Method of Inspection   2016/09/20     Span Name   P1 - A2   Method of Inspection   2016/09/20     Span Name   P1 - A2   Method of Inspection   2016/09/20     Span Name   P1 - A2   Method of Inspection   2016/09/20     Span Name   P1 - A2   Method of Inspection   2016/09/20     Span Name   2016/09/20     Span Name   P1 - A2   Span Name   P1	Separation         Not Separated         Widened         : Not Wide           Span Number         2         Date of Inspection         : 2016/09/           Span Name         : P1 - A2         Method of Inspection         : Close Vision           Name of Inspector         : Jeewan           <0 thers(Substructure): A2>>         Soundness Grade: A HealthIndex: 100         100           Extent of Damage         Extent of Damage         - 2 < < < < < < < < < < < < < < < < < <
Method of Inspection   Close Visual Inspection   Name of Inspection   Name of Inspection   Name of Inspector   Jeewan	Method of Inspection   Close Visual Inspection   Name of Inspection   Deewan   De	Span Name   P1 - A2   Method of Inspection   Close Vis   Name of Inspector   Jeewan
Method of Inspection   Close Visual Inspection   Name of Inspection   Name of Inspection   Name of Inspector   Jeewan	Method of Inspection   Close Visual Inspection   Name of Inspection   Deewan   De	Span Name   : P1 - A2   Method of Inspection   : Close Vis   Name of Inspector   : Jeewan
Name of Inspector : Jeewan    Name of Inspector : Jeewan   Soundness Grade: A   HealthIndex: 100   Extent of Damage   Standard   Soundness Grade: A   HealthIndex: 100   Soundness Grade: A   HealthIndex: 10	Name of Inspector : Jeewan   Soundness Grade: A   HealthIndex: 100   Extent of Damage   HealthIndex: 100   Extent of Damage   HealthIndex: 100   HealthIndex: 100   Extent of Damage   HealthIndex: 100	Name of Inspector : Jeewan
Extent of Damage	Extent of Damage	Extent of Damage   Commage   Com
lamage Type>	nage Type>	Damage Type>         ≤a> <b><b><b><b><b><b><b><b><b><b><b><b><b></b></b></b></b></b></b></b></b></b></b></b></b></b>
hers 0 0 0   Location   Location   Left Center Right   hers   Upper   11   12   13	S 0 0 0   Location   Location   Location   Left Center   Right   TS   Upper   11   12   13   Middle   21   22   23   Lower   31   32   33	thers 0 0 0 Location  Damage Type> <11> <21> <31> <12> <22> <32> <13> <23> <33>
damage Type>     <11> <21> <31> <12> <22> <32> <13> <23> <13	hage Type> <11> <21> <31> <12> <22> <32> <13> <23> <33> Left Center Right Signature Right Sign	Damage Type> <11> <21> <31> <12> <22> <32> <13> <23> <33>
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Middle 21 22 23 Lower 31 32 33	Middle 21 22 23 Lower 31 32 33	rieis

Route No. B248	Name of Road Labuduwa - Wandurambe - Sandarai
Bridge No. 22 / 7 in Km	Name of Bridge
Separation Not Separated	Widened Not Widened
Span Number : 2	Date of Inspection : 2016/09/20
Span Name P1 - A2	Method of Inspection Close Visual Inspection
	Name of Inspector Jeawan
No 1 Structural Member : Pavement	Damage : Crack
<< Distant View >>	<< Close View >>
Remarks:	
No 2 Structural Member : Expansion Joint	Damage : Damage on Expansion Joint
Remarks:	
Nemarks:	
	Damage : Water Leakage from Expansion Joint
No 3 Structural Member : Bridge Bearing   < Distant View >>	Damage : Water Leakage from Expansion Joint << Close View >>
No 3 Structural Member : Bridge Bearing	
No 3 Structural Member : Bridge Bearing	

# 1.4 Box Bridge

## 1) Record

	pection Work Shee	et (Bridge Surface 1/2)	
Route No. : 8156		Bridge No. : 22 / 1	
Separation :		Widened :	
Name of Bridge		1 1	
		Date of Inspection : 30/08 /2016	
Span No. : 1			tant Indirect
Span Name : AI- PI		Name of Inspector : Mr. Ambe pr	iya.
			1
☑ Pavement			
✓ Pothole		☑ Crack	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ 9 0 0 9</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a> 9 0 0 9	<distant view=""></distant>
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Center	Remarks	Center	Remarks
Right		Right 🔲 🖂	
[ Superstructure Plane Marking ]		[Superstructure Plane Marking]	_
☑ Rutting		☑ Waving	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
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Center	Remarks	Center	Remarks
Right	* 221120110	Right	Tionian
[Superstructure Plane Marking]		[Superstructure Plane Marking]	<del></del>
☐ Expansion Joint			
☐ Damage on Expansion joint		☐ Difference in Levels	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <b> Σ</b></d></c></b></a>	<distant view=""></distant>
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Center	Remarks	Center	Remarks
Right 🖂 🖂	Nomana	Right	Izellialva
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
Looporduono, idio managa		Looperstructure France Marking 1	

✓ Accessories ✓ Damage on Drainage		Damages on Service Duct	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<pre><distant view=""></distant></pre>	<a> <b> <c> <d> <b> &lt;  <c> <d> <e> Σ</e></d></c></b></d></c></b></a>	Coloragination of the coloragination of t
0 100 100			
Location Start Center End	<close view=""></close>	Location Start Center End	<close view=""></close>
Left	Remarks	Left	Remarks
☑ Damages on Railing / Parapet			
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
Location Start Center End	<close view=""></close>		
Left	Remarks		
[Superstructure Plane Marking]  ✓ Approaches ✓ Settlement of Surface		☑ Approach Bank / River Bank	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <b> <c> <d> <b> ≤c&gt; <d> <e> Σ</e></d></b></d></c></b></d></c></b></a> 3 3	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
Start Center End		Start Center End	
Center  Right	Remarks	Center	Remarks
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
☐ Others			
☐ Others			
Extent of Damages <a> <b> <c> <d> <e> Σ</e></d></c></b></a>	Photographs <distant view=""></distant>		
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Tonheranneme Ligite Melikilið 1			

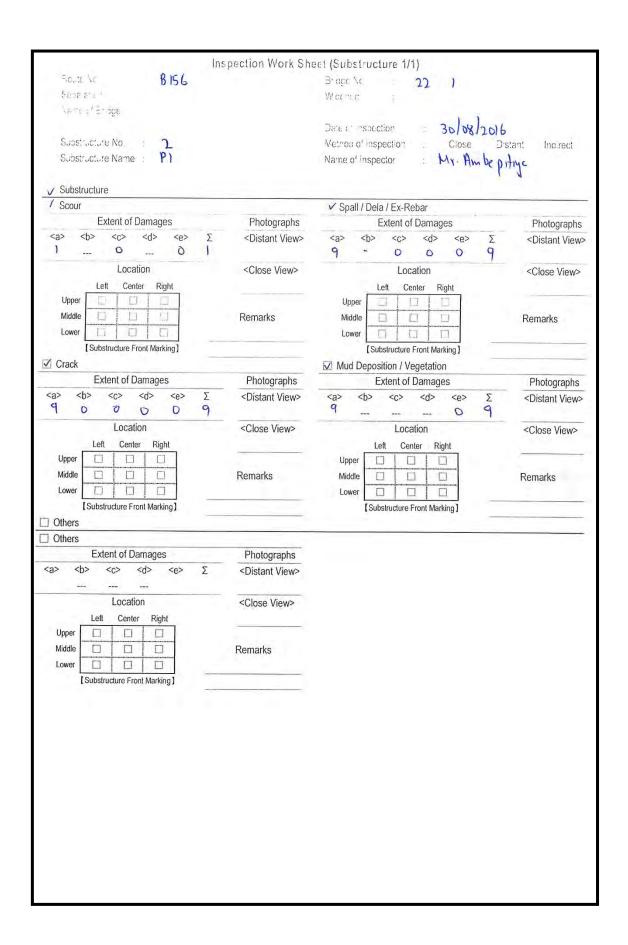
Route No. : B156	e ce y men any () ce i	perstructure:Box Bridge 1/1)  Bridge No. : 22 / /	
Separation :		Widened :	
Name of Bridge :			
		Date of Inspection : 30/08/2016	
Span No. :			Indirect
Span Name : Al-P1		Name of Inspector : Mr. Am be piting	
(1)		Pringa	
Deck Slab			
Spall / Dela / Ex-Rebar		✓ Crack	
Extent of Damages	Photographs		otographs
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[Superstructure Plane Marking]		[Superstructure Plane Marking]	affa-f
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Extent of Damages	Photographs		
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Right \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \			
Lonberstructure Flane Marking 1			

Route No. : BIS 6	D. 48777 414 414	et (Bridge Surface 1/2)  Bridge No. : 22 / 1	
Separation :		Widened :	
Name of Bridge :		Widehed .	
Warte of Bridge		Date of Inspection : 30/08/20)6	
Span No. : 5			ant Indirect
Span No. : 2 Span Name : PI- PI 2			
Chairmanne . M. H. Z		Name of Inspector : Mr. Ambe pit	149
✓ Pavement			
☑ Pothole		☑ Crack	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
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[Superstructure Plane Marking]		[ Superstructure Plane Marking ]	
		☑ Waving	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a> <a> 9 0 0 9</a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant td="" view<=""></distant>
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Center	Remarks	Center	Remarks
Right		Right	
[ Superstructure Plane Marking ]		[Superstructure Plane Marking]	
Expansion Joint			
Damage on Expansion joint		☐ Difference in Levels	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
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[Superstructure Plane Marking]		[ Superstructure Plane Marking ]	

✓ Accessories			
✓ Damage on Drainage		Damages on Service Duct	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a> 0 1ω 100	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
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☑ Damages on Railing / Parapet			
Extent of Damages	Photographs		
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Location Start Center End	<close view=""></close>		
Left	Remarks		
Extent of Damages <a> <b> <c> <d><a> <b> <c> <d> <c> <d> <a> <b> <c> <d> <c> <d> <d> <d> <c> <d> <d> <d> <d> <d> <d> <d> <d <d="" <d<="" th=""><th>Photographs   <pre><distant view=""></distant></pre></th><th></th><th>Photographs   Oistant Views</th></d></d></d></d></d></d></d></d></c></d></d></d></c></d></c></b></a></d></c></d></c></b></a></d></c></b></a>	Photographs <pre><distant view=""></distant></pre>		Photographs Oistant Views
Location Start Center End	<close view=""></close>	Location Start Center End	<close view=""></close>
Left  Center  Right	Remarks	Left	Remarks
[Superstructure Plane Marking]  Others Others		[Superstructure Plane Marking]	
Extent of Damages <a> <b> <c> <d> <e> Σ </e></d></c></b></a>	Photographs <distant view=""></distant>		
Location Start Center End	<close view=""></close>		
Left	Remarks		
[Superstructure Plane Marking]			

Span No.     2   Date of Inspection       3 0 08 2 014	Route No. : \$156 Separation :	-	Bridge No. : 22 / I Widened :	
Date of Inspection   3 0 08 2 01 b			Widened :	
Span No.   : 2     Method of Inspection   : Close   Distant   Indirect   Name of Inspector   : Mr.   Method of Inspector   :	rume of Bridge .		Date of Inspection 30 /08/2514	
Span Name   Phane   Phane   Phane   Phane   Photographs	Span No. : 7		Method of Inspection : Close Dista	ant Indirect
Deck Slab   Spall / Dela / Ex-Rebar			Name of Inspector Mr. Andrew It	100000
Spall / Dela / Ex-Rebar	CPAINTAINC . PITIZ		Name of hispector . I d . HM DE VID	79
Spall / Dela / Ex-Rebar	Deck Slab			•
Extent of Damages			☑ Crack	
Content   Con		Photographs		Photographs
Start Center End  Left Center Right [Superstructure Plane Marking]  Others(Superstructure)  Others  Extent of Damages Photographs (a> <b> <c> <d> <e> \( \Sigma \) (Distant View&gt;  Start Center End  Location</e></d></c></b>		<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant td="" view<=""></distant>
Start Center End  Left Center Right [Superstructure Plane Marking]  Others(Superstructure)  Others  Extent of Damages Photographs (a> <b> <c> <d> <e> ∑</e></d></c></b>	Location	<close view=""></close>	Location	<close view=""></close>
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Others (Superstructure)           Extent of Damages         Photographs           ia> <b> <c> <d> <c> <d> <e> Σ         <client view="">           Location         <cli>Close View&gt;           Start Center End           Left</cli></client></e></d></c></d></c></b>			1 1	m my spail
Others           Extent of Damages         Photographs           ca> <b> <c> <d> <e> Σ              Conter         Conter         End           Left                Right                <br <="" td=""/><td></td><td>-</td><td>1)e(</td><td>al ly rea</td></e></d></c></b>		-	1)e(	al ly rea
Extent of Damages       Photographs         (a) (b) (c) Start Center End 				
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Start         Center         End           Left		Close Views		
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		Remarks		
[Superstructure Plane Marking]				
	[ Superstructure Plane Marking ]			

În	spection Work Sh	eet (Substructure 1/1)	
Route her \$15 6	speedon Nork on	Brogg No : 12 1	
Sepa 8: (		Weene :	
We extended			
		Date of respection - 30 /08/2016	10
Substructure No. :			stant Incirect
Substructure Name : A		Name of inspector : Mr. Am bey	nnya
✓ Substructure			4
✓ Scour		✓ Spall / Dela / Ex-Rebar	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <c> <d> <e> Σ</e></d></c></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
1 0 0 1		9 - 0 0 0 9	Distant view
Location	<close view=""></close>	Location	<close view=""></close>
Left Center Right		Left Center Right	
Upper 🔲 📋		Upper 🔲 🗀 🗀	
Middle [1]	Remarks	Middle	Remarks
Lower		Lower [] []	
[ Substructure Front Marking ]		[ Substructure Front Marking ]	
✓ Crack		✓ Mud Deposition / Vegetation	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
9 0 0 0 0 9		9 0 9	
Location	<close view=""></close>	Location	<close view=""></close>
Left Center Right		Left Center Right	
Upper		Upper	
Middle 🔲 📋	Remarks	Middle	Remarks
Lower		Lower	
[Substructure Front Marking]		[Substructure Front Marking]	
☐ Others			
☐ Others			
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
ter terminal			
Location	<close view=""></close>		
Left Center Right			
Upper			
Middle 🖂 🖟 🗎 🗀	Remarks		
Lower			
[ Substructure Front Marking ]			
_			



Y-	111 1 61	LONG TO DESCRIPTIONS	
	spection Work She	eet (Substructure 1/1)	
Figure No. 8156		Bridge No. 22 1	
Seps 2. 1 "		Wαεnbα	
".e." e c" E* nge			
		Date ( "spection : 30/08/2011	
Substructure No. : 3			tant Increct
Substructure Name : A2			
112		Name of Inspector Mr. Ambe pi	rya
√ Substructure			4
Scour		1/0 11/0 1/5 01	
	Di Assaria	✓ Spall / Dela / Ex-Rebar	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
		8 ~ 1 0 0 9	
Location	<close view=""></close>	Location	<close view=""></close>
Left Center Right		Left Center Right	
Upper [ ] [ ]		Upper 🔲 🗎 🗎	
Middle [ ] [ ]	Remarks	Middle [] []	Remarks
Lower [ ] [ ]		Lower 🔲 📈 🗇	remans
[Substructure Front Marking]		[Substructure Front Marking]	
✓ Crack			
	5	✓ Mud Deposition / Vegetation	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
	01 15		
Location	<close view=""></close>	Location	<close view=""></close>
Left Center Right		Left Center Right	-
Upper		Upper 🔲 🖂	
Middle 🔲 🖂 🖂	Remarks	Middle 🔲 🔲	Remarks
Lower 🗆 📈 🗆 🕍	cen, hom	Lower 🔲 🔲	
[Substructure Front Marking] So	all Dela Pro Robe	[ Substructure Front Marking ]	
Others	The state of		
☐ Others			-
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
	- Diotant view-		
Location			
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	<close view=""></close>		
Left Center Right	-		
Upper			
Middle	Remarks		
Lower 🔲 🔲			
[Substructure Front Marking]			
_			

## 2) Outputs

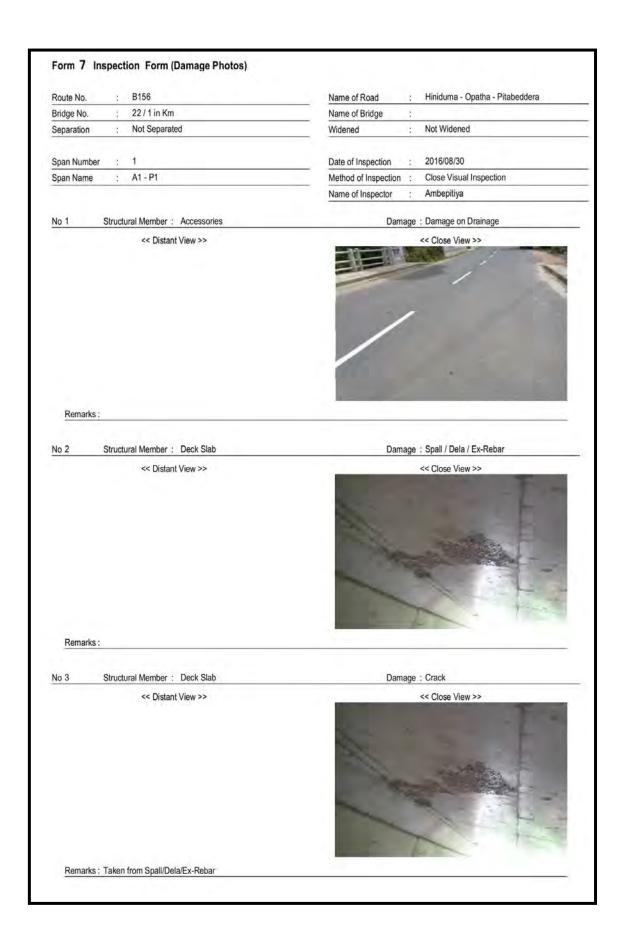
	B156			Name of Road	_	Hiniduma - Opatha - I	2 - 5 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	
Bridge No.	22 / 1 in Km	1.		Name of Bridge	2			
Separation	: Not Separat	ed		Widened	×	Not Widened		
				Date of Inspection	-	2016/08/30		
			-	Method of Inspection	e.	Close Visual Inspection	on	
				Name of Inspector	Ç,	Ambepitiya		
lealth Index & Sou	undness Grade							
A1 - P1	Entire Bridge C (39)	Bridge Surface A (90)	Bridge Structure C (43)					
P1 - A2	B (75)	A (90)	A (79)					
Whole	C (39)	A (90)	C (43)					
<bridge surface=""></bridge>	>							
	Pavement	Expansion Joint	Accessories	Approaches				
A1 - P1	A (100)	A (100)	C (50)	A (100)				
P1 - A2	A (100)	A (100)	C (50)	A (100)				
I-I-rie								
<bridge structure<="" td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></bridge>								
	Entire	Main Beam	Deck Slab	Diaphram Cross Resm		Bridge Region	Cuk	istricture
		Main Beam Arch Rib	Deck Slab Spandrel C (43)	Diaphram Cross Beam		Bridge Bearing	Sub A1	structure A (100)
<bridge structure<="" td=""><td>Entire Superstructure C (43)</td><td>Arch Rib</td><td>Spandrel C (43)</td><td>Cross Beam</td><td></td><td></td><td>-</td><td>A (100)</td></bridge>	Entire Superstructure C (43)	Arch Rib	Spandrel C (43)	Cross Beam			-	A (100)
A1 - P1 P1 - A2 Repair costs (Unit:	Entire Superstructure C (43) A (86)	Arch Rib	Spandrel	Cross Beam			_A1	
A1 - P1 P1 - A2 Repair costs (Unit: <bridge>&gt; A1 - P1</bridge>	Entire Superstructure C (43) A (86)  Thousands LKR) Entire Bridge 501.9	Arch Rib  Bridge Surface 5.2	Spandrel C (43) A (86)  Bridge Structure 496.7	Cross Beam			P1	A (100) A (100)
A1 - P1 P1 - A2 Repair costs (Unit: <bridge>&gt; A1 - P1 P1 - A2</bridge>	Entire Superstructure C (43) A (86)  Thousands LKR) Entire Bridge	Arch Rib	Spandrel C (43) A (86)  Bridge Structure	Cross Beam			P1	A (100) A (100)
A1 - P1 P1 - A2 Repair costs (Unit: <bridge>&gt; A1 - P1</bridge>	Entire Superstructure C (43) A (86)  Thousands LKR) Entire Bridge 501.9	Arch Rib  Bridge Surface 5.2	Spandrel C (43) A (86)  Bridge Structure 496.7	Cross Beam			P1	A (100) A (100)
A1 - P1 P1 - A2 Repair costs (Unit: <bridge>&gt; A1 - P1 P1 - A2</bridge>	Entire Superstructure C (43) A (86)  Thousands LKR) Entire Bridge 501.9 87.8 589.7	Bridge Surface 5.2 5.2 10.4	Spandrel C (43) A (86)  Bridge Structure 496.7 82.6 579.3	Cross Beam			P1	A (100) A (100)
A1 - P1 P1 - A2 Repair costs (Unit: <bridge>&gt; A1 - P1 P1 - A2 Total</bridge>	Entire Superstructure C (43) A (86)  Thousands LKR) Entire Bridge 501.9 87.8 589.7	Bridge Surface 5.2 5.2 10.4  Expansion Joint	Spandrel C (43) A (86)  Bridge Structure 496.7 82.6 579.3  Accessories	Cross Beam			P1	A (100) A (100)
A1 - P1 P1 - A2 Repair costs (Unit: <bridge>&gt; A1 - P1 P1 - A2 Total  <shridge surface=""> A1 - P1</shridge></bridge>	Entire Superstructure C (43) A (86)  Thousands LKR) Entire Bridge 501.9 87.8 589.7  Pavement 0.0	Bridge Surface 5.2 5.2 10.4  Expansion Joint 0.0	Spandrel C (43) A (86)  Bridge Structure 496.7 82.6 579.3  Accessories 5,2	Approaches 0.0			P1	A (100) A (100)
A1 - P1 P1 - A2 Repair costs (Unit: <bridge>&gt; A1 - P1 P1 - A2 Total</bridge>	Entire Superstructure C (43) A (86)  Thousands LKR) Entire Bridge 501.9 87.8 589.7	Bridge Surface 5.2 5.2 10.4  Expansion Joint 0.0 0.0	Spandrel C (43) A (86)  Bridge Structure 496.7 82.6 579.3  Accessories 5.2 5.2	Cross Beam			P1	A (100) A (100)
A1 - P1 P1 - A2  Repair costs (Unit: <bridge>&gt; A1 - P1 P1 - A2 Total  <spridge surface=""> A1 - P1 P1 - A2 Total</spridge></bridge>	Entire Superstructure C (43) A (86)  Thousands LKR) Entire Bridge 501.9 87.8 589.7  Pavement 0.0 0.0	Bridge Surface 5.2 5.2 10.4  Expansion Joint 0.0	Spandrel C (43) A (86)  Bridge Structure 496.7 82.6 579.3  Accessories 5,2	Approaches 0.0 0.0			P1	A (100) A (100)
A1 - P1 P1 - A2  Repair costs (Unit: <bridge>&gt; A1 - P1 P1 - A2 Total  <spridge surface=""> A1 - P1 P1 - A2 Total</spridge></bridge>	Entire Superstructure C (43) A (86)  Thousands LKR) Entire Bridge 501.9 87.8 589.7  Pavement 0.0 0.0	Bridge Surface 5.2 5.2 10.4  Expansion Joint 0.0 0.0	Spandrel C (43) A (86)  Bridge Structure 496.7 82.6 579.3  Accessories 5,2 5,2 10.4	Approaches 0.0 0.0			P1	A (100) A (100)
A1 - P1 P1 - A2  Repair costs (Unit: <bridge>&gt; A1 - P1 P1 - A2 Total  SeBridge Surface&gt; A1 - P1 P1 - A2 Total  SeBridge Surface&gt; A1 - P1 P1 - A2 Total</bridge>	Entire Superstructure C (43) A (86)  Thousands LKR) Entire Bridge 501.9 87.8 589.7  Pavement 0.0 0.0 0.0	Bridge Surface 5.2 5.2 10.4  Expansion Joint 0.0 0.0	Spandrel C (43) A (86)  Bridge Structure 496.7 82.6 579.3  Accessories 5.2 5.2 10.4  Deck Slab Spandrel	Approaches 0.0 0.0			A1 P1 A2	A (100) A (100) A (92)
A1 - P1 P1 - A2  Repair costs (Unit: <bridge>&gt; A1 - P1 P1 - A2 Total  <sbridge surface=""> A1 - P1 P1 - A2 Total  <sbridge surface=""> A1 - P1 P1 - A2 Total</sbridge></sbridge></bridge>	Entire Superstructure C (43) A (86)  Thousands LKR) Entire Bridge 501.9 87.8 589.7  Pavement 0.0 0.0 0.0  Entire Superstructure 496.7	Bridge Surface 5.2 5.2 10.4  Expansion Joint 0.0 0.0  Main Beam Arch Rib	Spandrel C (43) A (86)  Bridge Structure 496.7 82.6 579.3  Accessories 5,2 5,2 10.4  Deck Slab Spandrel 496.7	Approaches 0.0 0.0 0.0 Diaphram Cross Beam			A1 P1 A2 Sub	A (100) A (100) A (92)
A1 - P1 P1 - A2  Repair costs (Unit: <bridge>&gt; A1 - P1 P1 - A2 Total  <sbridge surface=""> A1 - P1 P1 - A2 Total  <sbridge -="" a1="" a2="" p1="" structure="" td="" total<=""><td>Entire Superstructure C (43) A (86)  Thousands LKR) Entire Bridge 501.9 87.8 589.7  Pavement 0.0 0.0 0.0  Entirer Superstructure 496.7 75.8</td><td>Bridge Surface 5.2 5.2 10.4  Expansion Joint 0.0 0.0  Main Beam Arch Rib</td><td>  Spandrel   C (43)   A (86)     A (86)     A (86)     A (86)     A (86)     A (86)     A (86)   A (86</td><td>Approaches 0.0 0.0 Diaphram Cross Beam</td><td></td><td>Bridge Bearing</td><td>A1 P1 A2 Sub A1 P1</td><td>A (100) A (100) A (92)  A (92)</td></sbridge></sbridge></bridge>	Entire Superstructure C (43) A (86)  Thousands LKR) Entire Bridge 501.9 87.8 589.7  Pavement 0.0 0.0 0.0  Entirer Superstructure 496.7 75.8	Bridge Surface 5.2 5.2 10.4  Expansion Joint 0.0 0.0  Main Beam Arch Rib	Spandrel   C (43)   A (86)     A (86)     A (86)     A (86)     A (86)     A (86)     A (86)   A (86	Approaches 0.0 0.0 Diaphram Cross Beam		Bridge Bearing	A1 P1 A2 Sub A1 P1	A (100) A (100) A (92)  A (92)
A1 - P1 P1 - A2  Repair costs (Unit: <bridge>&gt; A1 - P1 P1 - A2 Total  <sbridge surface=""> A1 - P1 P1 - A2 Total  <sbridge surface=""> A1 - P1 P1 - A2 Total</sbridge></sbridge></bridge>	Entire Superstructure C (43) A (86)  Thousands LKR) Entire Bridge 501.9 87.8 589.7  Pavement 0.0 0.0 0.0  Entire Superstructure 496.7	Bridge Surface 5.2 5.2 10.4  Expansion Joint 0.0 0.0  Main Beam Arch Rib	Spandrel C (43) A (86)  Bridge Structure 496.7 82.6 579.3  Accessories 5,2 5,2 10.4  Deck Slab Spandrel 496.7	Approaches 0.0 0.0 0.0 Diaphram Cross Beam		Bridge Bearing	A1 P1 A2 Sub	A (100) A (100) A (92)

Bridge No.	; B	156					Name o	f Road		Hiniduma -	Opatha - F	itabedde	ira	
	: 2	2 / 1 in Km					Name o	f Bridge						
	: N	ot Separated					Widene	d	2;	Not Widene	d			
Cone Number	5 1						Data of	lara a stan		2016/08/30				
Span Number	-	1 - P1				_	_	Inspection		Close Visua	l Inopostic	in.		_
Span Name	: A	1				_	_	of Inspec		Ambepitiya	ii inspeciio	811		
							Name o	f Inspecto	r :	Artibepitiya				
<pavement>&gt;</pavement>	_	Soundn	ess Grade	e: A		Healthin xtent of E		100	_			_		_
:Damage Type>		<a></a>	<b></b>	<c></c>	<d>=</d>	<e></e>	Jamage <Σ>	<rem< td=""><td>narks&gt;</td><td></td><td></td><td>-</td><td></td><td></td></rem<>	narks>			-		
othole		9	I -6	0	14.	0	9	2.40	3,7,50					
Crack		9	- 2	0		0	9							
Rutting		9	140	0	· 4	0	9							
Vaving	_	9		0		0	9							
Daman Times		<11>	<21>	<31>	<12>	Local <22>	on <32>	<13>	<23>	<33>		Clark	Contra	rad.
Damage Type>		dis	1212	4915	×122	122	-32>	C132	1237	-33×	Left	Start	Center 12	End 13
Crack											Center	21	22	23
Rutting											Right	31	32	33
Waving													structure Pla	
<expansion joint="">&gt;</expansion>		Soundn	ess Grad	e: A		HealthIn		100						
Comment Town			140			xtent of [		.0	coution :					
Damage Type> Damage on Expansion	n loint	<a>&gt;</a>	<b>&gt;</b>	<c></c>	<d>&gt;</d>	<e></e>	<Σ>	<ken< td=""><td>narks&gt;</td><td></td><td></td><td></td><td></td><td></td></ken<>	narks>					
Difference in Levels	Laoun	0		0	-	0	0							
Sincremoc III Ecycla		U		м		Locat								
<damage type=""></damage>		<11>	<21>	<31>	141	14	-	<13>	<23>	<33>		Start	Center	End
Damage on Expansion	1 Joint				-	-	-				Left	11		13
Difference in Levels					- 3	- (-	191			-	Center	21		23
											Right	31		33
												Supers	tructure Pla	n Marking
< <accessories>&gt;</accessories>		Sounda	ess Grade	e: C		HealthIn	dov-	50						
**/10003301103**		Soundi	oss Orau	, 0		xtent of [		90						
Damage Type>		<a>&gt;</a>	<b></b>	<c></c>	<d></d>	<e>&gt;</e>	<Σ>	<rem< td=""><td>narks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	narks>					
Damage on Drainage	1-	0		- 1	- 8 -	100	100							
Damages on Service I		0			- 2	0	0							
	Parape	t 100	-	1.0	18	0	100							
			-04-	- SMAL	210	Locat		-17-	-00-	-02-		0	06.00	. p. u
Damages on Railing /			<21>	<31>	<12>	<22>	<32>	<13>	<23>	<33>	Left	Start	Center	End 13
Damages on Railing /		<11>						_			reit	77	12	10
Damages on Railing /		<11>		•	-		_	_			Center	21	22	23

Route No.	4	B156						Name o	of Road	1	Hiniduma -	Opatha - F	Pitabedde	а	
Bridge No.	;	22/1 in	Km					_	of Bridge	7		700000			_
Separation	*	Not Sepa						Widene		- 25	Not Widene	d			
7								-							
Span Number	- 1	1					_	-	Inspection		2016/08/30				
Span Name	3	A1 - P1						_	of Inspect	_	Close Visua	I Inspection	on		_
								Name o	of Inspecto	1	Ambepitiya				_
<approaches>&gt;</approaches>			Soundn	ess Grade	: A		Healthin		100						
Damage Type>			<a>&gt;</a>	<b></b>	<c></c>	<d>E</d>	xtent of C	Damage <Σ>	<rem< td=""><td>arkes</td><td></td><td></td><td></td><td></td><td></td></rem<>	arkes					
ettlement of Surface	ė		3	-		-	0	3	SIVEIII	alva-					
pproach Bank / Riv		ink	3		16.		0	3							
Dameas Times			and the	-71-	×34+		Locat	7.4	p4 0x	<23>	A30-		Ct- 1		ru a
Damage Type> ettlement of Surface	e		<11>	<21>	<31>		-	-	<13>	~2.5>	<33>	Left	Start 11		End 13
pproach Bank / Riv		ink				7-0	7.7	0-1				Center	21		23
												Right	31	ructure Pla	33
<others(bridge sur<="" th=""><th>facal</th><th></th><th>Soundn</th><th>ess Grade</th><th>e: A</th><th></th><th>Healthin</th><th>day</th><th>100</th><th></th><th></th><th></th><th></th><th></th><th></th></others(bridge>	facal		Soundn	ess Grade	e: A		Healthin	day	100						
	race)-		Soundin	288 61206	, n	E	xtent of D	Damage							
Damage Type>			<a></a>	<b>&gt;</b>	<c></c>	<d></d>	<e></e>	<Σ>	<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	arks>					
mers			U		÷		Locat	- 170							
Damage Type>			<11>	<21>	<31>	<12>	<22>	<32>	<13>	<23>	<33>		Start	Center	End
thers												Left	11	12	13
												Center		22	23
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Left   11   12   12   13   13   13   13   13	Span Number : 1	Separation   Not Separated   Widened   Not Widened   Not Widened   Separation   Not Widened   Separation   Not Separated   Widened   Not Widened   Separated   Separated   Separated   Not Widened   Separated								Name o	f Road		Hiniduma -	Opatha -	Pitabedde	ra	
Separation   Not Separated   Widened   Not Widened   Separated   Widened   Not Widened   Separated   Separated   Widened   Separated   S	Date of Inspection	Separation   Not Separated   Widened   Not Widened   Not Widened   Separated   Separated	Separation	22/1	in Km					Name o	f Bridge	- 1					
Method of Inspection : Close Visual Inspection   Name of Inspector : Ambepitlya	Method of Inspection   Close Visual Inspection   Name of Inspector   Ambeptitya   Soundness Grade:   C   HealthIndex:   43   Extent of Damage   Name of Inspector   Extent of Damage   Name of Inspector   N	Span Name   A1 - P1		Not Se	eparated				=3	C		÷	Not Widene	ed			
Method of Inspection : Close Visual Inspection   Name of Inspector : Ambepitlya	Method of Inspection : Close Visual Inspection   Name of Inspector : Ambeptitya   Method of Inspector : Method of Inspector : Ambeptitya   Method of Inspector : Me	Span Name   A1 - P1	Cone Number	4						Date of	Incensia		2016/00/20				
Name of Inspector : Ambepitiya   Soundness Grade: C   HealthIndex: 43   Extent of Damage   Spall / Dela / Ex-Rebar   S	Name of Inspector : Ambepitiya   Soundness Grade: C	Name of Inspector : Ambeptitya			1					1000			0.0000000000000000000000000000000000000		on		
Soundness Grade   C	Soundness Grade:   C   HealthIndex:   43     Extent of Damage	Commage Type	Opan Isania	- Mar					_	-	- 4.0. O. S						
Extent of Damage   Spail / Dela / Ex-Rebar   Spail / Dela / Ex-Rebar	Extent of Damage   Sex   Sex	Extent of Damage   Chamage   Chama															
CDamage Type	Age Type   Soundness Grade: A   HealthIndex:   100	Clamage Type	<li>Deck Slab&gt;&gt;</li>		Soundne	ess Grade	: C		Service Services	_	43						
Crack   5   0   0   4   0   9   Taken from Spall/Dela/Ex-Rebar   Location   Location   Capanage Type   Capa	Start   Center   End	Crack   5						<d>&gt;</d>	<e>&gt;</e>	<Σ>	<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	arks>					
Location   Commage Type   Commage	Location   Location   Location   Location   Location   Left	Damage Type   < 11   < 21   < 31   < 12   < 22   < 32   < 32   < 33   < 33   < 33									Takes	from Co	all/Dala/Ev E	Pahar			
Spall / Dela / Ex-Rebar	Age Type	CDamage Type>         <11> <21> <21> <31> <12 < <22 < <32 < <32 < <32 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <33 < <3	UIAUN		3	u	U	4			raken	HOIH OF	on/Dela/EX-h	rendi			
Center   Right   31   32     32     32     33   32     33   32     33   32     33   32     33   32     33   32     33   33     33   33       33	Center Right   Righ	Center Right   Ce	<damage type=""></damage>		<11>		<31>		<22>		<13>	<23>	<33>		F.		_
Right   31   32	Right   31   32   33	Right   31   32				_							_				
Superstructure   Supe	Soundness Grade: A   HealthIndex: 100   Extent of Damage	Superstructure   Plan	Ur JUN					-					_		_	-	
Extent of Damage   Section   Spain	Extent of Damage	Extent of Damage   CDamage   CDAM													_		
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CDamage Type>         ⟨a> ⟨b> ⟨c> ⟨d> ⟨e> ⟨E> ⟨E> ⟨E> ⟨Emarks>           Others         0 0 0 0           Location           CDamage Type>         <11> <21> <31> <12> <22> <32> <32> <13> <23> <33>         Start Cent           Left 11 12         12 22         Right 31 32         Superstructure           <	Sage Type   Sa	Clamage Type	< <others(superstructur< td=""><td>e)&gt;&gt;</td><td>Soundne</td><td>ess Grade</td><td>: A</td><td></td><td>HealthIn</td><td>dex:</td><td>100</td><td></td><td></td><td></td><td></td><td></td><td></td></others(superstructur<>	e)>>	Soundne	ess Grade	: A		HealthIn	dex:	100						
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Coation   Coa	Location   Start   Center   End	Color   Col					<c></c>				<rema< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td>_</td></rema<>	arks>					_
Left   11   12   Center   21   22   Right   31   32   Superstructure   A	Left   11   12   13   13   13   14   15   15   15   15   15   15   15	Left   11   12   Center   21   22   Right   31   32					100	-	-	-		74.5			-		1
Center   21   22   Right   31   32	Center   21   22   23     23   33	Center   21   22     Right   31   32			<11>	<21>	<31>	<12>	<22>	<32>	<13>	<23>	<33>	14.2			
Right   31   32	Right   31   32   33     Superstructure Plan Mark   Superstructure Plan Mark	Right   31   32	Jiners														
CDamage Type> <a> <b> <c> <d> <e> &lt;Σ&gt; <remarks>           Scour         1 - 0 - 0 1           Spall / Dela / Ex-Rebar         9 0 0 0 0 9</remarks></e></d></c></b></a>	nage Type>	Commage Type>         ≤a>         ⟨b>         ⟨c>         ⟨d>         ⟨e>         ⟨∑e>         ⟨Remarks>           Scour         1         -         0         -         0         1           Spall / Dela / Ex-Rebar         9         0         0         0         9           Crack         9         0         0         0         9           Location <damage type="">         &lt;11&gt;         &lt;21&gt;         &lt;31&gt;         &lt;12&gt;         &lt;22&gt;         &lt;32&gt;         &lt;13&gt;         &lt;23&gt;         &lt;33&gt;         Left         Center</damage>	<substructure: a1="">&gt;</substructure:>		Soundri	ess Grade	: A				100	760					
Spall / Dela / Ex-Rebar 9 0 0 0 0 9	/ Dela / Ex-Rebar 9 0 0 0 0 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Spall / Dela / Ex-Rebar         9         0         0         0         9           Crack         9         0         0         0         9           Location <damage type="">         &lt;11&gt;         &lt;21&gt;         &lt;31&gt;         &lt;12&gt;         &lt;22&gt;         &lt;32&gt;         &lt;13&gt;         &lt;23&gt;         &lt;33&gt;         Left         Center</damage>						<d>&gt;</d>	<e></e>	<Σ>	<rema< th=""><th>arks&gt;</th><th></th><th></th><th></th><th></th><th></th></rema<>	arks>					
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Fack Lower   31   32	Lower   31   32   33	[Substructure Front															_

Route No.		B156						Name o	f Road	2	Hiniduma -	Opatha - Pit	abedde	ra	
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		5.									GC SULVE Y				
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Span Name	3.	A1 - P1							of Inspecto		Ambepitiya				_
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amage Type>			<11>	<21>	<31>	<12>	Locatio	on <32>	<13>	<23>	<33>	_	Left	Center	Righ
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		B156						Name o	f Road	ž.	Hiniduma - 0	Opatha - I	Pitabedde	era	
Bridge No.		22/1 in	Km					Name o	f Bridge	- 13					
Separation		Not Sepa	arated					Widene		- 2	Not Widened	i			
-															
Span Number	:	2						Date of	Inspection		2016/08/30				
Span Name	30	P1 - A2	-					Method	of Inspecti	on :	Close Visual	Inspection	on		
								Name o	f Inspector	ी पुरा	Ambepitiya				
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Pothole			9	- U	0	12	0	9							
Crack			9	_8 -	0	- 50	0	9							
Rutting			9		0		0	9							
Waving			,9		U		Locat								
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Pothole												Left	11	12	13
Crack												Center		22	23
Rutting												Right	31	32	33
Waving													LSuper	structure Pla	an Markir
< <expansion joint=""></expansion>	>		Soundne	ess Grade:	Α		HealthIn	dex:	100						
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Damage on Expans		nt	0	81	-	(-)	0	0							
Difference in Levels			0		0	-	0	0							
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Damage on Expans Difference in Levels < <accessories>&gt;</accessories>		nt	Soundn	ess Grade:	С	Ē	Healthin	dex:	50		<33>	Center	11 21 31		13 23 33
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Damage on Expans Difference in Levels <accessories>&gt;  Damage Type&gt; Damage on Drainag Damages on Servic Damages on Railing</accessories>	ge e Duct g / Pan	apet	Soundn <a>&gt; 0 0 100</a>	ess Grade:	C <c></c>		HealthInf  (xtent of I <e> 100 0 Local</e>	dex: Damage <Σ> 100 0 100 ion	50 <rema< td=""><td>arks&gt;</td><td></td><td>Center</td><td>11 21 31 [Supers</td><td>etructure Pla</td><td>13 23 33 an Markin</td></rema<>	arks>		Center	11 21 31 [Supers	etructure Pla	13 23 33 an Markin

Route No. : B156						Name o	f Road	- 1	Hiniduma -	Opatha - F	Pitabeddera
Bridge No. 22/1 in	Km					Name o		- 5	120-120-120-120-120-120-120-120-120-120-		
Separation : Not Sep						Widene			Not Widene	d	
					_						
Span Number : 2						Date of	Inspection	2	2016/08/30		
Span Name : P1 - A2						Method	of Inspect	tion :	Close Visua	al Inspectio	n
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<approaches>&gt;</approaches>	Soundo	ess Grade	: A		HealthInd	day	100				
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Damage Type>	<a>&gt;</a>	<b></b>	<c></c>	<d></d>	<6>	<Σ>	<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td></rem<>	arks>			
Settlement of Surface Approach Bank / River Bank	3			*	0	3					
pproduit bank / Niver bank					Locati						
Damage Type>	<11>	<21>	<31>	-8	3		<13>	<23>	<33>	470	Start End
Settlement of Surface Approach Bank / River Bank		-		- 14		-				Left	11 13
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<others(bridge surface)="">&gt;</others(bridge>	Soundne	ess Grade	: A		HealthInd	dex:	100				
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Damage Type> Others	<a>&gt;</a>	<b>&gt;</b>	<c></c>	<d>&gt;</d>	<e></e>	<Σ>	<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td></rem<>	arks>			
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Damage Type>	<11>	<21>	<31>	<12>	<22>	<32>	<13>	<23>	<33>	474	Start Center End
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Route No. :	B156						Name o	f Road	- 1	Hiniduma -	Opatha - P	itabedde	ra	
	22/1 in	Km						of Bridge	- :					
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Span Number :	2						Date of	Inspection	1. 5	2016/08/30				
Span Name :	P1 - A2						Method	of Inspec	tion :	Close Visua	I Inspectio	n		
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<deck slab="">&gt;</deck>		Soundo	ess Grade	e: A		Healthin	dex:	86						
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Damage Type>		<a>&gt;</a>	<b>&gt;</b>	<c></c>	<d>&gt;</d>	<e></e>	<Σ>	<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	arks>					
Spall / Dela / Ex-Rebar Crack		8	0	0	1	0	9	Taker	from Sp	all/Dela/Ex-R	ebar			
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Damage Type>		<11>	<21>	<31>	<12>	<22>	<32>	<13>	<23>	<33>	1.4	Start	Center	End
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Damage Type>		<a>&gt;</a>	<	<c></c>	<d>&gt;</d>	<e></e>	<Σ>	<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	arks>					
Amela.		U			Ĺ	Local	_							
:Damage Type>		<11>	<21>	<31>	<12>	<22>	<32>	<13>	<23>	<33>		Start	Center	End
Others											Left	11	12	13
<substructure: p1="">&gt;</substructure:>		Soundn	ann Cand	e: A										
		Soundi	ess Graui		E	Healthin		100						
Damage Type>		<a>&gt;</a>	    	<c></c>	<d>E</d>	HealthIn xtent of I <e></e>			narks>				-	
Scour		<a>&gt;</a>	<b><b-< td=""><td><c></c></td><td><d>&gt;</d></td><td>xtent of t <e></e></td><td>Damage &lt;Σ&gt; 1</td><td></td><td>narks&gt;</td><td></td><td></td><td></td><td></td><td></td></b-<></b>	<c></c>	<d>&gt;</d>	xtent of t <e></e>	Damage <Σ> 1		narks>					
Scour Spall / Dela / Ex-Rebar		<a>&gt; 1 9</a>	<b><b>-</b></b>	<c> 0 0</c>	<d>&gt;</d>	xtent of I <e> 0</e>	Damage <Σ> 1 9		narks>					
Scour Spall / Dela / Ex-Rebar		<a>&gt;</a>	<b><b-< td=""><td><c></c></td><td><d>&gt;</d></td><td>xtent of t <e></e></td><td>Damage &lt;Σ&gt; 1 9</td><td></td><td>narks&gt;</td><td></td><td></td><td></td><td></td><td></td></b-<></b>	<c></c>	<d>&gt;</d>	xtent of t <e></e>	Damage <Σ> 1 9		narks>					
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Scour  Spall / Dela / Ex-Rebar  Crack  Damage Type>  Scour		<a>&gt; 1 9 9 9</a>	 0 0	<c> 0 0 0</c>	- d> 0 0	<pre>cxtent of I   <e>     0     0     Local</e></pre>	Damage <Σ> 1 9 9	<rem< td=""><td></td><td>&lt;33&gt;</td><td>Upper</td><td>11</td><td>12</td><td>13</td></rem<>		<33>	Upper	11	12	13
<damage type=""> Scour Spall / Dela / Ex-Rebar Crack <damage type=""> Scour Spall / Dela / Ex-Rebar Crack Track   <p< td=""><td></td><td><a>&gt; 1 9 9 9</a></td><td> 0 0</td><td><c> 0 0 0</c></td><td>- d&gt; 0 0</td><td><pre>cxtent of I   <e>     0     0     Local</e></pre></td><td>Damage &lt;Σ&gt; 1 9 9</td><td><rem< td=""><td></td><td>&lt;33&gt;</td><td>Upper Middle Lower</td><td></td><td>_</td><td>Right 13 23 33</td></rem<></td></p<></damage></damage>		<a>&gt; 1 9 9 9</a>	 0 0	<c> 0 0 0</c>	- d> 0 0	<pre>cxtent of I   <e>     0     0     Local</e></pre>	Damage <Σ> 1 9 9	<rem< td=""><td></td><td>&lt;33&gt;</td><td>Upper Middle Lower</td><td></td><td>_</td><td>Right 13 23 33</td></rem<>		<33>	Upper Middle Lower		_	Right 13 23 33

Upper   Middle   Lower   Middle   Location   Location   Location   Location   Location   Location   Lower   Middle   Middle   Middle   Lower   Middle   Middle	Pridas No : 22/11						Name o	f Road	- 3	Hiniduma - C	patha - P	itabedde	ra	
Date of Inspection   2016/08/30   Span Name   P1 - A2   Method of Inspection   Close Visual Inspection   Close Visual Inspection   Name of Inspector   Ambeptilya	bridge No ZETTI	n Km					Name o	f Bridge	- 1					
Span Name   P1 - A2   Method of Inspection   Close Visual Inspection   Name of Inspector   Ambeptilya	Separation : Not Se	parated					Widene	d	Ţ	Not Widened	6			
Span Name   P1 - A2   Method of Inspection   Close Visual Inspection   Name of Inspector   Ambepiliya	Cons Number : 2						Data of	Innantion	Y	2018/09/20				
Name of Inspector   Ambeptitya	2 Francisco	,				_	100	4 7 7 8		112911111111	Ingnection	n		_
Colliers   Colliers	Spair Ivanie . 111 - 14	5				_	_				порессо	11		_
Extent of Damage   Type   Say   Sa														
Damage Type>	<others(substructure): p1="">&gt;</others(substructure):>	Soundne	ess Grade	: A				100						
Damage Type>	Damage Type>	<3>	<b>&gt;</b>	<c></c>		<6>	<Σ>	<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	arks>					
Damage Type	Others	0	-	~	>									
Upper   11   12   13   13   12   13   13   12   13   13	Damage Type>	<11>	<21>	<31>	<12>		2-3-5	<13>	<23>	<33>		Left	Center	Right
Company   Comp					-/							11	1	13
Substructure: A2>>   Soundness Grade:   A   HealthIndex:   92														23
Soundness Grade   A											Lower			
Extent of Damage Type												Lauran		1,10,000
Extent of Damage Type   Sa		12.7.6					X.,							
Damage Type>         ≤a> ⟨b> ⟨c> ⟨d⟩ ⟨e> ⟨E> ⟨E> ⟨Remarks>           icour         1 - 0 - 0 1           ipall / Dela / Ex-Rebar         8 0 1 0 0 9           irack         8 0 1 0 0 9           Location           Damage Type>         <11> ⟨21> ⟨31> ⟨32> ⟨32> ⟨32> ⟨32> ⟨33>            icour         Upper 11 12 12 13           icour         Middle 21 22 23           icour         Middle 21 22 23           icour         Substructure Front Mark           icour         In the part of Damage Color of Damage	<substructure: a2="">&gt;</substructure:>	Soundne	ss Grade	: A		CONTRACTOR	the same of the same of	92						
Spall   Dela   Ex-Rebar   8	Damage Type>	<a>&gt;</a>	<b></b>	<c></c>				<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	arks>					
Taken from Spall/Dela/Ex-Rebar   Location   Location														
Location   Location			_					Takan	from Sr	all/Dala/Ev.Da	har			
Damage Type   <11   <21   <31   <12   <22   <32   <33   <13   <23   <33       Left   Center   Rig   Cour     Center   Rig	idur.	.0	U		U			Taken	nom op	all/Dela/EX-IXE	Dai			
Spall / Dela / Ex-Rebar   Middle   21   22   23   23   24   25   25   25   25   25   25   25	Damage Type>	<11>	<21>	<31>	<12>	The straight to		<13>	<23>	<33>		Left	Center	Right
Content   Cont							_			_				13
Substructure   Soundness Grade: A   HealthIndex: 100   Extent of Damage   Soundness Grade: A   Soundness Grade: A   HealthIndex: 100   Extent of Damage   Soundness Grade: A   Soundness Grade: A   HealthIndex: 100   Extent of Damage   Soundness Grade: A   Soundness Grade: A   HealthIndex: 100   Extent of Damage   Soundness Grade: A   HealthIndex: 100   Soundness Grade: A							÷			_				
Extent of Damage	<others(substructure): a2="">&gt;</others(substructure):>	Soundne	ess Grade	: A		HealthInd	dex:	100						
Dithers   0 0 0     Location     Content   Conte					-		lamage							
Location   Commage Type   Commage								<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	arks>					
CDamage Type>         <11> <21> <31> <12> <22> <32> <32> <13> <23> <33>         Left Center Rig         Center Rig           Dthers         Middle 21 22 23         22 23 23         23 23 23         23 23 23         24 22 23 23	Julets	U												
Middle 21 22 23 Lower 31 32 33		<11>	<21>	<31>	<12>			<13>	<23>	<33>	70.00	Left	Center	Right
Lower 31 32 33	Damage Type>													13
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me of Road : Hiniduma - Opatha - Pitabeddera me of Bridge : lened : Not Widened  e of Inspection : 2016/08/30 hod of Inspector : Ambepitiya  Damage : Spall / Dela / Ex-Rebar  < Close View >>  Damage : Crack  < Close View >>
e of Inspection : 2016/08/30  chod of Inspection : Close Visual Inspection  ne of Inspector : Ambepitiya  Damage : Spall / Dela / Ex-Rebar  < Close View >>  Damage : Crack
hod of Inspection : Close Visual Inspection me of Inspector : Ambepitiya  Damage : Spall / Dela / Ex-Rebar  < Close View >>  Damage : Crack
hod of Inspection : Close Visual Inspection me of Inspector : Ambepitiya  Damage : Spall / Dela / Ex-Rebar  < Close View >>  Damage : Crack
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Damage :
Damage :  << Close View >>

# 1.5 Truss Bridge

## 1) Record

			TRUSS BRIDG
	Inspection Work She	et (Bridge Surface 1/2)	
Route No. : 8)08		Bridge No 1 / 2	
Separation :		Widened :	
Name of Bridge			
		Date of Inspection : 24/04/2016	
Span No. : 1			tant Indirect
Span Name : Al- A2		Name of Inspector . Mr. Duminde	
✓ Pavement			
☑ Pothole		✓ Crack	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e></e></d></c></b></a>	Σ <distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
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Center	Remarks	Center 🗵 🗵 🗷	Remarks
Right		Right 🛛 🕽 🗗	
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
✓ Rutting		✓ Waving	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <b> <c> <d> <e> </e></d></c></b></d></c></b></a>	Σ <distant view=""></distant>	<a> <b> <b> <b> <b> <b> <b> <b> <b> <b> <b< td=""><td><distant view=""></distant></td></b<></b></b></b></b></b></b></b></b></b></a>	<distant view=""></distant>
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Left 🔲 🗎 🗎		Left 🔲 🗎 🗀	
Center 🔲 🗓	Remarks	Center 🔲 🔲	Remarks
Right 🔲 🖂	T (Service)	Right	ricinario
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
1			
☑ Expansion Joint			
✓ Damage on Expansion joint		☑ Difference in Levels	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e></e></d></c></b></a>	Σ <distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
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[Superstructure Plane Marking]		[Superstructure Plane Marking]	
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Damage on Drainage			
		Damages on Service Duct	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> &lt; <c> <d><a> <b> <b> <c> <d><d><e> Σ</e></d></d></c></b></b></a></d></c></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant td="" view<=""></distant>
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Left	Remarks	Left	Remarks
Damages on Railing / Parapet		0.12 Martin W. M. M. W. W.	
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
Location Start Center End	<close view=""></close>		
Left	Remarks		
Z Approaches			
Settlement of Surface		Approach Bank / River Bank	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
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Right Superstructure Plane Marking I		[Superstructure Plane Marking]	
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
Sight Superstructure Plane Marking Superstructure Plane Supe	Photographs <distant view=""></distant>	[Superstructure Plane Marking]	
Others   Extent of Damages   Contact of Damages	and the same of th	[Superstructure Plane Marking]	
Sight   Superstructure Plane Marking    Others    Extent of Damages   <a> <b> <c> <d> <e> Σ   </e></d></c></b></a>	<distant view=""></distant>	[Superstructure Plane Marking]	

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To Close Distartion of Damages  tof Damages  > <d> <e> ∑</e></d>	Photographs <distant <close="" view=""></distant>
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t of Damages  > <d> <e> ∑  &gt; 24</e></d>	<distant <close="" view="" views=""></distant>
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ture Plane Marking ]	
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> <d> <e> Σ</e></d>	Coloration Coloration
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ocation	<close view=""></close>
Center End	
	Remarks
ture Plane Marking )	

✓ Cross Beam			
∠ Corrosion		√ Damage (Rivet / HSFG)	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <b> <c> <d> <e> Σ 0 - 10 - 3 13</e></d></c></b></b></a>	<distant view=""></distant>	<a> <b> <b> <c> <d> <b> <b> <b> <b> <b> <b> <b> <b> <b> <b< td=""><td><distant view=""></distant></td></b<></b></b></b></b></b></b></b></b></b></d></c></b></b></a>	<distant view=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
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Left D D		Left 🔲 🖂	
Center 🔲 🗸	Remarks	Center	Remarks
Right		Right	
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
Others(Superstructure)			
Others  Extent of Damages	Photographs		
<a> <b> <c> <d> <b> <c> <d> <b> &lt;  <c> <d> <b> Σ</b></d></c></b></d></c></b></d></c></b></a>	<pre></pre>		
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Location	<close view=""></close>		
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Center	Remarks		
Right 🔲 🗀			
[Superstructure Plane Marking]			
_			
☑ Bridge Bearing			
✓ Water Leakage from Expansion Joint		Damage on Bridge Bearing	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <math><c> <math><d>  &lt; c&gt; <math><d>  &lt; c&gt;  </d></math> <math><d> &lt; c&gt; <math><d> &lt; c&gt;  </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;  <d> &lt; c&gt;   </d></d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;  <d> &lt; c&gt;   </d></d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;   </d></math> <math><d> &lt; c&gt;  <d> &lt; c&gt;   <d> &lt; c&gt;  <d> &lt; c&gt;  <d> &lt; c&gt;  <d> &lt; c&gt;  <d> &lt; c&gt;  <d> &lt; c&gt;  <d> &lt; c&gt;  <d> &lt; c&gt;  <d> &lt; c&gt;  <d> &lt; c&gt;  <d> &lt; c&gt;  <d> &lt; c&gt;  <d> &lt; c&gt;  <d> &lt; c&gt;  <d> &lt; c&gt;  <d> &lt; c&gt;  <d> &lt; c&gt;  <d> &lt; c&gt;  <d> &lt; c&gt;  <d> &lt; c&gt;  <d> &lt; c&gt;  <d> &lt; c&gt;  <d> &lt; c&gt;  <d> &lt; c&gt;  <d> &lt; c&gt;  <d> <d> &lt; c&gt;  <d> <do <<="" math=""></do></d></d></d></d></d></d></d></d></d></d></d></d></d></d></d></d></d></d></d></d></d></d></d></d></d></d></d></d></d></d></d></d></d></d></math></d></math></d></math></c></math></a>	<distant view=""></distant>	<a> <b> <c> <d> <c> <d> <e> Σ 100</e></d></c></d></c></b></a>	<distant view=""></distant>
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Others(Bridge Bearing)		[Superstructure Plane Marking]	
Others  Others			
Extent of Damages	Photographs		
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		SELVINO DE	TRUSS BRIDG
	spection Work Sh	eet (Substructure 1/1)	
Route No. Blo8		Bridge No. : 1 / 2	
Separation :		Widehed :	
Name of Bridge :		Self-less	
		Date of Inspection : 24/04/2016	
Substructure No. :		Method of Inspection : Close Dist	
Substructure Name : "A1		Name of Inspector .: Mr. Dumin J	9
✓ Substructure			
✓ Scour		✓ Spall / Dela / Ex-Rebar	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
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Left Center Right	- Cloud Violit	Left Center Right	-Close View-
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Middle 🗆 🗆	Remarks	Middle 🖂 🖂	Remarks
Lower 🗆 🗆 🗆	(Vernally)	Lower	Nemarks
[Substructure Front Marking]		[ Substructure Front Marking ]	
☑ Crack		✓ Mud Deposition / Vegetation	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <c> <d> <e> Σ  q  O  O  O  O  Q</e></d></c></d></c></b></a>	<distant view=""></distant>	<a> <b> <b> <b> <b> <b> ≤b&gt; <b> ≤c&gt; <d> <b> ≤c&gt; ≤c&gt; ≤c&gt; ≤c&gt; ≤c&gt; ≤c&gt; ≤c&gt; ≤c&gt; ≤c&gt; ≤c</b></d></b></b></b></b></b></b></a>	<distant view=""></distant>
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Middle 🗆 🗆	Remarks	Middle 🔲 🔲	Remarks
Lower 🔲 🖂	J. C. III E. III.	Lower 🔲 🖂	3 10 11 10 11 10
[Substructure Front Marking]		[Substructure Front Marking]	
☐ Others		200000000011010 monthig 2	
Others			
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
Location	<close view=""></close>		
	Close views		
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Middle	Remarks		
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[Substructure Front Marking]			

19	T. S. S. S. S.		TRUSS BRIDGE
	nspection Work Sh	eet (Substructure 1/1)	
Route No. B108		Bridge No. : 1 / 2	
Separation :		Widehed :	
Name of Bridge :			
		Date of Inspection : 24/04/2016	
Substructure No. : 2		Method of Inspection : Close Dis	tant Indirect
Substructure Name : A2		Name of Inspector : My. Turinda	
		1 1 10 11 24	
✓ Substructure			
☑ Scour		Spall / Dela / Ex-Rebar	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
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	Remarks		Remarks
Lower		Lower	
[Substructure Front Marking]		[Substructure Front Marking]	
☑ Crack		☑ Mud Deposition / Vegetation	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
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Location	<close view=""></close>	Location	<close view=""></close>
Left Center Right		Left Center Right	
Upper		Upper	
Middle 🔲 🔲	Remarks	Middle 🖂 🖂	Remarks
Lower 🔲 🔲	Tiomano	Lower	Nomano
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☐ Others			
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	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
Location	<close view=""></close>		
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Upper 🔲 🔲 🖂			
Middle	Remarks		
Lower 🔲 🔲 🖂			
[Substructure Front Marking]			
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tion work one.	et (Bridge Surface 1/2)  Bridge No. : 1 / 2	
	The state of the s	
	Widehed .	
	Data of languages . Style of Land	
	Name of Inspector : Mr. Duminda	
	☑ Crack	
Photographs		Photographs
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		Photographs
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VOIDSC VIOL		CIUSC VICTI
Control of the Contro		
Remarks	Center	Remarks
	Right	
	☑ Difference in Levels	
Photographs		Photographs
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<close view=""></close>	Location	<close view=""></close>
1251935 Note:		
Domarka	Printer Burning College Colleg	Demaile
Kemarks	pointer point to contract the contract to the	Remarks
	[Superstructure Plane Marking]	
	<pre><distant view=""> <close view="">  Remarks  Photographs <distant view=""> <close view="">  Remarks  Photographs <distant view=""> </distant></close></distant></close></distant></pre>	Date of Inspection : 24 o 4 2016  Method of Inspection : Close Dist.  Name of Inspector : Mr. Dominda    Crack

Insp	pection Work She	et (Bridge Surface 2/2)	TRUSS BRIDG
Accessories			
Damage on Drainage		Damages on Service Duct	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<9> < <p>&lt; <p>&lt; <p>&lt; <p>&lt; <p>&lt; <p>&lt; &lt;</p></p></p></p></p></p>	<distant view=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
Start Center End  Left	Remarks	Start Center End  Left	Remarks
<ul> <li>Damages on Railing / Parapet</li> </ul>			
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
Location Start Center End	<close view=""></close>		
Left	Remarks		
<ul><li>✓I Approaches</li><li>✓ Settlement of Surface</li></ul>		✓ Approach Bank / River Bank	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
Location Start Center End	<close view=""></close>	Location Start Center End	<close view=""></close>
Center	Remarks	Left	Remarks
☐ Others			
☐ Others			
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
Location	<close view=""></close>		
Start Center End	-		
Left D D			
Center	Remarks		
[Superstructure Plane Marking]			
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L	01 1/0	. T 511 01 1511 40	TRUSS BRIDG
	Sneet (Superstruc	cture:Truss Bridge,Steel Bridge 1/2)  Bridge No. : 1 / 2	
10104		Bridge No. : 1 / 2 Widened :	
Separation : Name of Bridge :		widehed :	
Name of Bridge ,		Date of Inspection : 24/04/2016	
Span No. : 1			
			ant Indirect
Span Name : 191-192		Name of Inspector : Mr. Dumin di	<b>&gt;</b>
✓ Main Beam			
☐ Paint Degradation	District	Corrosion	BI
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <c> <d> <c> &lt; <d> <c> &lt; <d> <c> <c> <c> <c> <c> <c> <c> <c> <c> <c< td=""><td><distant view=""></distant></td><td><a> <b> <c> <d> <e> Σ</e></d></c></b></a> <a> 0</a> <a> 0</a> <a> 24</a> <a> 0</a> <a> 24</a> <a> 24</a></td><td><distant view=""></distant></td></c<></c></c></c></c></c></c></c></c></c></d></c></d></c></d></c></d></c></d></c></d></c></d></c></d></c></d></c></d></c></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a> <a> 0</a> <a> 0</a> <a> 24</a> <a> 0</a> <a> 24</a> <a> 24</a>	<distant view=""></distant>
Location Start Center End	<close view=""></close>	Location	<close view=""></close>
Start Center End	-	Start Center End  Left	-
Center	Remarks	CONTROL DE LA CO	Remarks
Right	Nemarks	Center	rtemarks
[Superstructure Plane Marking]			
		[Superstructure Plane Marking]	
☑ Damage (Rivet / HSFG)  Extent of Damages	Obstantant	✓ Mud Deposition / Vegetation	DI 1
	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a> <a> 24</a> <a> 24</a>	<distant view=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
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Left 🔲 🖂		Left	
Center	Remarks	Center	Remarks
Right		Right	
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
Deck Slab			
☑ Damage on Steel / RC Deck Slab	-		
Extent of Damages	Photographs		
<a> <b> <c> <d> <b> <c> <d> <c> <d> <b> <c> <d> <b> <c> <d> <c> <d> <b> <c> <d> <b> <c> <d> <c> <d> <c> <d> <c> <c> <c> <c> <c> <c> <c> <c> <c> <c< td=""><td><distant view=""></distant></td><td></td><td></td></c<></c></c></c></c></c></c></c></c></c></d></c></d></c></d></c></b></d></c></b></d></c></d></c></b></d></c></b></d></c></d></c></b></d></c></b></a>	<distant view=""></distant>		
Location Start Center End	<close view=""></close>		
Location Start Center End Left	<close view=""></close>		
Start Center End  Left			
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Start Center End  Left			
Start Center End  Left			
Start Center End  Left			
Start Center End  Left			
Start Center End  Left			
Start Center End  Left			
Start Center End  Left			
Start Center End  Left			
Start Center End  Left			

✓ Cross Beam			
Corrosion		✓ Damage (Rivet / HSFG)	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <a> <b> <c> <d> <a> <b> ≤c&gt; <d> <a> <a> <a> <a> <a> <a> <a> <a> <a> <a< td=""><td><distant view=""></distant></td><td><a> <b> <c> <c> <d> <b> <c> <d> <c> <c> <c> <d> <c> <c> <c> <c> <c> <c> <c> <c> <c> <c< td=""><td><distant view=""></distant></td></c<></c></c></c></c></c></c></c></c></c></d></c></c></c></d></c></d></c></d></c></d></c></d></c></d></c></d></c></d></c></b></d></c></c></b></a></td></a<></a></a></a></a></a></a></a></a></a></d></b></a></d></c></b></a></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <c> <d> <b> <c> <d> <c> <c> <c> <d> <c> <c> <c> <c> <c> <c> <c> <c> <c> <c< td=""><td><distant view=""></distant></td></c<></c></c></c></c></c></c></c></c></c></d></c></c></c></d></c></d></c></d></c></d></c></d></c></d></c></d></c></d></c></b></d></c></c></b></a>	<distant view=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
Start Center End		Start Center End	
Center	Remarks	Left	Remarks
☐ Others(Superstructure)			
☐ Others			
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
Location Start Center End	<close view=""></close>		
Left	-		
Center	Remarks		
Right			
[Superstructure Plane Marking]			
7 0:1-0			
☑ Bridge Bearing			
✓ Water Leakage from Expansion Joint  Extent of Damages	Photographs	✓ Damage on Bridge Bearing	Dhatasasaha
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	Photographs <pre></pre> <pre><distant view=""></distant></pre>	Extent of Damages <a> <b> <c> <d> <e> Σ</e></d></c></b></a>	Photographs <distant view=""></distant>
30 - 70 - 0 100		100	
Location	<close view=""></close>	Location	<close view=""></close>
Start Center End  Left	_	Start Center End	
Left ☑ ☑ Center ☑ ☑	Remarks	Left  Center	Dimension
Right 🗹	Nemarks	(Antonomia de la contraction d	Remarks
[Superstructure Plane Marking]		[Superstructure Plane Marking]	isible
Others(Bridge Bearing)		Touberstructure Flatte Marking1	
Others  Others			
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
Location	<close view=""></close>		
Start Center End			
Center	Remarks		
Right Superstructure Plane Marking I			
[Superstructure Plane Marking]			

Route No. : \$108	pection Work Sho		
Separation :		Bridge No. : 1 / 2 Widened :	
Name of Bridge :		YTING IGU .	
Maine of Bridge		Date of Inspection : 24/04/2016	
Substructure No. : 1		Method of Inspection : Close Dis	
Substructure Name : A)		Name of Inspector : Mr. Dumin J	
Cubstructure (Value . [1])		Walle of hispector , 1-41. DOMIN &	9
✓ Substructure			
☑ Scour		Spall / Dela / Ex-Rebar	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant td="" view<=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
Left Center Right		Left Center Right	
Upper 🔲 🔲 🖂		Upper	
Middle	Remarks	Middle	Remarks
Lower		Lower	
[Substructure Front Marking]		[Substructure Front Marking]	
ZI Crack		✓ Mud Deposition / Vegetation	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a> < q > 0 0 0 0 9	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant td="" view<=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
Left Center Right		Left Center Right	
Upper		Upper	
Middle	Remarks	Middle	Remarks
Lower 🔲 🔲 🖂		Lower	
[Substructure Front Marking]		[Substructure Front Marking]	
Others			
Others			
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
Location Left Center Right	<close view=""></close>		
Upper	Remarks		
Lower 🔲 🖂 🗀			
[Substructure Front Marking]			

			TRUSS BRIDGE
In	spection Work Sh	eet (Substructure 1/1)	
Route No. : B 108	* Andrew Control Prof	Bridge No. : 1 / 2	
Separation :		Widehed :	
Name of Bridge ;			
		Date of Inspection : 24/04/2016	
Substructure No. : 2			tant Indirect
Substructure Name : A2		Name of Inspector : My. Tuminda	
✓ Substructure			
☑ Scour	Di .	Spall / Dela / Ex-Rebar	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a> <a> 9</a> <a> 0</a> <a> 0</a> <a> 9</a>	<distant view=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
Left Center Right		Left Center Right	
Upper		Upper	
Middle	Remarks	Middle	Remarks
Lower		Lower	
[Substructure Front Marking]		[ Substructure Front Marking ]	
☑ Crack		✓ Mud Deposition / Vegetation	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a> <b <<="" a=""> <b <<="" a=""> <b <<="" a=""> <b <<="" a=""> <b <<="" td=""></b></b></b></b></b>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a> <a> 9 </a> <a> 9 </a>	<distant view=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
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Upper 🔲 🔲		Upper	
Middle	Remarks	Middle 🔲 🔲	Remarks
Lower		Lower	
[Substructure Front Marking]		[Substructure Front Marking]	
Others			
Others	D. (		
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
Location	<close view=""></close>		
Left Center Right	TOIOGO VIOWA		
Upper	-		
Middle	Remarks		
Lower	690.001		
[Substructure Front Marking]			
	-		

1-3	57.1.297.10		TRUSS BRIDG
	ection Work She	et (Bridge Surface 1/2)	
Route No. : 6)08		Bridge No. : 1 / 2	
Separation :		Widened :	
Name of Bridge :			
0		Date of Inspection : 24/04/2016	
Span No. : 1			ant Indirect
Span Name : Al- A2		Name of Inspector : Mr. Duminde	1
✓ Pavement			
✓ Pothole		✓ Crack	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
Start         Center         End           Left	Remarks	Start Center End  Left	Remarks
[Superstructure Plane Marking]		[ Superstructure Plane Marking ]	
		✓ Waving	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a> 9 0 0 9	<distant view=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
Start   Center   End	Remarks	Start   Center   End	Remarks
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
Damage on Expansion joint		☑ Difference in Levels	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<8> <b> <c> <d> <e> Σ 100 0 0 100</e></d></c></b>	<distant view=""></distant>
Location Start Center End	<close view=""></close>	Location Start Center End	<close view=""></close>
Left  Center  Right	Remarks	Left	Remarks
【Superstructure Plane Marking】		[Superstructure Plane Marking]	

Accessories			
Damage on Drainage		Damages on Service Duct	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <b> <b> <b> <b> <b> <b> <b> <b> <b< td=""><td><distant view=""></distant></td><td><a> <b> <c> <d> <e> Σ</e></d></c></b></a></td><td><distant td="" view<=""></distant></td></b<></b></b></b></b></b></b></b></b></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant td="" view<=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
Start Center End  Left	Remarks	Start Center End  Left	Remarks
☐ Damages on Railing / Parapet			
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<pre><distant view=""></distant></pre>		
Location	<close view=""></close>		
Start Center End  Left	Remarks		
[Superstructure Plane Marking]			
✓ Approaches			
✓ Settlement of Surface		☑ Approach Bank / River Bank	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a> 6 0 6	<distant view=""></distant>
Location Start Center End	<close view=""></close>	Location Start Center End	<close view=""></close>
Left  Center  Right  Control C	Remarks	Left	Remarks
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
Others			
Others			
Extent of Damages <a> <b> <c> <d> <e> Σ</e></d></c></b></a>	Photographs <distant view=""></distant>		
Location	<close view=""></close>		
Start Center End			
Center	Remarks		
[Superstructure Plane Marking]			
Right	Remarks		

Route No. : Blo8	Sheet (Superstrue	Bridge No. : 1 / 2	
Separation :		Widened :	
Name of Bridge :		Wilderied .	
Name of Bridge .		Date of Inspection : 24/04/2016	
Span No. : I			tant Indirect
Span Name : AI-A2		Name of Inspector : Mr. Dumin of	
chairmaine . Fil- B Z		Manie of hispector . 1-17 DOWN O	lo.
Main Beam			
✓ Paint Degradation		Corrosion	-
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
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Center 🔲 🔲	Remarks	Center	Remarks
Right 3 0	6310,000	Right 🕢 🗹 🖻	2027
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
Z Damage (Rivet / HSFG)		✓ Mud Deposition / Vegetation	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
24 _ 0 _ 0 24	-islant tion.	0 24 24	- Diotalit VIOW
Location	<close view=""></close>	Location	<close view=""></close>
Start Center End		Start Center End	12.00
Left D D D		Left	
	Danasalas	CONTRACTOR DE LA CONTRA	Remarks
Center	Remarks	Center	
Right	Remarks	Determined comments into the comments of the c	Remarks
and the territory of the second control of t	Remarks	Right	Nemans
Right	Remarks	Determinent Characteristic and C	iventains
Right	Remarks	Right	Nemans
Right	Remarks	Right	Nellans
Right	Photographs	Right	INGITIALINS
Right		Right	INGITIALINS
Right	Photographs	Right	INGITIALING
Right	Photographs	Right	INGITIALINS
Right [Superstructure Plane Marking]  Deck Slab  Damage on Steel / RC Deck Slab  Extent of Damages <a> <b> <c> <d> <e> \sum \sum \cdot \c</e></d></c></b></a>	Photographs <distant view=""></distant>	Right	INGITIALINS
Right	Photographs <distant view=""></distant>	Right	INGITIALING
Right	Photographs <distant view=""></distant>	Right	INGITIALING
Right	Photographs <distant view=""> <close view=""></close></distant>	Right	INGITIALING
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Right	Photographs <distant view=""> <close view=""></close></distant>	Right	INGITIALING
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Right	Photographs <distant view=""> <close view=""></close></distant>	Right	INGITIALING
Right	Photographs <distant view=""> <close view=""></close></distant>	Right	INGILIAINS
Right	Photographs <distant view=""> <close view=""></close></distant>	Right	INGITIALING
Right	Photographs <distant view=""> <close view=""></close></distant>	Right	INGITIALING
Right	Photographs <distant view=""> <close view=""></close></distant>	Right	INGITIALING

✓ Cross Beam			
✓ Corrosion	Distance	✓ Damage (Rivet / HSFG)	D. 1
Extent of Damages <a> <b> <c> <d> <e> Σ</e></d></c></b></a>	Photographs	Extent of Damages	Photographs
0 - 10 - 3 13	<distant view=""></distant>	<a> <b> <c> <d> <c> <d> <e> Σ 13 — 0 — 0 13</e></d></c></d></c></b></a>	<distant view=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
Start Center End  Left Center Right  [Superstructure Plane Marking]	Remarks	Start Center End  Left	Remarks
Others(Superstructure)		[ Superstitution Plane Marking ]	
☐ Others			
Extent of Damages <a> <b> <c> <d> <e> Σ</e></d></c></b></a>	Photographs <distant view=""></distant>		
Location Start Center End	<close view=""></close>		
Left Center CHU  Center CHU  Right CSUPERSTRUCTURE Plane Marking CSUPERSTRUCTURE Plane Pla	Remarks		
☑ Bridge Bearing ☑ Water Leakage from Expansion Joint		✓ Damage on Bridge Bearing	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
Location Location	<close view=""></close>	Location	<close view=""></close>
Start Center End  Left	Remarks	Start Center End  Left   Center   Cente	Remarks
Center ☑	Thomas and		
Center	The manual state of the state o	[Superstructure Plane Marking]	
Center Right Superstructure Plane Marking I Others(Bridge Bearing)			
Center			
Center  Right  Superstructure Plane Marking I	Photographs <distant view=""></distant>		
Center Right Superstructure Plane Marking I  ☐ Others(Bridge Bearing)  ☐ Others  Extent of Damages <a> <b> <c> <d> <e> ∑  Location  Start Center End</e></d></c></b></a>	Photographs		
Center Right Superstructure Plane Marking I  ☐ Others(Bridge Bearing)  ☐ Others  Extent of Damages <a> <b> <c> <d> <e> ∑  Location</e></d></c></b></a>	Photographs <distant view=""></distant>		

Route No. : \$108		Bridge No. : 1 / 2	
Separation :		Widehed:	
Name of Bridge :		the second secon	
		Date of Inspection : 24/04/2016	
Substructure No. : )			tant Indirect
Substructure Name : 1/1		Name of Inspector : Mr . Dumin J	9
✓ Substructure			
✓ Scour		☑ Spall / Dela / Ex-Rebar	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
1 0 0 1		9 - 0 6 0 9	
Location	<close view=""></close>	Location	<close view=""></close>
Left Center Right		Left Center Right	
Upper		Upper	
Middle	Remarks	Middle	Remarks
Lower		Lower	
[Substructure Front Marking]		[Substructure Front Marking]	
Z Crack	Dhatassaha	✓ Mud Deposition / Vegetation	Dhataaaaha
Extent of Damages <a> <b> <c> <d> <e> Σ</e></d></c></b></a>	Photographs <a>  Colored Photographs</a>	Extent of Damages <a> <b> <c> <d> <e> Σ</e></d></c></b></a>	Photographs <distant view=""></distant>
9 0 0 0 9	Distant views	9 0 9	Distant views
Location	<close view=""></close>	Location	<close view=""></close>
Left Center Right		Left Center Right	
Upper	2	Upper	
Middle	Remarks	Middle	Remarks
Lower Substructure Front Marking		Lower	
Others		[ Substructure Front Marking ]	
Others			
Extent of Damages	Photographs		
<a> <b> <c> <d> <b> <c> <d> <e> Σ</e></d></c></b></d></c></b></a>	<distant view=""></distant>		
Location	<close view=""></close>		
Left Center Right			
Upper         □         □           Middle         □         □           Lower         □         □	Remarks		
[Substructure Front Marking]			

			TRUSS BRIDGE
In	spection Work She	eet (Substructure 1/1)	
Route No. : 8108	- Pro	Bridge No. : 1 / 2	
Separation :		Widehed :	
Name of Bridge :			
		Date of Inspection 24/04/2016	
Substructure No. : 2			Distant Indirect
Substructure Name : A2		Name of Inspector : My. Turinda	indirect
Substructione tvalle . HZ		wattle of inspector . My. Manda	
✓ Substructure			
☑ Scour		☑ Spall / Dela / Ex-Rebar	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
1 - 0 - 0 1		9 - 0 0 0 9	Dictant from
Location	<close view=""></close>	Location	<close view=""></close>
Left Center Right		Left Center Right	
Upper	,	Upper	
Middle	Remarks	Middle	Remarks
Lower	0.220.220.230	Lower	1 1011101110
[Substructure Front Marking]		[Substructure Front Marking]	
✓ Crack		✓ Mud Deposition / Vegetation	
Extent of Damages	Dhotographo		Dhatassala
	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a> <a> 9 <a> 9</a></a></a></a></a></a></a></a></a></a></a>	<distant view=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
Left Center Right		Left Center Right	
Upper 🔲 🖂		Upper	
Middle	Remarks	Middle	Remarks
Lower 🔲 🔲	Tomana	Lower 🔲 🔲 🖂	Homano
[Substructure Front Marking]		[Substructure Front Marking]	
☐ Others		[ constitution of the state of	
Others			
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
a b c c	Colstant view>		
Landin	-01 - 15		
Location	<close view=""></close>		
Left Center Right			
Upper	200000		
Middle	Remarks		
Lower			
[Substructure Front Marking]			
1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -			

## 2) Outputs

Route No.	: B108			Name of Road	ő	Dunagaha - Nilpanag	oda	
Bridge No.	: 1/2 in Km			Name of Bridge	ő-			
Separation	: Not Separat	ed		Widened	ø	Not Widened		
				Note of Leavestine		2046/04/24		
				Date of Inspection  Method of Inspection	9	2016/04/24 Close Visual Inspecti	no.	_
				Name of Inspector		Duminda	UII	_
				(varie of mapedior	-	Duymad		
Health Index & So	oundness Grade							
< <bridge>&gt;</bridge>	Entire Bridge	Bridge Surface	Bridge Structure					
A1 - A2	D (0)	D (10)	D (0)	-				
Whole	D (0)	D (10)	D (0)					
< <bridge surface=""></bridge>		Ennemies tains	Accounting	Agentabet				
A1 - A2	Pavement D (20)	Expansion Joint C (50)	Accessories A (100)	Approaches A (100)				
< <bridge structure<="" td=""><td></td><td>Calmatini.</td><td>20.20</td><td></td><td></td><td></td><td></td><td></td></bridge>		Calmatini.	20.20					
	Entire Superstructure	Main Beam Arch Rib	Deck Slab Spandrel	Diaphram Cross Beam		Bridge Bearing	ic.	ubstructure
A1 - A2	D (0)	D (0)	C (50)	C (39)		A (90)	A1	A (100)
							A2	A (99)
Pansis roete /I Isit	:Thousands LKR)							
< <bridge>&gt;</bridge>	L Mousands Livry							
	Entire Bridge	Bridge Surface	Bridge Structure					
A1 - A2	2,116,3	34.6	2,081.7					
Total	2,116.3	34.6	2,081.7	-				
< <bri>dge Surface&gt;</bri>	>>							
	Pavement	Expansion Joint	Accessories	Approaches	_			
A1 - A2	19.4	15.2	0.0	0,0				
Total	19.4	15.2	0.0	0.0	-			
< <bridge structure<="" td=""><td>e&gt;&gt;</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></bridge>	e>>							
2000	Entier	Main Beam	Deck Slab	Diaphram				
	Superstructure	Arch Rib 1,442.9	Spandrel 181.8	Cross Beam 389.9	-	Bridge Bearing 65.4	A1	ubstructure 0.0
A1 - A2 -		13442.3	101.0	909,9	-	00.4		0.0
A1 - A2	2,014.6		181 R	380 0		65.4	A2	1.7
A1 - A2 Total	2,014.6	1,442.9	181.8	389.9		65.4	A2 Total	1.7

Route No.	B108						Name o	Road		Dunagaha	- Nilpanao	oda		
Bridge No.		m					_	f Bridge		3	2101 2003	155-56		
Separation		-					Widene		3	Not Widene	ed			
														_
Span Number	1						Date of	Inspection	1 :	2016/04/24				
Span Name :	- 10 - 10 -						-	of Inspec		Close Visua	al Inspecti	on		
							-	finspecto		Duminda				
<pavement>&gt;</pavement>		Soundne	ess Grade	e: D		HealthIn		20						
:Damage Type>		<8>	<b>&gt;</b>	<c></c>	<d>=</d>	xtent of C	Damage <Σ>	<pon< td=""><td>narks&gt;</td><td></td><td></td><td></td><td></td><td>-</td></pon<>	narks>					-
Pothole		9	-	0	-	0	9	-INCII	idino-					
Crack		0	14	0	100	9	9							
Rutting		9	4	0	14	0	9							
Waving		9		0	7.0	0	9							
Demaga Tuess		4115	-015	-24-	-12	Locat		4125	-775	-225		01-4	0	F-4
<damage type=""> Pothole</damage>		<11>	<21>	<31>	<12>	<22>	<32>	<13>	<23>	<33>	Left	Start	Center 12	End 13
Crack		•	•	•	•	•		•	•	•	Center		22	23
Rutting			-5	- 4	_	_					Right	31	32	33
Waving											.0.1		tructure Pla	
al converse		b-over	100400			VE SAFE	-	60						
< <expansion joint="">&gt;</expansion>		Soundne	ess Grade	: C		Healthin	PLANTAGE PROPERTY.	50						
<damage type=""></damage>		<8>	<b></b>	<c></c>	<d>=</d>	xtent of E	zamage <Σ>	<ren< td=""><td>narks&gt;</td><td></td><td></td><td></td><td>_</td><td></td></ren<>	narks>				_	
Damage on Expansion J	oint	50		14		50	100							
Difference in Levels		100		0	- 9	0	100							
				-		Locat	ion	15	75					350
<damage type=""></damage>	0.63	<11>	<21>	<31>		-	•	<13>	<23>	<33>		Start	Center	End
Damage on Expansion J Difference in Levels	oint			•		-	-	•			Left Center	21		13
Dillicionos III Esveis										_	Right	31		33
											- agin		tructure Pla	
< <accessories>&gt;</accessories>		Soundne	ess Grade	: A		HealthIn		100						
Demonstrate		Luci II	dia	- 240		xtent of D		-D	and in a					
<damage type=""> Damage on Drainage</damage>		<a>&gt;</a>	<0>>	<c></c>	<d>&gt;</d>	<e></e>	<Σ>	<ren< td=""><td>narks&gt;</td><td></td><td></td><td></td><td></td><td></td></ren<>	narks>					
Damages on Service Du	ct	0	- 2	- 2	-	0	0							
		0	-	- 4	- 8	0	0							
Damages on Railing / Pa			1	-	279	Locat	ion			-		- + -		
				-0.4	<12>	<22>		1.40.	<23>	-00-		Start	Contac	Total
Damages on Railing / Pa		<11>	<21>	<31>	-12-	-66-	<32>	<13>	~232	<33>			Center	End
Damages on Railing / Pa		<11>	<21>	<31>	112		<32>	<13>	4232	4332	Left Center	11	12 22	13 23

-	: B108						Name o	Road	7	Dunagaha -	Nilpanago	da	
Bridge No.	: 1/2in	Km					Name o		1				
Separation	Not Sep	arated					Widene		1	Not Widener	d		
Ze objekt										22420404			
Span Number	: 1					-		Inspection		2016/04/24	O. J. of St. Red		_
Span Name	: A1 - A2					-		of Inspect f Inspecto		Close Visua Duminda	Inspection	1	_
										Dumina			
:Approaches>>		Soundne	ess Grade	r; A		Healthing klent of D		100					
Damage Type>		<a>&gt;</a>	<b>&gt;</b>	<c></c>	<d>&gt;</d>	<e></e>	<Σ>	<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td></rem<>	arks>				
ettlement of Surface		-6	741	4.46	-7-	0	6						
oproach Bank / Riv	er Bank	6				0	6						
Damage Type>		<11>	<21>	<31>	- 40	Locati	on .	<13>	<23>	<33>		Start	End
ettlement of Surface					-	-	-				Left	11	13
pproach Bank / Riv	er Bank				~	-	~					21	23
											Right	31 Superstructure	3: Plan Markin
												Congress and the	
Others(Bridge Sur	face)>>	Soundne	ess Grade	: A		HealthInd	lex:	100					
						klent of D	amage						
Damage Type>		<9>		<0>	<d>&gt;</d>	<8>	<∑>	<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td></rem<>	arks>				
thers		0	- 4.		-	0	0						
Damage Type>		<11>	<21>	<31>	<12>	Locati <22>	on <32>	<13>	<23>	<33>		Clast Co-	or Fee
thers		ZUS	12/2	1013	~12	-22	-32	>10>	-232	1332	Left	Start Cen	

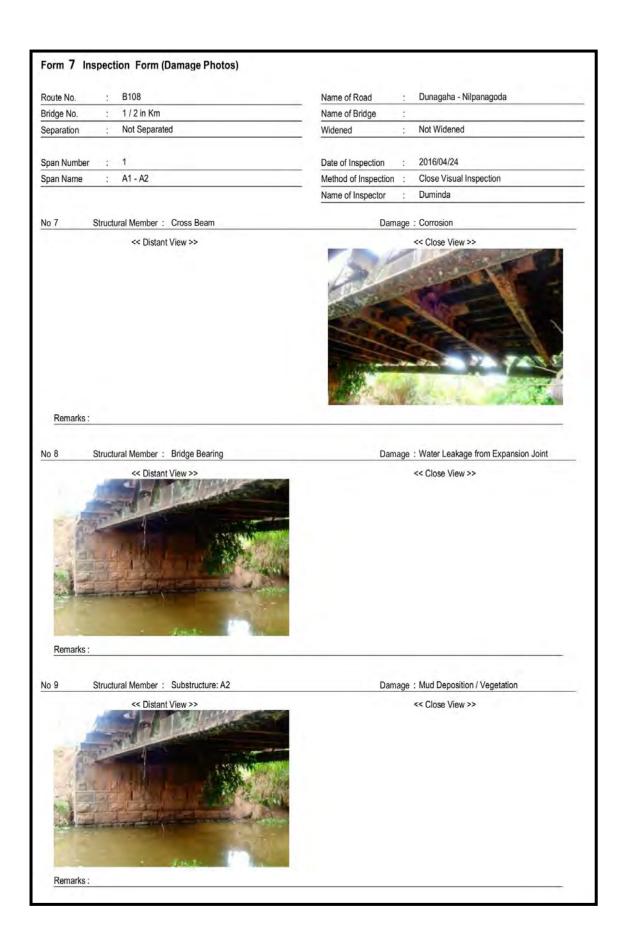
Route No.	- 5	B108						Name o	f Road		Dunagaha	- Nilpanag	oda		
Bridge No.	5	1/2 in K	im				_	Name o		- i	-3				
Separation	0.	Not Sepa	arated					Widene		- 121	Not Widens	ed			
											-				
Span Number	$\geq$	1						Date of	Inspection	n :	2016/04/24				
Span Name	135	A1 - A2						Method	of Inspec	tion :	Close Visu	al Inspection	n		
								Name o	f Inspecto	or :	Duminda				_
<main beam="">&gt;</main>			Soundn	ess Grade	e: D		Healthin	dex:	0						
AUTOS COL						E	xtent of E		-71	100					
Damage Type>	_		<a>&gt;</a>	<b></b>	<c></c>	<d>&gt;</d>	<e>&gt;</e>	<Σ>	<ren< td=""><td>narks&gt;</td><td></td><td></td><td></td><td></td><td></td></ren<>	narks>					
aint Degradation Corrosion			0	0	0	24	0	24							
orrosion Jamage (Rivet / HSF	G)		24		0	24	0	24							
Aud Deposition / Veg		n	0		-	-	24	24							
			- 1			- 12	Locati			-	40				
Damage Type>			<11>	<21>	<31>	<12>	<22>	<32>	<13>	<23>	<33>	1 -6	Start	Center	End
aint Degradation orrosion			•		-	÷		÷	÷		•	Left Center	21	12	23
amage (Rivet / HSF	G)				_	_		_	_			Right	31	32	33
lud Deposition / Veg		n -			•	•		•	•		•			structure Pla	
<deck slab="">&gt;</deck>			Sounda	ess Grade	e: C		HealthIn	dov-	50						
COGCK OIBD			Souridin	ess Graut	, 0		xtent of D		50						
Damage Type>			<a>&gt;</a>	<b></b>	<c></c>	<d></d>	<8>	<∑>	<ren< td=""><td>narks&gt;</td><td></td><td></td><td></td><td></td><td></td></ren<>	narks>					
amage on Steel / R	C Dec	k Slab	0	0	12	0	0	12							
C		2002	444	-04-	-04-	-40-	Locati		-40-	-00-	-22-			Olates	
Damage Type> lamage on Steel / R	C Dar	k Slah	<11>	<21>	<31>	<12>	<22>	<32>	<13>	<23>	<33>	Left	Start	Center 12	End 13
amage on Steel / K	C Dec	K SIAU	-			-			•		_	Center	21	22	23
												Right	31 [Super:	32 structure Pla	n Markir
<cross beam="">&gt;</cross>			Soundn	ess Grade	: C		Healthin	dex:	39						
							xtent of E								-
Damage Type>			<a>&gt;</a>	<b></b>	<c></c>	<d>&gt;</d>	<e>&gt;</e>	<Σ>	<ren< td=""><td>narks&gt;</td><td></td><td></td><td></td><td></td><td></td></ren<>	narks>					
amage (Rivet / HSF	G)		13	-	0		0	13							
amage (raver) nor	9		10		Ť		Locati								
Damage Type>			<11>	<21>	<31>	<12>	<22>	<32>	<13>	<23>	<33>		Start	Center	End
Corrosion							•	•				Left	11	12	13
amage (Rivet / HSF	G)										_	Center		22	23
												Right	31		- 33
													Cumar	structure Pla	n March
												Right			

Bridge No.   1 / 2 in Km   Separation   Not Separated   Wildened   Not Wildened   Not Wildened   Span Number   1   Date of Inspection   2018/04/24   Span Number   1   Date of Inspection   2018/04/24   Span Number   A1 - A2   Method of Inspection   Close Visual Inspection   Name of Inspector   Duminda   Duminda   Duminda   Span Number   A1 - A2   Method of Inspector   Duminda   Span Number   Duminda   Span Number   A1 - A2   Method of Inspector   Duminda   Span Number   Duminda   Duminda   Span Number   Duminda   Dumi	Route No. : B108						Name o	f Road	3	Dunagaha	- Nilpanag	oda		
Separation   Not Separated   Wildened   Not Wildened   South Wildened	-2-0-1	Km				_	_	_						
Method of Inspection   Close Visual Inspection   Name of Inspection   Duminda							71.7			Not Widen	ed			
Method of Inspection   Close Visual Inspection   Name of Inspection   Duminda														
Name of Inspector   Duminda														
Cothers (Superstructure)   Soundness Grade: A   HealthIndex: 100   Extent of Damage   Damage   Pype	Span Name : A1 - A2	-				_	_				al Inspecti	on		
Extent of Damage Type   Sap							Name o	finspecto		Duminda				
Extent of Damage Type	<others(superstructure)>&gt;</others(superstructure)>	Soundn	ess Grade	e: A		HealthInd	ex:	100						
Content					E	xtent of Da	mage					-	-	
Damage Type>								<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	arks>					
Left   11   12   1     12   1     12   1     12   1     12   1     12   1     12   1     12   1     13     32   3     3	uroro	U			ú	-	_	-						
Center   21   22   2   2   31   32   3   3   3   3   3   3   3   3		<11>	<21>	<31>	<12>	man Arabaranas	~	<13>	<23>	<33>	-2.5			End
Right 31 32 3  [Superstructure Plan Mathematics of Damage Plan Mathematics of Damage Type >	thers													13
Superstructure Plan Mail   Superstructure Plan											0.400000			33
Extent of Damage   Color   Canage   Case														_
Extent of Damage   Color   C														
Extent of Damage   Color   C	<bridge bearing="">&gt;</bridge>	Sounda	ess Grade	a: A		HealthInd	ex:	90						
Start   Center   Expansion   Join   30		Country		1)			amage		130					
Amage on Bridge Bearing   100					_			<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	arks>					
Damage Type   Canter   Cant								Invisit	ole					
Atter Leakage from Expansion Joint		,00				D. All Print Co.		MITIGIL						
Center   21									_	<33>	3.5	The same of	Center	End
Right   Superstructure Plan Ma				•				•		•		1000		2
Damage Type> <e> &lt; 5&gt; &lt; 4&gt; &lt; e&gt; &lt; Σ&gt; &lt; Remarks&gt;           thers         0 0 0           Location           Damage Type&gt;         &lt;11&gt; &lt;21&gt; &lt;31&gt; &lt;13&gt; &lt;23&gt; &lt;33&gt;         Start Center En           thers         &lt; 13&gt; &lt;23&gt; &lt;33&gt;         Left 11         Center 21           Right         31         Right         31         Center 21</e>	Others(Bridge Bearing)>>	Soundn	ess Grade	e: A				100						
Coation   Coat				<0>		<e></e>	<Σ>	<rem< th=""><th>arks&gt;</th><th></th><th></th><th></th><th></th><th></th></rem<>	arks>					
Damage Type>     <11> <21> <31> <13> <23> <33>     Start Center End     End     11       Ithers     <13> <23> <33>     Start Center End     End     11       Center 21     Right 31     Right 31				2									-	
thers — Left 11 Center 21 Right 31		0							-					End
Right 31	thers			<31>				<13>	<23>	<33>		Start	Center	
	thers  Damage Type>			<31>			•	<13>	<23>	<33>		11	Center	
	Others  Damage Type>			<31>			•	<13>	<23>	<33>	Center	11 21	Center	2
	Others  Damage Type>			<31>			•	<13>	<23>	<33>	Center	11 21 31		3
	Others  Damage Type>			<31>			•	<13>	<23>	<33>	Center	11 21 31		1; 2; 3; an Markir
	thers  Damage Type>			<31>			•	<13>	<23>	<33>	Center	11 21 31		3
	thers  Damage Type>			<31>			•	<13>	<23>	<33>	Center	11 21 31		3
	thers  Damage Type>			<31>			•	<13>	<23>	<33>	Center	11 21 31		3
	thers  Damage Type>			<31>			•	<13>	<23>	<33>	Center	11 21 31		3
	thers  Damage Type>			<31>			•	<13>	<23>	<33>	Center	11 21 31		3
	thers  Damage Type>			<31>			•	<13>	<23>	<33>	Center	11 21 31		3
	thers  Damage Type>			<31>			•	<13>	<23>	<33>	Center	11 21 31		3:
	thers  Damage Type>			<31>			•	<13>	<23>	<33>	Center	11 21 31		3
	thers  Damage Type>			<31>			•	<13>	<23>	<33>	Center	11 21 31		3
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	thers  Damage Type>			<31>			•	<13>	<23>	<33>	Center	11 21 31		3:
	thers  Damage Type>			<31>			•	<13>	- <del> </del>	<33>	Center	11 21 31		3
	Damage Type> Damage Type> Dithers			<31>			•	<13>	- <del> </del>	<33>	Center	11 21 31		3

Route No. Bridge No. Separation	3.1	B108						Name o	f Road	4	Dunagaha -	Nilpanago	da		
		1/2 in K	m					Name o							
		Not Sepa	****				_	Widene			Not Widene	d			_
Ocparation,	-	Tiot Dopo						THIGHIO	y	•	1100 1110019	-			_
Span Number	81.	1						Date of	Inspection	1	2016/04/24				
Span Name	0	A1 - A2							of Inspec		Close Visua	I Inspection	1		
Separation of the separation o	_							-	f Inspecto		Duminda				
								Traine o	пореск		223,111.00				
<substructure: a1="">&gt;</substructure:>			Soundne	ess Grade	: A	E	HealthIn	4.46111	100	~ ~ ~					
Damage Type>			<a></a>	<b>&gt;</b>	<c></c>	<d>&gt;</d>	<e></e>	<Σ>	<ren< td=""><td>narks&gt;</td><td></td><td></td><td></td><td></td><td></td></ren<>	narks>					
Scour			1	- A -	0	•	0	1							
Spall / Dela / Ex-Reba	r:		9	0	0	.0	0	9							
Crack Mud Deposition / Vege	tatio	n	9	0	0	0	0	9	_						
vida Deposition / vege	riano			ú			Locat		100					-	
<damage type=""></damage>			<11>	<21>	<31>	<12>	<22>	<32>	<13>	<23>	<33>		Left	Center	Right
Scour												Upper	11	12	13
Spall / Dela / Ex-Reba	r											Middle	21	22	23
Crack	15.000											Lower	31	32	33
Mud Deposition / Vege	etatio	n									_		LSubsti	ructure Fron	t Markin
< <others(substructure< td=""><td>e): A:</td><td>&gt;&gt;</td><td>Soundne</td><td>ess Grade</td><td>: A</td><td></td><td>Healthin</td><td>dex:</td><td>100</td><td></td><td></td><td></td><td></td><td></td><td></td></others(substructure<>	e): A:	>>	Soundne	ess Grade	: A		Healthin	dex:	100						
							xtent of D	The second second		- 4					
<damage type=""></damage>			<a></a>	<b></b>	<c></c>	<d>&gt;</d>	<e></e>	<Σ>	<ren< td=""><td>narks&gt;</td><td></td><td></td><td></td><td></td><td></td></ren<>	narks>					
Others			0	16"	- 10		0	0							
							Locat						-		
<damage type=""></damage>			<11>	<21>	<31>	<12>	<22>	<32>	<13>	<23>	<33>	1600	Left	Center	Right
Others												Upper	11	12	13
												Middle Lower	21	22 32	23 33
												Lond, 1		ructure Fron	
													Loudst	uciole (10)	i maiking
< <substructure: a2="">&gt;</substructure:>			Soundne	ess Grade	a: A		Healthin	dext	99						
			, o o o i i o i i	00 0700		E	xtent of I	PORTOTO .	ion						
<damage type=""></damage>			<a></a>	<b></b>	<c></c>	<d>&gt;</d>	<6>	<Σ>	<ren< td=""><td>narks&gt;</td><td></td><td></td><td></td><td></td><td></td></ren<>	narks>					
Scour			1		0	1.	0	1							
Spall / Dela / Ex-Reba	r		9	0	0	0	0	9							
Crack	e - 40°-		9	0	0	0	0	9							
	statio	0	8	×			1 Locat	g ion	-	-					
			<11>	<21>	<31>	<12>	<22>	<32>	<13>	<23>	<33>		Left	Center	Right
Mud Deposition / Vege				- 400		1,040						Upper	11	12	13
Mud Deposition / Vege <damage type=""> Scour</damage>															
Mud Deposition / Vege <damage type=""></damage>	r											Middle	21	22	23
Mud Deposition / Vege <damage type=""> Scour</damage>												Middle Lower	31	32 ructure Fron	33



## Form 7 Inspection Form (Damage Photos) B108 Dunagaha - Nilpanagoda Route No. Name of Road 1 / 2 in Km Name of Bridge Bridge No. Not Separated Separation Widened Not Widened 2016/04/24 Date of Inspection Span Number A1 - A2 Method of Inspection : Close Visual Inspection Span Name Name of Inspector Duminda Damage : Corrosion Structural Member: Main Beam No 4 << Distant View >> << Close View >> Remarks: Damage: Mud Deposition / Vegetation No 5 Structural Member: Main Beam << Distant View >> << Close View >> Remarks: No 6 Structural Member: Deck Slab Damage: Damage on Steel / RC Deck Slab << Distant View >> << Close View >> Remarks:



Photographs <distant view=""> <close view=""></close></distant>	Damages on Service Duct  Extent of Damages <a> <b> <c> <d> <e> Σ </e></d></c></b></a>	Photographs <distant th="" view<=""></distant>
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	[Superstructure Plane Marking]	
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		20.0000000
		Photographs
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	[ Superstructure Plane Marking ]	
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	<distant view=""></distant>	Photographs <close view="">    ✓ Approach Bank / River Bank   Photographs    </close>

Route No. : A004		Bridge No. : 3 / 1	
Separation :		Widened :	
Name of Bridge :		Date of Inspection : 03/03/2016	
Span No. : 1			ant Indicat
7777			
Span Name : A1-P1		Name of Inspector : Mr. Dumin di	4
✓ Main Beam			
✓ Main Beam ✓ Paint Degradation		☑ Corrosion	
Extent of Damages	Photographs	Extent of Damages	Dhatasaaba
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<pre></pre>	-	Photographs
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Center	Remarks	Center	Remarks
Right		Right 🛮 🛣 🖂	
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
☐ Damage (Rivet / HSFG)		Mud Deposition / Vegetation	
Extent of Damages	Photographs	Extent of Damages	Photographs
$<$ a $>$ $<$ b $>$ $<$ c $>$ $<$ d $>$ $<$ e $>$ $\Sigma$	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
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[ Superstructure Plane Marking ]		[Superstructure Plane Marking]	
☑ Deck Slab			
☑ Damage on Steel / RC Deck Slab	DI CONTRACTOR DE		
Extent of Damages	Photographs		
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Center  Right  Right	Remarks		
[Superstructure Plane Marking]			

√ Cross Beam								
✓ Corrosion		✓ Dar	mage (F	Rivet / HS	SFG)			
Extent of Damages	Photographs		E	Extent of	Damage	es		Photographs
<a> <b> <b> <c> <d> <b> <b> <b> <b> <b> <b> <b> <b> <b> <b< th=""><th><distant view=""></distant></th><th><a></a></th><th><b></b></th><th><c></c></th><th><d></d></th><th><e></e></th><th>16</th><th><distant view=""></distant></th></b<></b></b></b></b></b></b></b></b></b></d></c></b></b></a>	<distant view=""></distant>	<a></a>	<b></b>	<c></c>	<d></d>	<e></e>	16	<distant view=""></distant>
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☐ Others(Superstructure)								
Others								
Extent of Damages	Photographs							
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Location	<close view=""></close>							
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☑ Bridge Bearing								
✓ Water Leakage from Expansion Joint		☑ Dan	nage on	Bridge I	Bearing			
Extent of Damages	Photographs	Dell' Dan	_	xtent of		S		Photographs
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Uthers(Bridge Bearing)			Loop		T Idillo Tildi	9.2	_	
☐ Others								
Extent of Damages	Photographs							
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Location	<close view=""></close>							
Start         Center         End           Left	Remarks							
[Superstructure Plane Marking]								

Doute No Dealt	pection Work She		
Route No. : A both Separation :		Bridge No. : 31 / 1 Widened :	
		Widened :	
Name of Bridge :		50 11 50 50 50	
ON-		Date of Inspection : 03/03/2616	
Span No. : 2			tant Indirect
Span Name : PI- A 2		Name of Inspector : Mr. Dmine	la
✓ Pavement			
✓ Pothole			
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
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			cls had been
[ Superstructure Plane Marking ]		[Superstructure Plane Marking]	paired.
Rutting		☑ Waving	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a> <a> 9 0 0 9</a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a> 9 0 0 9	<distant view=""></distant>
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начальные принцений принце	Remarks	Center	Remarks
Right		Right	
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
Articles and the			
☑ Expansion Joint			
☑ Damage on Expansion joint		☑ Difference in Levels	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <c> <d> <c> <d> <c> <d> <c> <d> <c> <d> <c> <c> <c> <c> <c> <c> <c> <c> <c> <c< td=""><td><distant view=""></distant></td><td><a> <b> <c> <d> <e> Σ</e></d></c></b></a></td><td><distant view=""></distant></td></c<></c></c></c></c></c></c></c></c></c></d></c></d></c></d></c></d></c></d></c></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
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Center 🗆 🖟	Remarks	Center	Remarks
	Nemarks		Remarks
•		Right	
[Superstructure Plane Marking]		[Superstructure Plane Marking]	

✓ Accessories			
Damage on Drainage		Damages on Service Duct	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
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Left	Remarks	Left	Remarks
✓ Damages on Railing / Parapet			
Extent of Damages	Photographs		
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Location Start Center End	<close view=""></close>		
Left	Remarks		
✓ Approaches ✓ Settlement of Surface		✓ Approach Bank / River Bank	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a> 3 O 3	<distant view=""></distant>	<a> <b> <c> <d> <c> <c> <c> <d> <c> <c> <c> <c> <c> <c> <c> <c> <c> <c< td=""><td><distant view=""></distant></td></c<></c></c></c></c></c></c></c></c></c></d></c></c></c></d></c></d></c></d></c></d></c></d></c></d></c></d></c></d></c></d></c></d></c></d></c></b></a>	<distant view=""></distant>
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Others			
Extent of Damages	Photographs		
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Left	Remarks		
[Superstructure Plane Marking]			

	Sheet (Superstrue	cture:Truss Bridge,Steel Bridge 1/2)	
Route No. : ADOL		Bridge No. : 31 / 1	
Separation :		Widened :	
Name of Bridge :		1 1	
		Date of Inspection : 03/03/2016	
Span No. : 2		Method of Inspection : Close Dist	ant 🗌 Indirect
Span Name : PI- A 2		Name of Inspector : My Dumin d	a
☑ Main Beam			
✓ Paint Degradation		☑ Corrosion	-
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
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[Superstructure Plane Marking]		[Superstructure Plane Marking]	
☐ Damage (Rivet / HSFG)	Distance	✓ Mud Deposition / Vegetation	Dhatamasha
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
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Center	Remarks	Center 🕒 😡 🐷	Remarks
Right		Right 🗹 🕡 🔽	
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
_		_	
☑ Deck Slab			
✓ Damage on Steel / RC Deck Slab			
Extent of Damages	Photographs		
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Start   Center   End	Remarks		
[Superstructure Plane Marking]			
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Start Center End  Left Center Right  [Superstructure Plane Marking]  Others(Superstructure)  Others  Extent of Damages  Page 19 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	narks	Left Center Right	Start Center	End		<close view=""></close>
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<ul><li>☐ Others(Superstructure)</li><li>☐ Others</li><li>Extent of Damages</li><li>P</li></ul>	hotographs	100		ne Marking I		Remarks
☐ Others  Extent of Damages P	hotographs		porou aotaro 1 ju	no maning 1	-	
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	iose view>					
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PROPERTY OF THE PROPERTY OF TH	narks					
Right						
[Superstructure Plane Marking]						
☑ Bridge Bearing						
✓ Water Leakage from Expansion Joint		✓ Damage or				
	notographs		Extent of Dar	mages		Photographs
<a> <b> <c> <d> <e> Σ &lt;0 0 100 100</e></d></c></b></a>	stant View>	<a> <b></b></a>	<c> &lt;</c>	d> <e></e>	Σ 100	<distant view=""></distant>
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[Superstructure Plane Marking]		[Sup	erstructure Plan	ne Marking ]	-	
Others(Bridge Bearing)						
Others						
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[Superstructure Plane Marking]	-					

Ins	pection Work Sh	eet (Substructure 1/1)	
Route No. : ADDY		Bridge No. : 31 / 1	
Separation :		Widened :	
Name of Bridge :			
The state of the s		Date of Inspection : 03/03/2016	
Substructure No. : 1		Method of Inspection : Close Dis	tant 🔲 Indirect
2.61			tant 🔝 indirect
Substructure Name : n		Name of Inspector : Mr. Duminda	
✓ Substructure			
✓ Scour		✓ Spall / Dela / Ex-Rebar	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
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Location	<close view=""></close>	Location	<close view=""></close>
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Upper	800	Upper 🗹 🗆	12
Middle	Remarks	Middle C C C	Remarks
Lower		Lower	
[Substructure Front Marking]		[Substructure Front Marking]	
☑ Crack		✓ Mud Deposition / Vegetation	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <b> <b> <b> ≤ <b <<br=""></b> <b <<="" p=""> Σ</b></b></b></b></b></a>	
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			20.00
Middle	Remarks	Middle	Remarks
Lower		Lower	
[ Substructure Front Marking ]		[Substructure Front Marking]	
Others			
☐ Others			
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
	Distant Views		
Location	<close view=""></close>		
Left Center Right			
Upper			
Middle	Remarks		
Lower 🗆 🗆 🗆			
[Substructure Front Marking]			
	-		

Route No. : Aour.		eet (Substructure 1/1)  Bridge No. : 31 / 1	
Separation :		Widened :	
Name of Bridge :			
		Date of Inspection : 03 /03/2016	
Substructure No. : 2		Method of Inspection : Close Dist	
Substructure Name : P)		Name of Inspector : Mr. Domindo	
11			
✓ Substructure			
☑ Scour		☑ Spall / Dela / Ex-Rebar	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
1 _ 0 _ 0 ]		9 - 0 0 5 9	
Location	<close view=""></close>	Location	<close view=""></close>
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Upper 🔲 🔲 🖂		Upper	35.00
Middle	Remarks	Middle	Remarks
Lower		Lower	
[ Substructure Front Marking ]		[ Substructure Front Marking ]	
☑ Crack	<b>.</b>	☑ Mud Deposition / Vegetation	Burney
Extent of Damages	Photographs	Extent of Damages	Photographs
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Left Center Right		Left Center Right	
Upper		Upper 🗹 🗆 🗹	
Middle	Remarks	Middle	Remarks
Lower		Lower	
[Substructure Front Marking]		[Substructure Front Marking]	
☐ Others			
☐ Others			
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
Location	<close view=""></close>		
Left Center Right			
Upper			
Middle	Remarks		
Lower 🔲 🔲 🔲			
[ Substructure Front Marking ]			

i.			
Route No. A OOH Separation Name of Bridge	spection Work Sh	eet (Substructure 1/1)  Bridge No. 3/ / I  Widened	
Substructure No. : 3 Substructure Name : N2		Date of Inspection  Method of Inspection  Name of Inspector  O3/03/201  Close Dis  Name of Inspector	tant Indirect
✓ Substructure			
Scour		✓ Spall / Dela / Ex-Rebar	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <b> <c> <d> <b> Σ</b></d> </c></b></d> </c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a> <a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
Left   Center   Right	Remarks	Left Center Right  Upper	Remarks
☑ Crack		✓ Mud Deposition / Vegetation	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ 7 2 9</e></d></c></b></a>	<distant view=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
Left Center Right	JOIDSE VIEW	Left Center Right	Close views
Upper	Remarks	Upper	Remarks
☐ Others		· · · · · · · · · · · · · · · · · · ·	
☐ Others	The state of the s		
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
Location	<close view=""></close>		
Left Center Right Upper	Remarks		

## 2) Outputs

	: AA004			Name of Road	:	Colombo - Ratnapura	- Wellawaya -	Batticaloa
Bridge No.	: 31 / 1 in Km			Name of Bridge				
Separation	: Not Separat	ed		Widened	of i	Not Widened		
				Date of Inspection		2016/03/03		
				Method of Inspection	je j	Close Visual Inspection	on	
				Name of Inspector	1	Duminda		
Health Index & So < <bridge>&gt;</bridge>	oundness Grade							
A1 -P1	Entire Bridge D (4)	Bridge Surface C (50)	Bridge Structure D (25)	3				
P1 - A2	D (0)	D (0)	D (8)					
Whole	D (0)	D (0)	D (8)					
				`				
< <bridge surface:<="" td=""><td>&gt;&gt; Pavement</td><td>Expansion Joint</td><td>Accessories</td><td>Approaches</td><td></td><td></td><td></td><td></td></bridge>	>> Pavement	Expansion Joint	Accessories	Approaches				
A1-P1	A (100)	C (50)	A (99)	Approaches A (100)				
P1 - A2	B (58)	D (0)	A (100)	A (100)				
< <bri>dge Structure</bri>	e>> Entire	Main Beam	Deck Slab	Diaphram				
	THE PERSON NAMED IN	mont bearing	Deall Ollin			Britis Bures	D	bstructure
	Superstructure	Arch Rib	Spandrel	Cross Beam		Bridge Bearing	20	
A1 - P1	C (30)	C (36)	B (75)	A (95)		A (93)	A1	_ A (88)
P1 - A2	C (30)							
P1 - A2	C (30) D (23)  D (24)  Entire Bridge 883.6 1,362.5 2,246.1  >> Pavement 0.0 13.1 13.1	C (36) C (35)  Bridge Surface 24.5 61.2 85.7  Expansion Joint 24.0 48.1 72.1	Bridge Structure  859.1 1,301.3 2,160.4  Accessories 0.5 0.0	A(95) A(100) A(100) Approaches 0.0 0.0 0.0		A (93)	A1 P1	A (88) A (98)
P1 - A2  Repair costs (Unit  < <bri>dge&gt;&gt;  A1 - P1  P1 - A2  Total  &lt;<bri>dge Surface:  A1 - P1  P1 - A2  Total</bri></bri>	C (30) D (23)  b:Thousands LKR)  Entire Bridge 883.6 1,362.5 2,246.1  Pavement 0.0 13.1 13.1	C (36) C (35)  Bridge Surface 24.5 61.2 85.7  Expansion Joint 24.0 48.1	Bridge Structure 859.1 1,301.3 2,160.4  Accessories 0.5 0.0 0.5	A (95) A (100)  Approaches 0.0 0.0		A (93)	A1 P1 A2	A (88) A (98)
P1 - A2  Repair costs (Unit  < <bri>dige&gt;&gt;  A1 - P1  P1 - A2  Total  &lt;<bri>dige Surface:  A1 - P1  P1 - A2  Total  &lt;<bri>dige Structure  A1 - P1</bri></bri></bri>	C (30) D (23)  D (23)  Entire Bridge 883.6 1,362.5 2,246.1  >>  Pavement 0.0 13.1 13.1 13.1  e>>  Entier Superstructure 760.9	C (36) C (35)  Bridge Surface 24.5 61.2 85.7  Expansion Joint 24.0 48.1 72.1  Main Beam Arch Rib 630.6	Bridge Structure 859.1 1,301.3 2,160.4  Accessories 0.5 0.0 0.5  Deck Slab Spandrel 116.5	A (95) A (100)  Approaches 0.0 0.0 0.0  Diaphram Cross Beam 13.8		A (93) B (70)  Bridge Bearing 73.6	A1 P1 A2 Sul	A (88) A (98) B (70)
P1 - A2  Repair costs (Unit  >  A1 - P1  P1 - A2  Total <td>C (30) D (23)  D (23)  I:Thousands LKR)  Entire Bridge 883.6 1,362.5 2,246.1  &gt;&gt;&gt;  Pavement 0.0 13.1 13.1 13.1  ***  Entire Superstructure 760.9 940.2</td> <td>Expansion Joint 24.0 48.1 72.1  Main Beam Arch Rib 630.6 657.3</td> <td>Bridge Structure 859.1 1,301.3 2,160.4  Accessories 0.5 0.0 0.5  Deck Slab Spandrel 116.5 282.9</td> <td>A (95) A (100)  Approaches 0.0 0.0 0.0 Diaphram Cross Beam 13.8 0.0</td> <td></td> <td>A (93) B (70)  Bridge Bearing 73.6 294.5</td> <td>A1 P1 A2 Su A1 P1</td> <td>A (88) A (98) B (70)  bstructure 24.6 4.5</td>	C (30) D (23)  D (23)  I:Thousands LKR)  Entire Bridge 883.6 1,362.5 2,246.1  >>>  Pavement 0.0 13.1 13.1 13.1  ***  Entire Superstructure 760.9 940.2	Expansion Joint 24.0 48.1 72.1  Main Beam Arch Rib 630.6 657.3	Bridge Structure 859.1 1,301.3 2,160.4  Accessories 0.5 0.0 0.5  Deck Slab Spandrel 116.5 282.9	A (95) A (100)  Approaches 0.0 0.0 0.0 Diaphram Cross Beam 13.8 0.0		A (93) B (70)  Bridge Bearing 73.6 294.5	A1 P1 A2 Su A1 P1	A (88) A (98) B (70)  bstructure 24.6 4.5
P1 - A2  Repair costs (Unit  < <bri>depair costs (Unit  &lt;<bri>p1 - A2  Total  &lt;<bri>depair costs (Unit  A1 - P1  P1 - A2  Total  &lt;<bri>depair costs (Unit  A1 - P1  P1 - A2  Total  &lt;<bri>depair costs (Unit  A1 - P1  A2  Total  <td>C (30) D (23)  D (23)  Entire Bridge 883.6 1,362.5 2,246.1  &gt;&gt;  Pavement 0.0 13.1 13.1 13.1  e&gt;&gt;  Entier Superstructure 760.9</td><td>C (36) C (35)  Bridge Surface 24.5 61.2 85.7  Expansion Joint 24.0 48.1 72.1  Main Beam Arch Rib 630.6</td><td>Bridge Structure 859.1 1,301.3 2,160.4  Accessories 0.5 0.0 0.5  Deck Slab Spandrel 116.5</td><td>A (95) A (100)  Approaches 0.0 0.0 0.0  Diaphram Cross Beam 13.8</td><td></td><td>A (93) B (70)  Bridge Bearing 73.6</td><td>A1 P1 A2 Sul</td><td>A (88) A (98) B (70)</td></bri></bri></bri></bri></bri>	C (30) D (23)  D (23)  Entire Bridge 883.6 1,362.5 2,246.1  >>  Pavement 0.0 13.1 13.1 13.1  e>>  Entier Superstructure 760.9	C (36) C (35)  Bridge Surface 24.5 61.2 85.7  Expansion Joint 24.0 48.1 72.1  Main Beam Arch Rib 630.6	Bridge Structure 859.1 1,301.3 2,160.4  Accessories 0.5 0.0 0.5  Deck Slab Spandrel 116.5	A (95) A (100)  Approaches 0.0 0.0 0.0  Diaphram Cross Beam 13.8		A (93) B (70)  Bridge Bearing 73.6	A1 P1 A2 Sul	A (88) A (98) B (70)

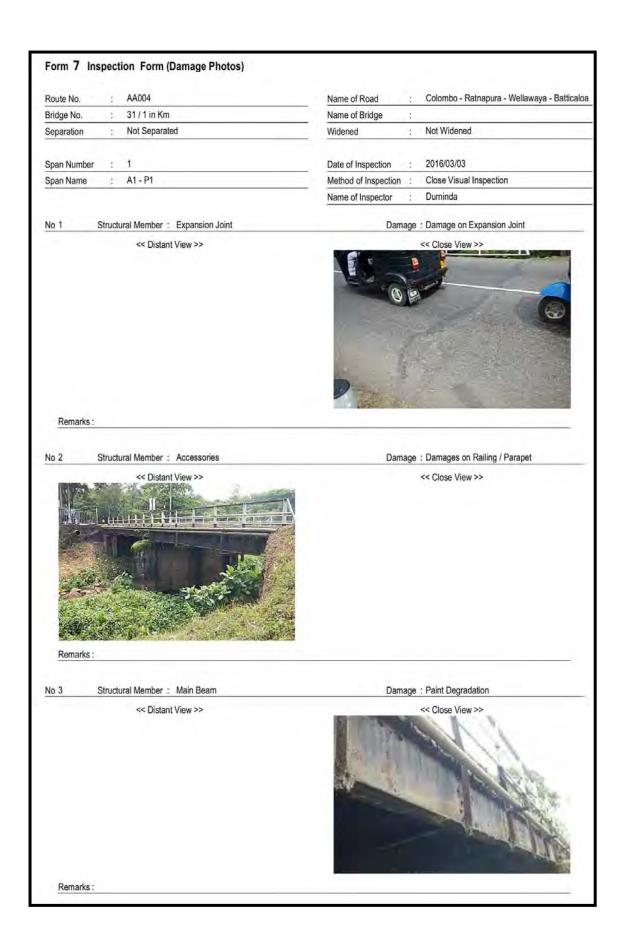
Route No. :	AA004						Name o	Road	4	Colombo - F	Ratnapura	- Wellaw	aya - Batti	caloa
Bridge No. :	31/1 in	Km					Name o	f Bridge	- 1					
Separation :	Not Sepa	arated					Widene		7	Not Widene	d			
										Zanauska.				
Span Number :	1 74 74					_	_	Inspection		2016/03/03	t for any ZE	i de		_
Span Name :	A1 - P1			_		_	_	of Inspect		Close Visua	Inspection	n		_
							Name o	f Inspecto	u 3	Duminda				-
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Damage Type>		<a>&gt;</a>	<b></b>	<c></c>	<d>=</d>	xtent of E	Damage <Σ>	<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td>0.0</td></rem<>	arks>					0.0
Pothole		9	-	0	-	0	9	1,011	dino					
Crack .		9	250	0	- 8	0	9							
Rutting		9	4	0	- 5-	0	9							
Vaving		9	-	0	- 5	0	9							
		3.00				Locat								
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Pothole			1								Left	11	12	13
Crack											Center	21	22	23
Rutting											Right	31	32	33
Waving											2	_	structure Pla	
												1		
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					E	xtent of f	Damage							
Damage Type>		<a></a>	<b></b>	<c></c>	<d>&gt;</d>	<e>&gt;</e>	<Σ>	<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	arks>					
Damage on Expansion .	oint	50	-	9.	. B	50	100							
Difference in Levels		100	14	0		0	100							
						Locat	ion						-	
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Damage on Expansion .	oint	•		•	~	-	-	•		•	Left	11		13
Difference in Levels					-		- 7				Center	21		23
											Right	31		33
												Esupers	tructure Pla	n Markin
< <accessories>&gt;</accessories>		Soundne	ess Grade	: A		HealthIn	dex:	99						
					Ē	xtent of 0	Damage							
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Damage on Drainage		0	-	-	-	0	0							
Damages on Service Du	ct	0	-5	, ş.,	- 2	0	0							
	rapet	95	-4.	- 8:	81	5	100							
Damages on Railing / Pa						Local			-				_	
		1000		<31>	<12>	<22>	<32>	<13>	<23>	<33>		Start	Center	End
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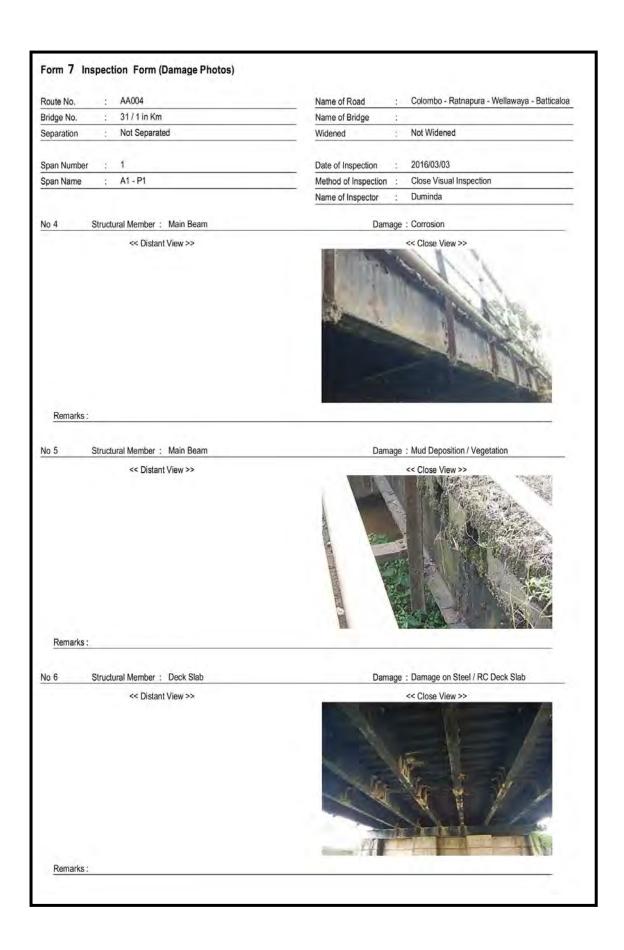
Route No.	3	AA004						Name o	f Road	7	Colombo -	Ratnapura	- Wellawa	iya - Bati	ticaloa
Bridge No.	4	31/1 in	Km						f Bridge	- 3					
Separation	÷	Not Sepa						Widene		- ;	Not Widene	d			
10.00											-77-125735				
Span Number	*	1						_	Inspection		2016/03/03				_
Span Name	4	A1 - P1					_	-	of Inspecti		Close Visua	al Inspectio	n		
								Name o	f Inspector	1 - 1	Duminda				_
Approaches>>			Soundne	ess Grade	e: A		Healthin		100						
Imman Tunas			700	-in-	205		xtent of D		ePam.	nelina					
amage Type>	e		<a>&gt;</a>	<b>&gt;</b>	<c></c>	<d>&gt;</d>	<e>&gt;</e>	<Σ>	<rem< td=""><td>arksz</td><td></td><td></td><td></td><td></td><td></td></rem<>	arksz					
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Damage Type>	_		<11>	<21>	<31>			-:-	<13>	<23>	<33>	400	Start		Enc
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Phodol Dalik / Ki	+ CI Ddl	mV.										Right	31		
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05									400						
Others(Bridge Su	пасе)>	,	Soundne	ess Grade	e: A	F	Healthin xtent of E		100						
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Damage Type>			<11>	<21>	<31>	<12>	<22>	<32>	<13>	<23>	<33>	Left	Start 11	Center 12	End 13
and a												Center		22	23
												Right	31	32	33
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												3		distant Di	an Mark
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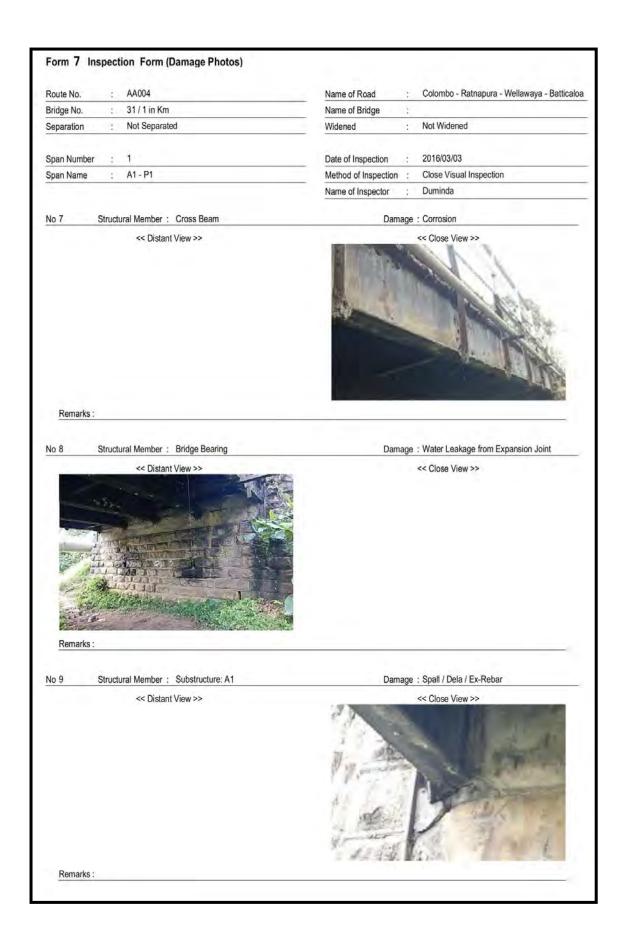
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Span Name : A1 - P1  Soundnes Soundnes Commage Type> Paint Degradation Corrosion Damage (Rivet / HSFG) Outline Deposition / Vegetation Commage Type> Paint Degradation Commage Type> Paint Degradation Commage (Rivet / HSFG) Mud Deposition / Vegetation Commage (Rivet / HSFG) Mud Deposition / Vegetation Commage (Rivet / HSFG) Mud Deposition / Vegetation Commage Type>	       	<c> 0 0 0 0</c>	E: <d><d> 0 8 - &lt;12&gt; • •</d></d>	xtent of D <e> 20 0 0 8 Localin</e>	Method Name o liex: amage < Σ> 20 0 20 on <32>	of Inspector 36 <rema< th=""><th>; arks&gt;</th><th>Close Visu Duminda</th><th>al Inspection</th><th>on .</th><th></th><th></th></rema<>	; arks>	Close Visu Duminda	al Inspection	on .		
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Soundness      Coamage Type>     Salant Degradation     Ocorrosion     Omanage (Rivet / HSFG)     Omanage (Rivet / HSFG)     Omanage Type>     Coamage Type>     Coamage Type>     Omanage (Rivet / HSFG)     Omanage (Rivet / HSFG)     Omanage (Rivet / HSFG)     Omanage (Rivet / HSFG)     Mud Deposition / Vegetation     Omanage (Rivet / HSFG)     Omanage (Rivet / HSFG	    	<c> 0 0 0 0</c>	E: <d><d> 0 8 - &lt;12&gt; • •</d></d>	xtent of D <e> 20 0 0 8 Localin</e>	Name of dex: samage < Σ> 20 0 20 on <32>	f Inspector 36 <rema< td=""><td>; arks&gt;</td><td>Duminda &lt;33&gt;</td><td></td><td>on</td><td></td><td></td></rema<>	; arks>	Duminda <33>		on		
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Corrosion         0           Damage (Rivet / HSFG)         0           Mud Deposition / Vegetation         12 <a href="#">CDamage Type&gt;</a> <11>           Paint Degradation         ●           Corrosion         ●           Damage (Rivet / HSFG)         Mud Deposition / Vegetation           < <a href="#">CPDeck Slab&gt;&gt;</a> Soundness <a>Damage Type&gt;</a> <a><a><a><a><a><a><a><a><a><a><a><a><a></a></a></a></a></a></a></a></a></a></a></a></a></a>	12	0 0 - <31>	<12>	0 0 8 Locali	20 0 20 on <32>	•	<23>	•				
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Corrosion 15	0	0	1	0	16							
Damage (Rivet / HSFG) 16		0	*	0 Locati	16 on							
<damage type=""> &lt;11&gt;</damage>	<21>	<31>	<12>	<22>	<32>	<13>	<23>	<33>	77.	Start	Center	End
Corrosion								•	Left	11	12	13
Damage (Rivet / HSFG)								$\rightarrow$	Center Right	31	22 32	23 33

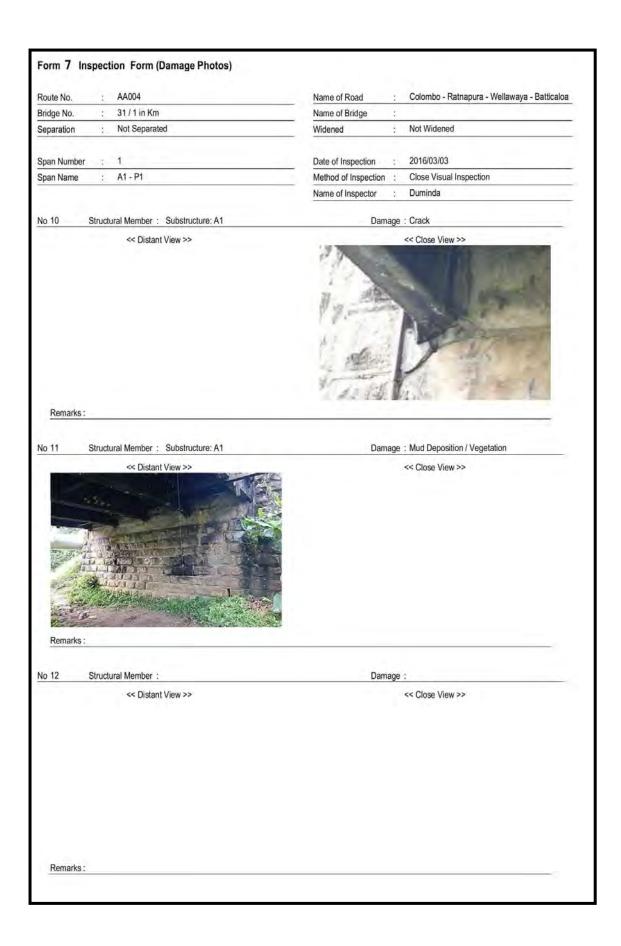
	1	AA004						Name o	f Road		Colombo -	Ratnapura	- Wellaw	aya - Batti	caloa
Bridge No.	1	31/1 in	Km					Name o	f Bridge	*					
Separation	- 5	Not Sepa	rated					Widene		47	Not Widen	ed			
											V. V. S. S. S.				
Span Number	-	1					_	-	Inspection		2016/03/03		91		_
Span Name	4.	A1 - P1					_		of Inspecto		Close Visu Duminda	al Inspectio	n		_
								Name o	mspecto		Durmida				_
<others(superstruc< td=""><td>cture)</td><td>»&gt;</td><td>Soundne</td><td>ess Grade</td><td>: A</td><td>Ė</td><td>HealthInd extent of Da</td><td>-</td><td>100</td><td></td><td></td><td></td><td></td><td></td><td></td></others(superstruc<>	cture)	»>	Soundne	ess Grade	: A	Ė	HealthInd extent of Da	-	100						
Damage Type>			<a>&gt;</a>	<b></b>	<c>&gt;</c>	<d></d>	<6>	<Σ>	<rem< td=""><td>narks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	narks>					
Others			0	× .	- 4		0	0							
Damage Type>			<11>	<21>	<31>	<12>	Locatio	on <32>	<13>	<23>	<33>		Start	Center	End
Others									332			Left	11	12	13
												Center	21	22	23
												Right	31 [Supers	32 structure Pla	33 in Markii
													Cospen	a donard i	11 1112/11
ar or or arriver			24.70	70.5	9		at attack		22						
<bridge bearing="">&gt;</bridge>			Soundn	ess Grade	e A		HealthInd extent of Da		93						
Damage Type>			<a>&gt;</a>	<b></b>	<c></c>	<d></d>	<6>	«Σ»	<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	arks>					
Vater Leakage from			50		50	-	0	100	1 7 7 7						
Damage on Bridge B	Bearing	9	100	-	0		0 Locatio	100	Invisit	ole		-			
:Damage Type>	_		<11>	<21>	<31>	>4	- LUGAII	2	<13>	<23>	<33>		Start	Center	End
Vater Leakage from					•	0-0	-	0-0	•		•	Left	11		1
Damage on Bridge B	Bearing	g				-	-	-				Center	21		2
												Right	Supers	tructure Pla	n Markir
dOlbert Deider De			n	0.4			14. THE 15. Y	Ger Lie	100						
<others(bridge bea<="" td=""><td>aring)-</td><td>,,</td><td>Soundne</td><td>ess Grade</td><td>i A</td><td>F</td><td>HealthInd extent of Da</td><td>_</td><td>100</td><td></td><td></td><td>-</td><td></td><td></td><td>-</td></others(bridge>	aring)-	,,	Soundne	ess Grade	i A	F	HealthInd extent of Da	_	100			-			-
:Damage Type>			<8>	<b>&gt;</b>	<0>	<d>&gt;</d>	<e></e>	<Σ>	<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	arks>					
Others			0				0	0							
:Damage Type>	-		<11>	<21>	<31>	12	Locatio	00	<13>	<23>	<33>		Start	Center	End
					0,150			14.	710	- 20	-00	Left	11	Conto	13
Others												Center	21		23
												Right			-

	Soundr <a> 1 8 8 8 8 &lt;11&gt; • • • • •</a>	ness Grad	<c> 0 1 0  &lt;31&gt;</c>	6: <d>- 0 1 - &lt;12&gt;</d>	HealthIn xtent of I <e> 0 0 1 Locat &lt;22&gt; Coat &lt;22&gt; 0 Locat &lt;22&gt; 0 Coat &lt;22&gt; 0</e>	Date of Method Name of	Inspection of Inspecto Inspect	tion : or : narks>	Not Widener 2016/03/03 Close Visua Duminda <33>		Left 11 21 31 [Substre	Center 12 22 32 ucture Fron	Right 18 23 33 31 Marking
Span Number : 1 Span Name : A1 - I Span Name : A1 -	Soundr <a>&gt; 1 8 8 8 &lt; 11&gt;</a>	 0 0 - <21> c21>	<c> 0 1 0 &lt;31&gt; <c> A <c> -</c></c></c>	65 <d>- 0 1 - &lt;12&gt; &lt;12&gt; &lt; 6&gt; - &lt; 6&gt; - &lt; 6 - &lt; 6</d>	xtent of I <e>&gt; 0 0 1 Locat &lt;22&gt;  HealthIn xtent of I <e>&gt; 0 Locat</e></e>	Date of Method Name of dex: Damage <Σ> 9 9 9 ion <32> dex: Damage <50 of dex: Damage <50	Inspection of Inspector of Inspector	n : tion : or : marks>	2016/03/03 Close Visua Duminda	Upper Middle	Left 11 21 31 [Substre	12 22 32 sucture Fron	13 23 33
Span Name : A1 -  Substructure: A1>>  Damage Type> cour ipall / Dela / Ex-Rebar irack flud Deposition / Vegetation  Damage Type> cour ipall / Dela / Ex-Rebar irack flud Deposition / Vegetation  Cour ipall / Dela / Ex-Rebar irack flud Deposition / Vegetation  Southers (Substructure): A1>>  Damage Type> Others  Damage Type>	Soundr <a>&gt; 1 8 8 8 8 &lt;&lt;11&gt;</a>	 0 0 - <21> c21>	<c> 0 1 0 &lt;31&gt; <c> A <c> -</c></c></c>	65 <d>- 0 1 - &lt;12&gt; &lt;12&gt; &lt; 6&gt; - &lt; 6&gt; - &lt; 6 - &lt; 6</d>	xtent of I <e>&gt; 0 0 1 Locat &lt;22&gt;  HealthIn xtent of I <e>&gt; 0 Locat</e></e>	Method Name of dex: Damage <\subseteq 5> 1 9 9 9 ion <\subseteq 32>  dex: Damage <\subseteq 5> 0 ion	of Inspecto 88 <rem <13=""> 100  <rem< th=""><th>tion : or : narks&gt;</th><th>Close Visua Duminda</th><th>Upper Middle</th><th>Left 11 21 31 [Substre</th><th>12 22 32 sucture Fron</th><th>13 23 33</th></rem<></rem>	tion : or : narks>	Close Visua Duminda	Upper Middle	Left 11 21 31 [Substre	12 22 32 sucture Fron	13 23 33
Span Name : A1 -  Substructure: A1>>  Damage Type> cour pall / Dela / Ex-Rebar rack lud Deposition / Vegetation  Damage Type> cour pall / Dela / Ex-Rebar rack lud Deposition / Vegetation  Cothers(Substructure): A1>>  Damage Type> thers  Damage Type>	Soundr <a>&gt; 1 8 8 8 8 &lt;&lt;11&gt;</a>	 0 0 - <21> c21>	<c> 0 1 0 &lt;31&gt; <c> A <c> -</c></c></c>	65 <d>- 0 1 - &lt;12&gt; &lt;12&gt; &lt; 6&gt; - &lt; 6&gt; - &lt; 6 - &lt; 6</d>	xtent of I <e>&gt; 0 0 1 Locat &lt;22&gt;  HealthIn xtent of I <e>&gt; 0 Locat</e></e>	Method Name of dex: Damage <\subseteq 5> 1 9 9 9 ion <\subseteq 32>  dex: Damage <\subseteq 5> 0 ion	of Inspecto 88 <rem <13=""> 100  <rem< td=""><td>tion : or : narks&gt;</td><td>Close Visua Duminda</td><td>Upper Middle</td><td>Left 11 21 31 [Substre</td><td>12 22 32 sucture Fron</td><td>13 23 33</td></rem<></rem>	tion : or : narks>	Close Visua Duminda	Upper Middle	Left 11 21 31 [Substre	12 22 32 sucture Fron	13 23 33
CSubstructure: A1>> Damage Type> cour pall / Dela / Ex-Rebar rack ud Deposition / Vegetation  Damage Type> cour pall / Dela / Ex-Rebar rack ud Deposition / Vegetation  Court coult / Dela / Ex-Rebar rack ud Deposition / Vegetation  COthers(Substructure): A1>> Damage Type> thers  Damage Type>	Soundr <a>&gt; 1 8 8 8 8 &lt;&lt;11&gt;</a>	 0 0 - <21> c21>	<c> 0 1 0 &lt;31&gt; <c> A <c> -</c></c></c>	65 <d>- 0 1 - &lt;12&gt; &lt;12&gt; &lt; 6&gt; - &lt; 6&gt; - &lt; 6 - &lt; 6</d>	xtent of I <e>&gt; 0 0 1 Locat &lt;22&gt;  HealthIn xtent of I <e>&gt; 0 Locat</e></e>	Name of dex:  Damage  <∑> 1 9 9 9 ion  <32>  dex:  Damage  <∑> 0 ion	of Inspecto 88 <rem< td=""><td>narks&gt;</td><td>Duminda</td><td>Upper Middle</td><td>Left 11 21 31 [Substre</td><td>12 22 32 sucture Fron</td><td>13 23 33</td></rem<>	narks>	Duminda	Upper Middle	Left 11 21 31 [Substre	12 22 32 sucture Fron	13 23 33
Damage Type> cour pall / Dela / Ex-Rebar rack uid Deposition / Vegetation  Damage Type> cour pall / Dela / Ex-Rebar rack uid Deposition / Vegetation <a href="#">Cour</a> cour pall / Dela / Ex-Rebar rack uid Deposition / Vegetation <a href="#">Cothers(Substructure): A1&gt;&gt;</a> Damage Type> thers  Damage Type>	<a><a><a><a><a><a><a><a><a><a><a><a><a>&lt;</a></a></a></a></a></a></a></a></a></a></a></a></a>	 0 0 - <21> c21>	<c> 0 1 0 &lt;31&gt; <c> A <c> -</c></c></c>	65 <d>- 0 1 - &lt;12&gt; &lt;12&gt; &lt; 6&gt; - &lt; 6&gt; - &lt; 6 - &lt; 6</d>	xtent of I <e>&gt; 0 0 1 Locat &lt;22&gt;  HealthIn xtent of I <e>&gt; 0 Locat</e></e>	dex: Damage  <Σ> 1 9 9 9 ion  <32>  dex: Damage  <Σ> 0 ion	<13> <rem< td=""><td>narks&gt;</td><td></td><td>Middle</td><td>21 31 [Substri</td><td>12 22 32 sucture Fron</td><td>13 23 33</td></rem<>	narks>		Middle	21 31 [Substri	12 22 32 sucture Fron	13 23 33
Damage Type> cour pall / Dela / Ex-Rebar rack uid Deposition / Vegetation  Damage Type> cour pall / Dela / Ex-Rebar rack uid Deposition / Vegetation <a href="#">Cour</a> cour pall / Dela / Ex-Rebar rack uid Deposition / Vegetation <a href="#">Cothers(Substructure): A1&gt;&gt;</a> Damage Type> thers  Damage Type>	<a><a><a><a><a><a><a><a><a><a><a><a><a>&lt;</a></a></a></a></a></a></a></a></a></a></a></a></a>	 0 0 - <21> c21>	<c> 0 1 0 &lt;31&gt; <c> A <c> -</c></c></c>	65 <d>- 0 1 - &lt;12&gt; &lt;12&gt; &lt; 6&gt; - &lt; 6&gt; - &lt; 6 - &lt; 6</d>	xtent of I <e>&gt; 0 0 1 Locat &lt;22&gt;  HealthIn xtent of I <e>&gt; 0 Locat</e></e>	Damage $\langle \Sigma \rangle$ 1 9 9 9 9 ion $\langle 32 \rangle$ dex: Damage $\langle \Sigma \rangle$ 0 ion	<13>	<23>	<33>	Middle	21 31 [Substri	12 22 32 sucture Fron	13 23 33
cour pall / Dela / Ex-Rebar rack ud Deposition / Vegetation Damage Type> cour pall / Dela / Ex-Rebar rack ud Deposition / Vegetation  **Cothers (Substructure); A1>> Damage Type> thers Damage Type>	1 8 8 8 8 <11> Soundr	0 0 - <21>	0 1 0 - <31>	<d><d><d><d><d><d><d><d><d><d><d><d><d>&lt;</d></d></d></d></d></d></d></d></d></d></d></d></d>	<e>&gt; 0 0 1 Locat &lt;22&gt;  HealthIn xtent of I <e>&gt; 0 Locat</e></e>	<Σ> 1 9 9 9 ion <32>  dex:  Damage <Σ> 0 ion	<13>	<23>	<33>	Middle	21 31 [Substri	12 22 32 sucture Fron	23 33
cour  coal / Dela / Ex-Rebar  ack  ud Deposition / Vegetation  Damage Type>  cour  coal / Dela / Ex-Rebar  ack  ud Deposition / Vegetation  Cothers (Substructure); A1>>  Damage Type>  chers  Damage Type>	8 8 8 <11> Soundr	0 0 - <21>	1 0 - <31>	0 1 - <12>	0 0 1 Locat <22> Healthin xtent of I <e> 0 Locat</e>	9 9 9 sion <32> dex: Damage <Σ> 0	100 <rem< td=""><td>narks&gt;</td><td>&lt;33&gt;</td><td>Middle</td><td>21 31 [Substri</td><td>12 22 32 sucture Fron</td><td>23 33</td></rem<>	narks>	<33>	Middle	21 31 [Substri	12 22 32 sucture Fron	23 33
ack ud Deposition / Vegetation  Damage Type> cour pall / Dela / Ex-Rebar ack ud Deposition / Vegetation  Cothers(Substructure); A1>> Damage Type> chers  Damage Type>	8 8 8 <11> Soundr	0	0	1 - <12> < 6> < 6> < 6> < 6> < 6> < 6> < 6> <	0 1 Locat <22> HealthIn xtent of I <e> 0 Locat</e>	9 9 (32>) dex: Damage <Σ> 0	100 <rem< td=""><td>narks&gt;</td><td>&lt;33&gt;</td><td>Middle</td><td>21 31 [Substri</td><td>12 22 32 sucture Fron</td><td>23 33</td></rem<>	narks>	<33>	Middle	21 31 [Substri	12 22 32 sucture Fron	23 33
Damage Type> cour pall / Dela / Ex-Rebar rack ud Deposition / Vegetation  Cothers(Substructure); A1>> Damage Type> thers  Damage Type>	Soundr	<21>	<31>	<12>	1 Locat <22> HealthIn xtent of I <e> 0 Locat</e>	9 ion <32> dex: Damage <Σ> 0 ion	100 <rem< td=""><td>narks&gt;</td><td>&lt;33&gt;</td><td>Middle</td><td>21 31 [Substri</td><td>12 22 32 sucture Fron</td><td>23 33</td></rem<>	narks>	<33>	Middle	21 31 [Substri	12 22 32 sucture Fron	23 33
Damage Type> cour pall / Dela / Ex-Rebar rack ud Deposition / Vegetation  Cothers(Substructure); A1>> Damage Type> thers  Damage Type>	<11> Soundr	<21> aness Grad	<31> e: A	<12>	Locat <22> HealthIn xtent of I <e> 0 Locat</e>	dex: Oamage <Σ> 0	100 <rem< td=""><td>narks&gt;</td><td>&lt;33&gt;</td><td>Middle</td><td>21 31 [Substri</td><td>12 22 32 sucture Fron</td><td>23 33</td></rem<>	narks>	<33>	Middle	21 31 [Substri	12 22 32 sucture Fron	23 33
cour pall / Dela / Ex-Rebar rack ud Deposition / Vegetation  Cothers(Substructure): A1>> Damage Type> thers  Damage Type>	Soundr	nėss Grad <b></b>	e: A <c></c>	E) <d></d>	HealthInfixtent of I	dex: Damage <Σ> 0	100 <rem< td=""><td>narks&gt;</td><td>&lt;33&gt;</td><td>Middle</td><td>21 31 [Substri</td><td>12 22 32 sucture Fron</td><td>23 33</td></rem<>	narks>	<33>	Middle	21 31 [Substri	12 22 32 sucture Fron	23 33
pall / Dela / Ex-Rebar rack ud Deposition / Vegetation  Cothers(Substructure); A1>> Damage Type> Usuamage Type>	Soundr	 /b>	<0>	<d>=</d>	xtent of I <e> 0 Locat</e>	Damage <Σ> 0	<ren< td=""><td>-</td><td></td><td>Middle</td><td>21 31 [Substri</td><td>32 32 ucture Fron</td><td>23 33</td></ren<>	-		Middle	21 31 [Substri	32 32 ucture Fron	23 33
cack and Deposition / Vegetation  Cothers (Substructure): A1>> Damage Type> whers  Damage Type>	Soundr	<b><b> -</b></b>	<0>	<d>=</d>	xtent of I <e> 0 Locat</e>	Damage <Σ> 0	<ren< td=""><td>-</td><td></td><td></td><td>31 [Substri</td><td>32 ucture Fron</td><td>33</td></ren<>	-			31 [Substri	32 ucture Fron	33
ud Deposition / Vegetation  Cothers(Substructure); A1>>  Damage Type> thers  Damage Type>	Soundr	<b><b> -</b></b>	<0>	<d>=</d>	xtent of I <e> 0 Locat</e>	Damage <Σ> 0	<ren< td=""><td>-</td><td></td><td></td><td>[Substri</td><td>ucture Fron</td><td></td></ren<>	-			[Substri	ucture Fron	
Cothers(Substructure); A1>>  Damage Type> thers  Damage Type>	<a>&gt;</a>	<b><b> -</b></b>	<0>	<d>=</d>	xtent of I <e> 0 Locat</e>	Damage <Σ> 0	<ren< td=""><td>-</td><td></td><td></td><td></td><td></td><td></td></ren<>	-					
Damage Type> thers Damage Type>	<a>&gt;</a>	<b><b> -</b></b>	<0>	<d>=</d>	xtent of I <e> 0 Locat</e>	Damage <Σ> 0	<ren< td=""><td>-</td><td></td><td></td><td>1-2</td><td></td><td></td></ren<>	-			1-2		
Damage Type> thers Damage Type>	<a>&gt;</a>	<b><b> -</b></b>	<0>	<d>=</d>	xtent of I <e> 0 Locat</e>	Damage <Σ> 0	<ren< td=""><td>-</td><td></td><td></td><td></td><td></td><td></td></ren<>	-					
thers Damage Type>	0			<d>&gt;</d>	<e> 0 Locat</e>	<Σ> 0		-					
hers Damage Type>					Locat	ion	<13>	-			7.7	2.1	
	<11>	<21>	<31>	<12>			<13>				-	0	
	7115	~612	-312	~142	-667	-022	1102	<222~	<33>		1 466		Diak
								<23>	1002	Unner	Left	Center 12	Righ
										Upper	11	12	13
										Middle	21	22	23
										Lower	31	32	33
											Substr	ucture Fron	It Markin









Route No.	8.	AA004						Name o	Road	12.	Colombo - F	latnapura	- Wellaw	aya - Batti	caloa
Bridge No.	1	31/1 in	Km					Name o	f Bridge	a					
Separation	1	Not Sepa	arated					Widene	-	:	Not Widene	d			
Span Number		2							Inspection		2016/03/03	(V) 1 5 W	,		_
Span Name	1	P1 - A2					_		of Inspect	_	Close Visua Duminda	Inspection	n		_
								Name o	f Inspecto	r. 15	Duminga				_
< <pavement>&gt;</pavement>	_		Soundne	ess Grade	: В		Healthin	a marine	58						
Damage Type>			<a>&gt;</a>	<b></b>	<c></c>	<d>=</d>	xtent of I	Damage <Σ>	<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	arks>					
Pothole			8	- 38	0	- 6	1	9							
Crack			3	-12-	5		1	9							
Rutting			9	- × -	0	17.0	0	9							
Waving	_		9		0		0	9							
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Pothole			2015	1217	2012	-12	-22	0	7137	-23	-00"	Left	11	Center 12	13
Crack								•				Center	21	22	23
Rutting								_				Right	31	32	33
Waving											_	, ugin		tructure Pla	
< <expansion joint="">&gt;</expansion>			Soundne	ess Grade	: D		Healthin	dex:	0						
The state of the						E	xtent of I	Damage							
<damage type=""></damage>			<a>&gt;</a>	<b></b>	<c></c>	<q></q>	<e></e>	<Σ>	<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	arks>					
Damage on Expansion	n Joi	nt	0	- 6	16.0	1.5	100	100							
Difference in Levels			100	-	0		0	100							
			7.00			_	Locat	-,		-	_		-	_	-0.7
<damage type=""></damage>	- 0	4	<11>	<21>	<31>				<13>	<23>	<33>		Start	Center	End
Damage on Expansion	on Joi	nt					-	7	•	•		Left	11		13
Difference in Levels						_	_	-			_	Center	21		28
												Right	31	tructure Pla	33
													Loupers	tructure Fia	D Walking
< <accessories>&gt;</accessories>			Soundne	ess Grade	: A		HealthIn	day:	100						
-710003301103			Souriant	oss Oraut		F	xtent of I		100						
			<a>&gt;</a>	<b>&gt;</b>	<c></c>	<d></d>	<e>&gt;</e>	<Σ>	<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	arks>					
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<damage type=""> Damage on Drainage</damage>							0	0							
<damage type="">Damage on DrainageDamages on Service</damage>			0												
Damage on Drainage Damages on Service	Duct	pet	100	-		111	0	100							
Damage on Drainage Damages on Service Damages on Railing	Duct	pet					0 Locat			-00					
Darnage on Drainage Darnages on Service Damages on Railing <damage type=""></damage>	Duct / Para	pet				<12>			<13>	<23>	<33>	7	Start	Center	End
Damage on Drainage Damages on Service Damages on Railing <damage type=""> Damage on Drainage</damage>	Duct / Para		100	-			Locat	lon	<13>	<23>	<33>	Left	Start 11	Center 12	End 13
Darnage on Drainage Darnages on Service Damages on Railing <damage type=""> Damage on Drainage Damages on Service</damage>	Duct / Para	7	100	-			Locat	lon	<13>	<23>	<33>	Left Center			
Darnage on Drainage Darnages on Service Damages on Railing <damage type=""></damage>	Duct / Para	7	100	-			Locat	lon	<13>	<23>	<33>		11 21 31	12	13 23 33

Bidge No.   31/1 in Km   Name of Bridge	Route No.	7	AA004						Name o	f Road	7	Colombo -	Ratnapura	- Wellawa	iya - Batticaloa
Separation   Not Separated   Widened   Not Widened   Not Widened   Span Number   2   Date of Inspection   2018/03/03				Km							- 8				
Span Name   P1 - A2   Method of Inspection   Close Visual Inspection	-								-			Not Widen	ed		
Span Name   P1 - A2   Method of Inspection   Close Visual Inspection	Elmont a								3			24120231			
Name of Inspector   Duminda								-3	_					20	
Approaches   Soundness Grade: A   HealthIndex: 100	Span Name	Ä.	FI × AZ						-				ai nispecti	UII	
Extent of Damage   Damage   Damage   Damage   Damage   Damage   Type   Say									ivalle 0	mapeciol	10	Duriniud			
Damage Type	Approaches>>		_	Soundn	ess Grade:	. A				100					
Description   Proach Bank   River Bank   3	amage Type>			<a></a>	<b>&gt;</b>	<c></c>				<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td></rem<>	arks>				
Location   Location	ttlement of Surface														
Armage Type   Canage Type	proach Bank / Ri	ver Ba	nk	3	*				_						
ttlement of Surface	amage Type>			<11>	<21>	<31>		-		<13>	<23>	<33>		Start	Er
Right   31	ttlement of Surface														-
Content (Bridge Surface)   Soundness Grade: A   HealthIndex: 100   Extent of Damage	proach Bank / Ri	iver Ba	nk				-	-	7						
Others (Bridge Surface) >>   Soundness Grade: A   HealthIndex: 100     Extent of Damage													rugnt		ucture Plan Ma
Extent of Damage														Leapoins	and the first the
Extent of Damage   Company   Comp	0									100					
Damage Type	-Otners(Bridge Su	mace)	,,	Soundn	ess Grade:	Α.				100					
Location   Content   Con					_		<d>&gt;</d>	<e>&gt;</e>	<Σ>	<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td></rem<>	arks>				
Damage Type>     <11> <21> <31> <12> <22> <32> <13> <23> <33> <33     Start Center En     En       hers     Left 11 12 13       Center 21 22 23       Right 31 32 33	hers			0		1.1	1,30								
Left         11         12         13           Center         21         22         23           Right         31         32         33	amage Type>			<11>	<21>	<31>	<12>			<13>	<23>	<33>		Start	Center Fr
Center 21 22 23 Right 31 32 33										.,,	-		Left		

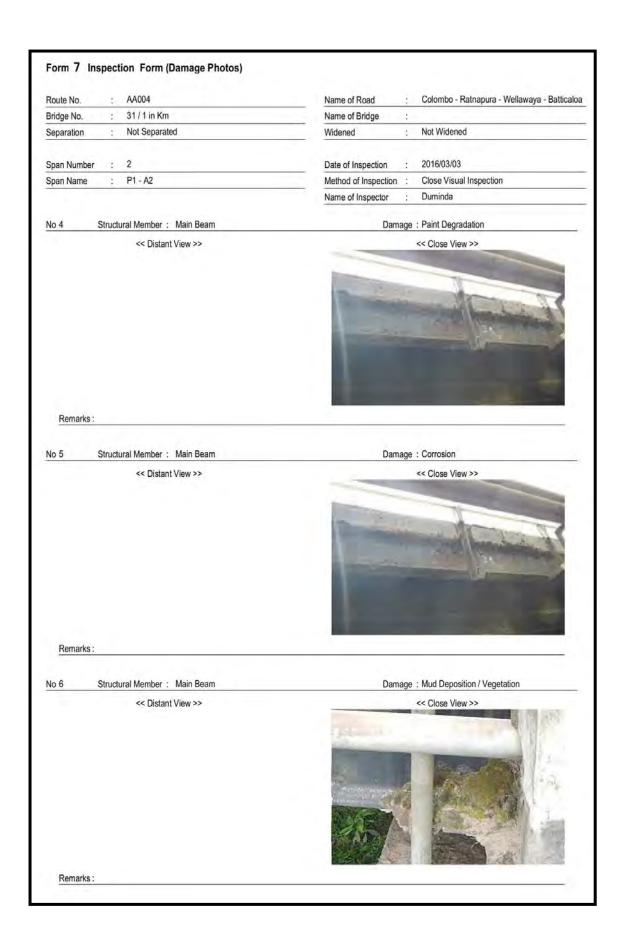
Route No.   : AA004	 0 6 - <21>	<c> 0 0 0 0 - 431&gt;</c>	0 2 - <12> • •	Healthin <e> 8 0 6 Locati &lt;22&gt;</e>	Date of Method Name of dex: Damage <Σ> 8 8 0 8	of Bridge	g g	Not Widene 2016/03/03 Close Visua Duminda	d			
Span Number         :         2           Span Name         :         P1 - A2           <         Soundnes           <         Commage Type> <a>&gt;           Paint Degradation         0         0           Domage (Rivet / HSFG)         0         0           Mud Deposition / Vegetation         2         &lt;11&gt;&gt;           Paint Degradation         0         0           Domage (Rivet / HSFG)         0         0           Mud Deposition / Vegetation         0         0           &lt;         Coundness         &lt;&lt;0           &lt;         Coundness         &lt;0            Coundness         &lt;0           &lt;         &lt;0         &lt;0            &lt;0         &lt;0</a>	<b> 0 6 - - &lt;21&gt; ess Grade:</b>	<c> 0 0 0 0</c>	0 2 - <12> • •	xtent of E <e> 8 0 0 6 Locati</e>	Widene  Date of Method Name of Name	d Inspection of Inspection of Inspector 35 < Rema	on :	2016/03/03 Close Visua Duminda		a		
Span Name : P1 - A2 <main beam="">&gt; Soundnes  Corrosion 0 Damage Type&gt; <a> Paint Degradation 0 Damage (Rivet / HSFG) 0 Mud Deposition / Vegetation 2  Corrosion 0 Damage Type&gt; &lt;11&gt; Paint Degradation 0 Damage (Rivet / HSFG)  0  Mud Deposition / Vegetation 0 Damage (Rivet / HSFG)  0  Corrosion 0  Corrosion 0 Damage (Rivet / HSFG)  0  Corrosion 0  Corrosion 0 Damage (Rivet / HSFG)  0  Corrosion 0  Corrosion 0 Damage (Rivet / HSFG)  0  Corrosion 0  Corrosion 0 Damage (Rivet / HSFG)  0  Corrosion 0  Corrosion 0 Damage (Rivet / HSFG)  0  Corrosion 0  Corrosion 0 Damage (Rivet / HSFG)  0  Corrosion 0 Dam</a></main>	<b> 0 6 - - &lt;21&gt; ess Grade:</b>	<c> 0 0 0 0</c>	0 2 - <12> • •	xtent of E <e> 8 0 0 6 Locati</e>	Method Name of dex: Damage <\$\infty\$ 8 8 0 8 ion <\$32>	of Inspection of Inspector of I	arks>	Close Visua Duminda		on		
Span Name	<b> 0 6 - - &lt;21&gt; ess Grade:</br></b>	<c> 0 0 0 0</c>	0 2 - <12> • •	xtent of E <e> 8 0 0 6 Locati</e>	Method Name of dex: Damage <\$\infty\$ 8 8 0 8 ion <\$32>	of Inspection of Inspector of I	arks>	Close Visua Duminda		on .		
Soundnes  Soundnes  Soundnes  Damage Type> <a> Paint Degradation</a>	<b> 0 6 - - &lt;21&gt; ess Grade:</br></b>	<c> 0 0 0 0</c>	0 2 - <12> • •	xtent of E <e> 8 0 0 6 Locati</e>	Name of dex: Damage <Σ> 8 8 0 8 ion <32>	of Inspector 35 <rema< td=""><td>arks&gt;</td><td>Duminda</td><td>al Inspectio</td><td>on .</td><td></td><td></td></rema<>	arks>	Duminda	al Inspectio	on .		
Damage Type	<b> 0 6 - - &lt;21&gt; ess Grade:</b>	<c> 0 0 0 0</c>	0 2 - <12> • •	xtent of E <e> 8 0 0 6 Locati</e>	dex: Damage <Σ> 8 8 0 8 ion <32>	35 <rema< td=""><td>arks&gt;</td><td>&lt;33&gt;</td><td></td><td></td><td></td><td></td></rema<>	arks>	<33>				
Damage Type >	<b> 0 6 - - &lt;21&gt; ess Grade:</b>	<c> 0 0 0 0</c>	0 2 - <12> • •	xtent of E <e> 8 0 0 6 Locati</e>	Oamage <Σ> 8 8 0 8 ion <32>	<rema< td=""><td></td><td></td><td></td><td></td><td></td><td></td></rema<>						
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Paint Degradation 0  Corrosion 0  Damage (Rivet / HSFG) 0  Mud Deposition / Vegetation 2  Paint Degradation	0 6 - - <21>	0 0 0 - <31>	0 2 - - <12>	8 0 0 6 Locati	8 8 0 8 ion <32>	<13>						
Damage (Rivet / HSFG)         0           Mud Deposition / Vegetation         2           Damage Type>         <11>           Paint Degradation         ●           Damage (Rivet / HSFG)         Out Deposition / Vegetation           Mud Deposition / Vegetation         ●           SCPDeck Slab>>         Soundness           Damage Type> <a>           Damage on Steel / RC Deck Slab         0           CDamage Type&gt;         &lt;11&gt;</a>	<21>	0 - <31>	<12>	0 6 Locati	0 8 ion <32>	•	<23>					
### Aud Deposition / Vegetation 2  ### Commage Type > <11> ### Commage Type > <11> ### Commage (Rivet / HSFG) ### Deposition / Vegetation  ### Commage (Rivet / HSFG) ### Deposition / Vegetation  ### Commage Type > <a> ### Commage Type &gt; <a> ### Commage</a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a>	<21>	<31> •	<12>	6 Locati	8 ion <32>	•	<23>					
CDamage Type> <11> CPaint Degradation  Corrosion  Damage (Rivet / HSFG)  Mud Deposition / Vegetation  COPPOSITION Soundnes  COPPOSIT	<21> ess Grade:	<31>	<12>	Locati	on <32>	•	<23>					
Paint Degradation Corrosion Damage (Rivet / HSFG) And Deposition / Vegetation  Corrosion  Damage (Rivet / HSFG)  And Deposition / Vegetation  Corrosion  Soundnes  Damage Type>  Capamage Type>  Capamage on Steel / RC Deck Slab  O  Coamage Type>  Capamage Type>	ess Grade:	•	:		<32>	•	<23>		- 1			
Paint Degradation Corrosion Damage (Rivet / HSFG) And Deposition / Vegetation  Corrosion  Damage (Rivet / HSFG)  And Deposition / Vegetation  Corrosion  Soundnes  Damage Type>  Capamage Type>  Capamage on Steel / RC Deck Slab  O  Coamage Type>  Capamage Type>	<b>&gt;</b>	•	•	•				•		Start	Center	End
Damage (Rivet / HSFG)  Mud Deposition / Vegetation  Soundnes  Damage Type>  Damage Type>  Damage on Steel / RC Deck Slab  Damage Type>  Camage Type>	<b>&gt;</b>	•	•	•	•	•			Left	11	12	13
Aud Deposition / Vegetation  SCOUNTIES Soundness  Commage Type>	<b>&gt;</b>	• c	•	•	•			•	Center	21	22	23
<deck slab="">&gt; Soundnes Damage Type&gt; <a> Damage on Steel / RC Deck Slab Damage Type&gt; &lt;11&gt;</a></deck>	<b>&gt;</b>	С		•				10	Right	31	32	33
Damage Type> <a> Damage on Steel / RC Deck Slab 0  Damage Type&gt; &lt;11&gt;</a>	<b>&gt;</b>	С				•	•	•		Supers	tructure Pla	n Markin
Damage Type> <a> Damage on Steel / RC Deck Slab 0  Damage Type&gt; &lt;11&gt;</a>	<b>&gt;</b>			Healthin	dex:	39						
Damage Type> Canage Type> 0		_		xtent of D	All the land of th							
Damage Type> <11>	2	<c></c>	<d>&gt;</d>	<e>&gt;</e>	<Σ>	<rema< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rema<>	arks>					
		0	5	0	7							
	<21>	<31>	<12>	Locati <22>	<32>	<13>	<23>	<33>		Start	Center	End
and an area in the season side	7212	-012	• 125	-24	132	102	-232	732	Left	Start	12	13
<cross beam="">&gt; Soundnes</cross>	e Dest			(14 zm²)		100				Loupers	tructure Plai	ı Markin
<cross beam="">&gt; Soundnes</cross>	ss Grade:	A	E	Healthin xtent of D		100						
Damage Type> <a></a>	<b></b>	<c></c>	<d>&gt;</d>	<8>	<Σ>	<rema< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rema<>	arks>					
Corrosion 0	0	0	0	0	0							
Damage (Rivet / HSFG) 0		0		0 Locati	ion 0					-	-	
Damage Type> <11>	<21>	<31>	<12>	<22>	<32>	<13>	<23>	<33>		Start	Center	End
Corrosion									Left	11	12	13
Damage (Rivet / HSFG)									Center	21	22	23
									Right	31	32 tructure Plai	33

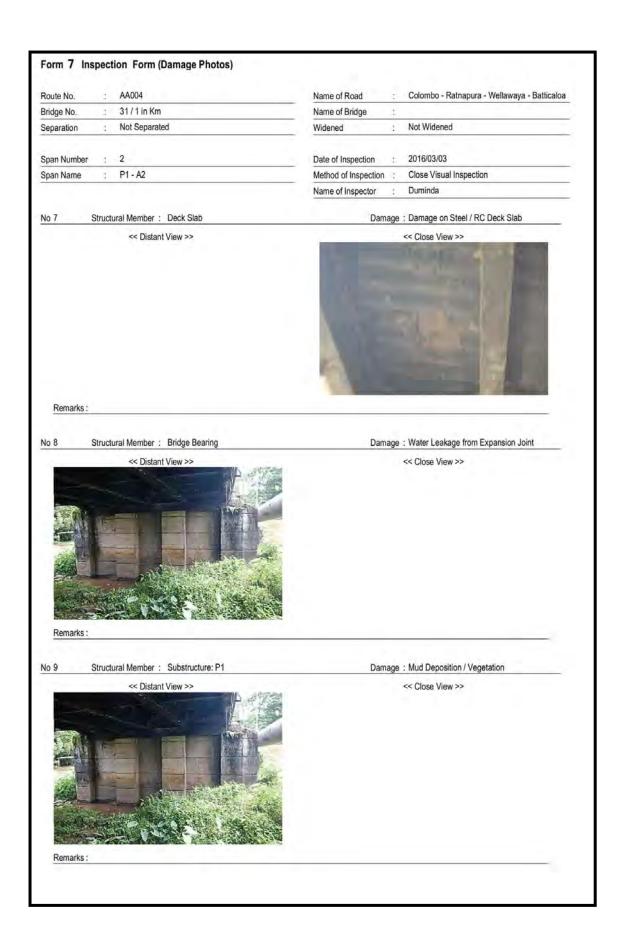
Bridge No. Separation  Span Number Span Name	100	Km.					Name o	f Road		Colombo -	Ratnapura	<ul> <li>Wellaw</li> </ul>	aya - Battı	caloa
Separation :	Not Sep	DIO					Name o	f Bridge	:					
-		arated					Widene		- 2	Not Widen	ed			
-							Date 46	(aggebede		2016/03/03				
opan Name						_	_	of Inspection		Close Visu		n		_
						_		f Inspecto		Duminda	ы поросно			_
										11-732-70				
<others(superstructur< td=""><td>re)&gt;&gt;</td><td>Soundn</td><td>ess Grade</td><td>n A</td><td>F</td><td>HealthInd extent of D</td><td>-</td><td>100</td><td>1000</td><td>-</td><td>~~~</td><td></td><td>000</td><td>00</td></others(superstructur<>	re)>>	Soundn	ess Grade	n A	F	HealthInd extent of D	-	100	1000	-	~~~		000	00
Damage Type>		<a>&gt;</a>	<b></b>	<c></c>	<d></d>	<e></e>	<∑>	<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	arks>					
Others		0		,	٠	0 Locati	0							
Damage Type>		<11>	<21>	<31>	<12>	<22>	<32>	<13>	<23>	<33>		Start	Center	End
Others											Left	11	12	13
											Center Right	31	22 32	23 33
											rugin		tructure Pla	_
<bridge bearing="">&gt;</bridge>		Sounda	ess Grade	в В		Healthin	tex:	70						
	-					xtent of D	amage	1						
:Damage Type> Vater Leakage from Ex	nanaisa lair	<a>&gt;</a>	<b>&gt;</b>	<c></c>	<d>&gt;</d>	<e></e>	<Σ>	<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	arks>					
Damage on Bridge Bear		100	- 32	0	-	0	100	Invisit	ole					
		- A.V.				Locati						-	A PARTY	
Damage Type> Vater Leakage from Ex	nansion loin	<11>	<21>	<31>	-		-	<13>	<23>	<33>	Left	Start 11	Center	End
Damage on Bridge Bear					544	-1	-	_	_	-	Center	21		23
<others(bridge bearin<="" th=""><th>ig)&gt;&gt;</th><th>Soundn</th><th>ess Grade</th><th>: A</th><th></th><th>HealthInd</th><th></th><th>100</th><th></th><th></th><th></th><th></th><th></th><th></th></others(bridge>	ig)>>	Soundn	ess Grade	: A		HealthInd		100						
:Damage Type>		<g>&gt;</g>	<b></b>	<c></c>	<d>E</d>	xtent of D	amage <Σ>	<rem< th=""><th>arks&gt;</th><th></th><th></th><th></th><th></th><th></th></rem<>	arks>					
Others		0	- 4	-	-	0	0	25.090						
:Damage Type>		<11>	<21>	<31>		Locati	on -	<13>	<23>	<33>	-	Start	Center	End
Others		SHE	3215	-01-	-	(-).	0-0	-10-	-20-	-uu-	Left	11	Genter	13
											Center	21		23
											Right		tructure Pla	33 n Markin
												Loupuid	and the	

Table 1 and	AA004					Name o	Road	3	Colombo - I	Ratnapura -	Wellaw	aya - Batti	caloa
Bridge No. : :	31 / 1 in Km					Name o	f Bridge	4					
Separation : I	Not Separated					Widene	d	3	Not Widene	ed			
SP4001P00	2				_	-	Inspection		2016/03/03				_
Span Name :	P1 - A2				_	-	of Inspect		Close Visua	ai Inspectio	n		_
						Name o	f Inspecto	f 3	Duminda				-
<substructure: p1="">&gt;</substructure:>	Soundn	ess Grad	e: A		HealthIn	The second second	98						
Damage Type>	<a>&gt;</a>	<b>&gt;</b>	<c></c>	<d></d>	xtent of E	Jamage <Σ>	<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	arks>					
Scour	1	-B-	0	- 8	Ö	1							
Spall / Dela / Ex-Rebar	9	0	0	0	0	9							
Crack	9	0	0	0	0	9							
Mud Deposition / Vegetation	7	- 1		~	2 Least	9							
<damage type=""></damage>	<11>	<21>	<31>	<12>	Locat <22>	on <32>	<13>	<23>	<33>		Left	Center	Right
Scour	2115		-91-	-(40	LL	-04-	-10-	-40-	-00-	Upper	11	12	13
Spall / Dela / Ex-Rebar										Middle	21	22	23
Crack										Lower	31	32	33
Mud Deposition / Vegetation	•						•			- C21150		ucture From	
<others(substructure): p1=""></others(substructure):>	>> Soundn	ess Grad	e: A		Healthin		100						
Description To a second	- 74.6	-	- 100.41		xtent of I			Junio-					
Damage Type>	<8>	<	<c></c>	<d>&gt;</d>	<e></e>	<Σ>	<rem< td=""><td>arks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	arks>					
Amers.	U			-	Locat	771							
<damage type=""></damage>	<11>	<21>	<31>	<12>	<22>	<32>	<13>	<23>	<33>		Left	Center	Right
Others	-111-		-01-	-14-	-6-6-	-OK-	-10-		-00-		Len	_	
										Upper	11	12	13
										Upper Middle	11 21	12 22	13 23
											21 31	22 32	23 33
										Middle	21 31	22	23 33
										Middle	21 31	22 32	23 33
es Cubatratura ADX	Country	0			Hasibble	davie	70			Middle	21 31	22 32	23 33
<substructure; a2="">&gt;</substructure;>	Soundn	ess Grad	e: B	-	Healthin		70			Middle	21 31	22 32	23 33
		100			ixtent of E	amage		arks>		Middle	21 31	22 32	23 33
CDamage Type>	Soundn <a></a>	ess Grad	e: B	<d><d>&lt;</d></d>			70 <rem< td=""><td>arks&gt;</td><td></td><td>Middle</td><td>21 31</td><td>22 32</td><td>23 33</td></rem<>	arks>		Middle	21 31	22 32	23 33
<damage type=""></damage>	<a>&gt;</a>	<b></b>	<c></c>	<d></d>	ixtent of E <e></e>	Damage <Σ>		arks>		Middle	21 31	22 32	23 33
<damage type=""> Scour Spall / Dela / Ex-Rebar</damage>	<a></a>	<b>-</b>	<c></c>	<d></d>	extent of E <e></e>	Damage <Σ>		arks>		Middle	21 31	22 32	23 33
<damage type=""> Scour Spall / Dela / Ex-Rebar Crack</damage>	<a>&gt; 1 9 5</a>	<b>&lt;</b>	<c> 0 0</c>	<d>&gt;</d>	0 0 0 0	Damage <Σ> 1 9 9		arks>		Middle	21 31	22 32	23 33
CDamage Type> Scour Spall / Dela / Ex-Rebar Crack Mud Deposition / Vegetation	<a><a> 1 9 5 9</a></a>	 0 0 0 -	<c> 0 0 0 0 0 -</c>	<d><d>- 0 4 -</d></d>	<pre>cixtent of E      <e>           0           0            0</e></pre>	Damage <Σ> 1 9 9 9	<rem< td=""><td></td><td></td><td>Middle</td><td>21 31 [Substr</td><td>22 32 ucture Fron</td><td>23 33 at Marking</td></rem<>			Middle	21 31 [Substr	22 32 ucture Fron	23 33 at Marking
<substructure: a2="">&gt;  <damage type=""> Scour  Spall / Dela / Ex-Rebar Crack Mud Deposition / Vegetation  <damage type=""></damage></damage></substructure:>	<a>&gt; 1 9 5</a>	<b><b>- 0 0</b></b>	<c> 0 0 0</c>	<d><d>&lt;</d></d>	0 0 0 0	Damage <Σ> 1 9 9		arks>	<33>	Middle Lower	21 31 [Substr	22 32 ucture Fron	23 33 at Marking
CDamage Type> Scour Spall / Dela / Ex-Rebar Crack Mud Deposition / Vegetation  CDamage Type> Scour	<a><a> 1 9 5 9</a></a>	 0 0 0 -	<c> 0 0 0 0 0 -</c>	<d><d>- 0 4 -</d></d>	<pre>cixtent of E      <e>           0           0            0</e></pre>	Damage <Σ> 1 9 9 9	<rem< td=""><td></td><td>&lt;33&gt;</td><td>Middle Lower</td><td>21 31 (Substr</td><td>22 32 ucture Fron Center</td><td>23 33 at Marking Right 13</td></rem<>		<33>	Middle Lower	21 31 (Substr	22 32 ucture Fron Center	23 33 at Marking Right 13
CDamage Type> Scour Spall / Dela / Ex-Rebar Crack Mud Deposition / Vegetation  CDamage Type>	<a><a> 1 9 5 9</a></a>	 0 0 0 -	<c> 0 0 0 0 0 -</c>	<d><d>- 0 4 -</d></d>	<pre>cixtent of E      <e>           0           0            0</e></pre>	Damage <Σ> 1 9 9 9	<rem< td=""><td></td><td>&lt;33&gt;</td><td>Middle Lower</td><td>21 31 [Substr</td><td>22 32 ucture Fron</td><td>23 33 at Marking</td></rem<>		<33>	Middle Lower	21 31 [Substr	22 32 ucture Fron	23 33 at Marking

Route No.		AA004						Name o	f Road		Colombo -	Ratnapura	- Wellaw	aya - Batti	caloa
Bridge No.	:	31/1 ir	Km.					Name o		2					
Separation	ģ	Not Sep	parated					Widened		ā	Not Widen	ed			
0 11 1								Sec. 5			2040/02/02				
Span Number Span Name	1	2 P1 - A2	)T				-		Inspection of Inspect		2016/03/03 Close Visu	al Inspectio	in .		-
Span Name	-	11-74					_		f Inspecto		Duminda	а парсопо	11		_
Others(Substructi	ure): A	2>>	Soundne	ess Grade	i A		HealthInd xtent of D		100						
Damage Type>			<a>&gt;</a>	<b>&gt;</b>	<c></c>	<d>&gt;</d>	<6>	<Σ>	<rem< td=""><td>narks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	narks>					
hers			0		> "	-	0 Location	0		-			_		
amage Type>			<11>	<21>	<31>	<12>	<22>	<32>	<13>	<23>	<33>		Left	Center	Rigi
hers												Upper	11	12	13
												Middle Lower	21 31	32	23 33
												LONG		ucture From	







Route No.	: AA004	Name of Road : Colombo - Ratnapura - Wellawaya - Batticalos
Bridge No.	31/1 in Km	Name of Bridge :
Separation	: Not Separated	Widened : Not Widened
		004000000
Span Numb		Date of Inspection : 2016/03/03
Span Name	: P1 - A2	Method of Inspection : Close Visual Inspection  Name of Inspector : Duminda
No 10	Structural Member : Substructure: A2  << Distant View >>	Damage : Crack  << Close View >>
Remark	5:	
No 11	Structural Member :	Damage :
Remark	s:	
	Structural Member :	Damage :
No 12	<< Distant View >>	<< Close View >>
12	<< Distant View >>	

## 1.7 Arch Bridge

## 1) Record

Separation :		Bridge No. : 5 / 3 Widened :	
Separation : Name of Bridge :		Widened :	
Name of Bridge		Date of Inspection : 13/10/2016	
Span No. : I		Method of Inspection : ☐ Close ☐ Dis	stant I Indirect
Span Name : A1- A2		Name of Inspector : My. Jeeway	
11.01		144. 1000 de	
☑ Pavement			
Pothole		☑ Crack	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <b> &lt; <b> <b> <b> <b> <b> <b> <b> <b></b></b></b></b></b></b></b></b></b></d></c></b></a>	<distant td="" view<=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
Start Center End		Start Center End	
Left 🔲 🗎	40.00	Left 🔲 🖂	
Center	Remarks	Center	Remarks
Right		Right	
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
✓ Rutting  Extent of Damages	Dhotographs	☑ Waving	Dhetamat
	Photographs	Extent of Damages <a> <b> <c> <d> <e> Σ</e></d></c></b></a>	Photographs
9 9	<distant view=""></distant>	9 9	<distant td="" view<=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
Start Center End	-	Start Center End	
Left		Left	
Center	Remarks	Center	Remarks
Right		Right	
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
Expansion Joint			
Damage on Expansion joint		☐ Difference in Levels	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant td="" views<=""></distant>
	- wall them		-Diotaint views
Location	<close view=""></close>	Location	<close view=""></close>
Start Center End		Start Center End	40-55 <u>-</u> 31-310-)
		Left 🗆	-
Left			
Left  Center  Center	Remarks	Center 🗆 🗆	Remarks
THE RESIDENCE OF STREET, STREE	Remarks	Center	Remarks

<ul><li>✓ Accessories</li><li>☐ Damage on Drainage</li></ul>		Damages on Service Duct	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	Oistant View>	<a> <b> <c> <d> <b> &lt; <b> &lt;</b></b></d></c></b></a>	<distant view=""></distant>
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Location	<close view=""></close>	Location	<close view=""></close>
Start Center End		Start Center End	
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[Superstructure Plane Marking]  Damages on Railing / Parapet		[ Superstructure Plane Marking ]	
	Photographs		
Extent of Damages <a> <b> <c> <d> <e> Σ</e></d></c></b></a>			
100 0 100	<distant view=""></distant>		
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✓ Approaches  ✓ Settlement of Surface  Extent of Damages <a> <b> <c> <d> <e> ∑</e></d></c></b></a>	Photographs Sistant View>	Approach Bank / River Bank  Extent of Damages <a> <b> <c> <d> <e> Σ</e></d></c></b></a>	Photographs <distant th="" view<=""></distant>
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Center	Remarks	Center	Remarks
☐ Others			
☐ Others			
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
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Left	Remarks		
Right			

Route No. : 8130		Bridge No. : 5 / 3	
Separation :		Widened :	
Name of Bridge		1.	
		Date of Inspection : 13/10/2016	
Span No. :		Method of Inspection :   Close   Di	stant 🗌 Indirect
Span Name : Al- A2		Name of Inspector : My. Jeeway	2
☑ Arch Rib			
✓ Arch Line (Displacement)		☑ Crack	7
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a> 5 0 0 + 0 9	<distant view=""></distant>
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Start Center End		Start Center End	
Left		Left	race and a
Center	Remarks	Center	Remarks
Right		Right	
[Superstructure Plane Marking]		[Superstructure Plane Marking]	
✓ Deteriorated (Loose )		✓ Mud Deposition / Vegetation	
Extent of Damages	Photographs	Extent of Damages	Photographs
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>
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Location	<close view=""></close>	Location	<close view=""></close>
	Close views		Close view>
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Center 🗹 🗆	Remarks	Center	Remarks
		Description of the Control of the Co	
Right		Right	
[Superstructure Plane Marking]		Right	
【Superstructure Plane Marking】  ✓ Spandrel ✓ Crack	Sk 4 k	Right	
【Superstructure Plane Marking】  ☑ Spandrel ☑ Crack  Extent of Damages	Photographs	Right	Photographs
Spandrel  ☐ Crack  Extent of Damages <a><a><a><a><a><a><a><a><a><a><a><a><a>&lt;</a></a></a></a></a></a></a></a></a></a></a></a></a>	<distant view=""></distant>	Right ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	
Spandrel  ✓ Crack  Extent of Damages <a><a><a><a><a><a><a><a><a><a><a><a><a>&lt;</a></a></a></a></a></a></a></a></a></a></a></a></a>		Right □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □	Photographs
Spandrel  ☐ Crack  Extent of Damages <a><a><a><a><a><a><a><a><a><a><a><a><a>&lt;</a></a></a></a></a></a></a></a></a></a></a></a></a>	<distant view=""></distant>	Right ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	Photographs <distant view=""></distant>
Spandrel  ☐ Crack  Extent of Damages <a>⟨a⟩ ⟨b⟩ ⟨c⟩ ⟨d⟩ ⟨e⟩ Σ (a) □ □ □ 6  Location</a>	<distant view=""></distant>	Right ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	Photographs <distant view=""></distant>
Spandrel  ✓ Crack  Extent of Damages <a> <b> <b> <c> <d> &lt; <e> ≤</e></d></c></b></b></a>	<distant view=""></distant>	Right	Photographs <distant view=""></distant>
Spandrel  ✓ Crack  Extent of Damages <a> <b> <b> <c> <d> <e> ≤</e></d></c></b></b></a>	<distant view=""></distant>	Right	Photographs <distant view=""> <close view=""></close></distant>
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Spandrel  ✓ Crack  Extent of Damages <a> <b> <b> <c> <d> <e> ≤</e></d></c></b></b></a> <a> <b> <c> <d> <e> ≤</e></d></c></b></a> <a> <a> <a> <a> <a> <a> <a> <a> <a> <a></a></a></a></a></a></a></a></a></a></a>	<distant view=""></distant>	Right	Photographs <distant view=""> <close view=""></close></distant>
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Spandrel  ✓ Crack  Extent of Damages <a> <b> <c> <d> <e> ∑</e></d></c></b></a>	<distant view=""> <close view="">  Remarks</close></distant>	Right	Photographs <distant view=""> <close view=""> Remarks</close></distant>
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Spandrel  Spandrel  Crack  Extent of Damages  Spandrel  Crack  Extent of Damages  Spandrel  Location  Start Center End  Left □ □ □ □  Center □ □ □ □  Superstructure Plane Marking 1  Mud Deposition / Vegetation  Extent of Damages  Spandrel  Location  Extent of Damages  Spandrel  Location  Location	<distant view=""> <close view=""> Remarks  Photographs</close></distant>	Right	Photographs <distant view=""> <close view=""> Remarks</close></distant>
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Spandrel  Spandrel  Crack  Extent of Damages  Spandrel  Crack  Extent of Damages  Spandrel  Conter  Conter  Right  Superstructure Plane Marking 1  Mud Deposition / Vegetation  Extent of Damages  Spandrel  Conter  Right  Superstructure Plane Marking 1  Mud Deposition / Vegetation  Extent of Damages  Spandrel  Conter  Right  Superstructure Plane Marking 1  Location  Extent of Damages  Spandrel  Location  Start  Location  Start  Conter  End	<distant view=""> <close view="">  Remarks  Photographs <distant view=""></distant></close></distant>	Superstructure Plane Marking   Superstructure Plane Marking	Photographs <distant view=""> <close view=""> Remarks  Photographs <distant view=""></distant></close></distant>
Spandrel  Spandrel  Crack  Extent of Damages  Spandrel  Crack  Extent of Damages  Spandrel  Location  Start Center End  Left □ □ □ □  Superstructure Plane Marking 1  Mud Deposition / Vegetation  Extent of Damages  Spandrel  Left □ □ □ □  Spandrel  Location  Extent Center End  Location  Start Center End  Location  Spandrel  Left □ □ □ □  Location  Start Center End  Left □ □ □ □  Location  Start Center End  Left □ □ □ □	<distant view=""> <close view="">  Remarks  Photographs <distant view=""> <close view=""></close></distant></close></distant>	Superstructure Plane Marking   Superstructure Plane Marking	Photographs <distant view=""> <close view=""> Remarks  Photographs <distant view=""></distant></close></distant>
Spandrel  ☐ Crack  Extent of Damages <a> <b> <c> <d> <e> ∑</e></d></c></b></a>	<distant view=""> <close view="">  Remarks  Photographs <distant view=""> <close view=""></close></distant></close></distant>	Superstructure Plane Marking   Superstructure Plane Marking	Photographs <distant view=""> <close view=""> Remarks  Photographs <distant view=""></distant></close></distant>
Superstructure Plane Marking   Spandrel	<distant view=""> <close view="">  Remarks  Photographs <distant view=""> <close view=""></close></distant></close></distant>	Superstructure Plane Marking   Superstructure Plane Marking	Photographs <distant view=""> <close view=""> Remarks  Photographs <distant view=""> <close view=""></close></distant></close></distant>
Superstructure Plane Marking   Spandrel	<distant view=""> <close view="">  Remarks  Photographs <distant view=""> <close view=""></close></distant></close></distant>	Superstructure Plane Marking   Superstructure Plane Marking	Photographs <distant view=""> <close view=""> Remarks  Photographs <distant view=""> <close view=""></close></distant></close></distant>
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Name of Bridge :  Substructure No. : 1 Substructure Name : A1  Substructure  Substructure  Substructure  Substructure  Extent of Damages	Route No. : 8130		Bridge No. : 5 / 3 Widened :	
Substructure No. :	Separation :		Widened :	
Substructure No. :   Substructure Name : A1   Method of Inspection :   Close   Distant   Indirect   Name of Inspection :   Close   Distant   Indirect   Name of Inspection :   Close   Distant   Indirect   Name of Inspection :   My   Jecusos   Name of Inspection :   Close   Distant   Indirect   Name of Inspection :   My   Jecusos   Name of Inspector :   My	Name of Bridge :		Date of Ingression	
Substructure Name : A    Name of Inspector : MY. Jeewas	Cultational Na.		51.51	
Substructure				Cold Cold Cold Cold Cold Cold Cold Cold
	Substructure Name : #1		Name of Inspector : My. Jeews	in
	7 Collections in a			
Extent of Damages			TT Chall / Dala / Ev Dahar	
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Colose View>		_		
Left Center Right Upper Middle Lower Statent of Damages Sextent of Dam	0 0 1 1		9 - 0 0 0 9	
Upper Middle	Location	<close view=""></close>	Location	<close view=""></close>
Remarks   Middle	Left Center Right	The state of the s	Left Center Right	
Lower	Upper		Upper	
[Substructure Front Marking]  ☐ Crack  ☐ Extent of Damages ☐ Photographs  ☐ Extent of Damages ☐ Photographs ☐ Extent of Damages ☐ Photographs ☐ Extent of Damages ☐ Photographs ☐ Extent of Damages ☐ Photographs ☐ Extent of Damages ☐ Photographs ☐ Colose View> ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	Middle	Remarks	Middle	Remarks
Z Crack	Lower 🔽 📈 🗆		Lower	
Extent of Damages	[ Substructure Front Marking ]		[Substructure Front Marking]	
Extent of Damages	Z Crack		✓ Mud Deposition / Vegetation	
<a> <b> <c> <d> <b> <c> <d> <d> <b> <b> <b> <c> <d> <d> <b> <b> <b> <b> <b> <b> <b> <b> <b> <b< td=""><td></td><td>Photographs</td><td></td><td>Photographs</td></b<></b></b></b></b></b></b></b></b></b></d></d></c></b></b></b></d></d></c></b></d></c></b></a>		Photographs		Photographs
Location   Close View   Location   Close View	<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		<distant view=""></distant>
Left   Center   Right   Upper		<close view=""></close>		<close view=""></close>
Upper		TOIGGG VICTO		Clobe View
Middle				-
Lower		Remarks	MANUAL PROPERTY AND ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY AND ADDRESS OF THE PROPERTY ADDRESS OF THE PROPERTY AND ADDRESS OF THE PROPERTY ADDRES	Remarks
[Substructure Front Marking]  Others  Extent of Damages Photographs <a> <b> <c> <d> <e> Σ</e></d></c></b></a>		Memarks	and the contraction of the contr	Nomans
☐ Others  Extent of Damages				
Others	and the second s		[Substitucture   Tolic Warking]	
Extent of Damages				
<a> <b> <c> <d> <e> Σ       <distant view="">         Location       <close view="">         Left Center Right       Center Right         Upper Middle           Lower</close></distant></e></d></c></b></a>		Photographs		
Location   Close View>   Left   Center   Right   Remarks   Lower		_		
Location   Close View>   Left   Center   Right   Remarks   Lower		\Distant view>		
Left   Center   Right		- Class Views		
Upper		Close view>		
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Lower		Domesto		
		Remarks		
[Substructure Front Marking]				
	[ Substructure Front Marking ]			

Route No. : B136		eet (Substructure 1/1)  Bridge No. : 5 / 3	
Separation :		Widened :	
Name of Bridge :			
		Date of Inspection : 13 10/20	16
Substructure No. : 2			Distant Indirect
Substructure Name : #2		Name of Inspector : My, Jeen	Trus
✓ Substructure			
Scour		☑ Spall / Dela / Ex-Rebar	
Extent of Damages	Photographs	Extent of Damages	Photographs
$\langle a \rangle$ $\langle b \rangle$ $\langle c \rangle$ $\langle d \rangle$ $\langle e \rangle$ $\Sigma$	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a> 9 - 0 0 0 9	<distant td="" view<=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
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Upper		Upper	
Middle	Remarks	Middle	Remarks
Lower		Lower	
[Substructure Front Marking]		[Substructure Front Marking]	
Z Crack		✓ Mud Deposition / Vegetation	
Extent of Damages	Photographs	Extent of Damages	Photographs
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	<distant view=""></distant>	<a> <b> <c> <d> <e> Σ</e></d></c></b></a> 9 0 9	<distant td="" view<=""></distant>
Location	<close view=""></close>	Location	<close view=""></close>
Left Center Right		Left Center Right	
Upper		Upper	
Middle	Remarks	Middle	Remarks
Lower		Lower	
[Substructure Front Marking]		[Substructure Front Marking]	
☐ Others			
Others			
Extent of Damages	Photographs		
<a> <b> <c> <d> <e> Σ</e></d></c></b></a>	<distant view=""></distant>		
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Middle	Remarks		
Lower 🔲 🔲			
[ Substructure Front Marking ]			
-			

## 2) Outputs

Route No.	; B130			Name of Road	Galle - Wakwella		
Bridge No.	5 / 3 in Km			Name of Bridge			
Separation	; Not Separat	ed		Widened :	Not Widened		
				E	2212112112		
				Date of Inspection		600	
				Method of Inspection		on	_
				Name of Inspector	Jeewan		_
lealth Index & So	Indness Grade						
<bridge>&gt;</bridge>	ew ew	Buch e let	n.l.				
A1 - A2	Entire Bridge D (0)	A (100)	Bridge Structure D (0)				
Whole	D (0)	A (100)	D (0)				
	- 191		- 141				
<bridge surface=""></bridge>							
A4 A2	Pavement	Expansion Joint	Accessories	Approaches			
A1 - A2	A (100)	A (100)	A (100)	A (100)			
<bridge structure<="" td=""><td>&gt;&gt;&gt;</td><td></td><td></td><td></td><td></td><td></td><td></td></bridge>	>>>						
	Entire	Main Beam	Deck Slab	Diaphram			
	Superstructure	Arch Rib	Spandrel	Cross Beam	Bridge Bearing		Substructure
62 12	0 (00)		A (97)		484	A1	D (0)
A1 - A2	B (65)	8 (66)	- A Very			146	1 7100
epair costs (Unit <bridge>&gt;</bridge>	Thousands LKR)  Entire Bridge	Bridge Surface	Bridge Structure			A2	A (100
Repair costs (Unit	Thousands LKR)					A2	A (100
Repair costs (Unit < <bridge>&gt; A1 - A2 Total</bridge>	Thousands LKR)  Entire Bridge 223.7 223.7	Bridge Surface	Bridge Structure 223.7			A2	A (100
Repair costs (Unit <bridge>&gt; A1 - A2 Total <stridge surface=""></stridge></bridge>	Thousands LKR) Entire Bridge 223.7 223.7 > Pavement	Bridge Surface 0.0 0.0 Expansion Joint	Bridge Structure 223.7 223.7 Accessories	Approaches		A2.	A (100
Repair costs (Unit <bridge>&gt; A1 - A2 Total <bridge surface=""> A1 - A2</bridge></bridge>	Thousands LKR)  Entire Bridge 223.7 223.7  Pavement 0.0	Bridge Surface 0.0 0.0 Expansion Joint 0.0	Bridge Structure 223.7 223.7 Accessories 0.0	Approaches 0.0		A2.	A (100
Repair costs (Unit <bridge>&gt; A1 - A2 Total <stridge surface=""></stridge></bridge>	Thousands LKR) Entire Bridge 223.7 223.7 > Pavement	Bridge Surface 0.0 0.0 Expansion Joint	Bridge Structure 223.7 223.7 Accessories	Approaches		A2	A (100
Repair costs (Unit <bridge>&gt; A1 - A2 Total &lt;<bridge surface=""> A1 - A2 Total</bridge></bridge>	Thousands LKR)  Entire Bridge 223.7 223.7  Pavement 0.0 0.0	Bridge Surface 0.0 0.0 Expansion Joint 0.0	Bridge Structure 223.7 223.7 Accessories 0.0	Approaches 0.0		A2	A (100
Repair costs (Unit > A1 - A2 Total 	Thousands LKR)  Entire Bridge 223.7 223.7  Pavement 0.0 0.0  Entire	Bridge Surface 0.0 0.0 Expansion Joint 0.0 0.0	Bridge Structure 223.7 223.7  Accessories 0.0  Deck Slab	Approaches 0.0 0.0		A2	
Repair costs (Unit <bridge>&gt;  A1 - A2  Total  <bridge surface="">  A1 - A2  Total  Total  <bridge structure<="" td=""><td>Entire Bridge 223.7 223.7 223.7  Pavement 0.0 0.0  Entirer Superstructure</td><td>Bridge Surface 0.0 0.0 Expansion Joint 0.0 0.0 Main Beam Arch Rib</td><td>Bridge Structure 223.7 223.7  Accessories 0.0 0.0  Deck Slab Spandrel</td><td>Approaches 0.0</td><td>Bridge Bearing</td><td></td><td>Substructure</td></bridge></bridge></bridge>	Entire Bridge 223.7 223.7 223.7  Pavement 0.0 0.0  Entirer Superstructure	Bridge Surface 0.0 0.0 Expansion Joint 0.0 0.0 Main Beam Arch Rib	Bridge Structure 223.7 223.7  Accessories 0.0 0.0  Deck Slab Spandrel	Approaches 0.0	Bridge Bearing		Substructure
Repair costs (Unit <bridge>&gt; A1 - A2 Total <bridge surface=""> A1 - A2 Total <bridge structure<br="">A1 - A2</bridge></bridge></bridge>	Entire Bridge 223.7 223.7  Pavement 0.0 0.0  Entirer Superstructure 98.3	Expansion Joint 0.0  Expansion Joint 0.0  Main Beam Arch Rib 89.7	Eridge Structure 223.7 223.7 223.7  Accessories 0.0 0.0  Deck Slab Spandrel 8.6	Approaches 0.0 0.0 Diaphram Cross Beam		A1	Substructure
epair costs (Unit <bridge>&gt;  A1 - A2  Total  <bridge surface="">  A1 - A2  Total  <bridge structure<="" td=""><td>Entire Bridge 223.7 223.7 223.7  Pavement 0.0 0.0  Entire Superstructure 98.3 98.3</td><td>Bridge Surface 0.0 0.0 Expansion Joint 0.0 0.0 Main Beam Arch Rib</td><td>Bridge Structure 223.7 223.7 223.7  Accessories 0.0 0.0  Deck Slab Spandrel 8.6 8.6</td><td>Approaches 0.0 0.0 Diaphram Cross Beam</td><td>0.0</td><td></td><td>Substructure 125.4 0.0</td></bridge></bridge></bridge>	Entire Bridge 223.7 223.7 223.7  Pavement 0.0 0.0  Entire Superstructure 98.3 98.3	Bridge Surface 0.0 0.0 Expansion Joint 0.0 0.0 Main Beam Arch Rib	Bridge Structure 223.7 223.7 223.7  Accessories 0.0 0.0  Deck Slab Spandrel 8.6 8.6	Approaches 0.0 0.0 Diaphram Cross Beam	0.0		Substructure 125.4 0.0

Crack	Route No.	B130						Name o	of Road		Galle - Wal	wella			
Span Number   1   Date of Inspection   2016/10/13   Method of Inspection   Close Visual Inspection   Close Visual Inspection   Name of Inspection   Close Visual Inspection   Name of Inspection   Close Visual Inspection   Name of Inspection   Name of Inspection   Close Visual Inspection   Name of Insp	Bridge No.	5/3 in K	lm					Name o	of Bridge	1.2					
Method of Inspection : Close Visual Inspection   Name of Inspector   Jeewan	Separation 2	Not Sepa	arated					Widene	d	2	Not Widene	d			
Method of Inspection : Close Visual Inspection   Name of Inspection : Jeewan	Span Number :	1						Date of	Inspection	1 3	2016/10/13				
Name of Inspector   Jeewan	-	A1 - A2	-				_	1			Close Visua	al Inspecti	on		_
Extent of Damage   Cap   Cap	462011204	977.15											710.		
Comange Type>   Sap	< <pavement>&gt;</pavement>		Soundn	ess Grade	: A		Healthin	dex:	100						
Prothole 9 - 0 - 0 9  Track 9 - 0 - 0 9  Waving 9 - 0 - 0 9  Waving 9 - 0 - 0 9  Location  CDamage Type> <11> <21> <31> <12> <22> <32> <32> <33> <33>															
Crack   9									<rem< td=""><td>narks&gt;</td><td></td><td></td><td></td><td></td><td></td></rem<>	narks>					
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Commage Type>						_									
Chamage Type>	rraving		3		-0	-i-									
Carack   Center   21   22   2   2   2   2   2   2   2			<11>	<21>	<31>	<12>			<13>	<23>	<33>				End
Right 31 32 3	15.00.000											Left			13
Superstructure Plan Method														_	23
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Extent of Damage   Spanning   S	Waving												[Supers	structure Pla	in Markin
Extent of Damage   Spanning   S															
Camage Type   Sa   Sa   Sa   Sa   Sa   Sa   Sa   S	< <expansion joint="">&gt;</expansion>		Soundn	ess Grade	: A	E			100						
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Coamage Type   Coation		oint	0	-	-	-	0	0							
Commage Type>	Difference in Levels		0	-	0	~:	_	_							
Center   Right   31	<damage type=""></damage>		<11>	<21>	<31>		0.3.92.00	7555	<13>	<23>	<33>	_	Start	Center	End
Right   31		oint				- 21		- 1				Left	11		13
Commage Type>	Difference in Levels						-	-				Center	21		23
<accessories>&gt; Soundness Grade: A HealthIndex: 100 Extent of Damage <damage type=""></damage></accessories>												Right	31		33
Extent of Damage														structure Pla	n Markin
Extent of Damage															
< damage Type> <a> d&gt;<b> d&gt;         <a> d         <th< td=""><td>&lt;<accessories>&gt;</accessories></td><td></td><td>Soundn</td><td>ess Grade</td><td>: A</td><td></td><td></td><td>4 500</td><td>100</td><td></td><td></td><td></td><td></td><td></td><td></td></th<></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></a></b></a>	< <accessories>&gt;</accessories>		Soundn	ess Grade	: A			4 500	100						
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Damages on Railing / Parapet   100 0 100   Location   Start Center   El		ct													
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Route No. : B130						Name o	f Road		Galle - Wa	kwella			
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Span Number : 1							Inspection		2016/10/13				
Span Name : A1 - A2	2	_			-6		of Inspect			al Inspection	n		_
						Name o	f Inspecto	:	Jeewan				_
<approaches>&gt;</approaches>	Soundne	ess Grade	et A	-	HealthInd	-	100						
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Settlement of Surface	6	16.7	9	- 4	0	6							
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Others					3-2-5					Left	11	12	13
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Route No. : B130  Bridge No. : 5 / 3 in Kr Separation : Not Sepa  Span Number : 1  Span Name : A1 - A2  **Arch Rib>>  Damage Type> with Line (Displacement)  Track Deteriorated (Loose) Mud Deposition / Vegetation  **Communication of the Communication of the Comm	Soundne	ess Grade	e: 8 <c>- 0 - &lt;31&gt;</c>	<d>E <d><d><d><d><d><d><d><d><d><d><d><d><d>&lt;</d></d></d></d></d></d></d></d></d></d></d></d></d></d>	Healthin extent of E <e> 0 0 1 1 Locat &lt;22&gt;</e>	Date of Method Name of	f Bridge d Inspectior of Inspecto f Inspecto 66 <rem< th=""><th>ion : r :: arks&gt;</th><th>Not Widen 2016/10/13 Close Visu Jeewan</th><th></th><th>n)</th><th></th><th></th></rem<>	ion : r :: arks>	Not Widen 2016/10/13 Close Visu Jeewan		n)		
Separation : Not Sepa  Span Number : 1  Span Name : A1 - A2   **Arch Rib>>  **Damage Type> with Line (Displacement)  Crack  Deteriorated (Loose )  Aud Deposition / Vegetation  **Damage Type> with Line (Displacement)  Crack  Deteriorated (Loose )  Aud Deposition / Vegetation  **Spandrel>>  **Damage Type>  Crack  Deteriorated (Loose )  Aud Deposition / Vegetation  **Spandrel>>  **Damage Type>  Track  Deteriorated (Loose )  Aud Deposition / Vegetation  **Damage Type>  Track  Deteriorated (Loose )  Aud Deposition / Vegetation  **Damage Type>	Soundne	 0 - - - - - - - - - - - - - - 	<c> - 0 &lt;31&gt;</c>	<d><d>-</d></d>	xtent of E <e> 0 0 1 1 Locat</e>	Widene  Date of Method Name of Name	d Inspection of Inspector finspector 66	ion : r ::	2016/10/13 Close Visu	1	n)		
Span Name : A1 - A2  Span Name	<a><a><a><a><a><a><a><a><a><a><a><a><a></a></a></a></a></a></a></a></a></a></a></a></a></a>	 0 - - - - - 	<c> - 0 &lt;31&gt;</c>	<d><d>-</d></d>	xtent of E <e> 0 0 1 1 Locat</e>	Method Name of dex: Damage <Σ> 1 9 9 9 ion	of Inspecto f Inspecto 66 <rem< th=""><th>ion : r :: arks&gt;</th><th>Close Visu</th><th></th><th>n)</th><th></th><th></th></rem<>	ion : r :: arks>	Close Visu		n)		
Span Name : A1 - A2  Span Name	<a><a><a><a><a><a><a><a><a><a><a><a><a></a></a></a></a></a></a></a></a></a></a></a></a></a>	 0 - - - - - - - - - - - - - - 	<c> - 0 &lt;31&gt;</c>	<d><d>-</d></d>	xtent of E <e> 0 0 1 1 Locat</e>	Method Name of dex: Damage <Σ> 1 9 9 9 ion	of Inspecto f Inspecto 66 <rem< td=""><td>ion : r :: arks&gt;</td><td>Close Visu</td><td></td><td>n)</td><td></td><td></td></rem<>	ion : r :: arks>	Close Visu		n)		
Arch Rib>> Damage Type> Arch Line (Displacement) Drack Deteriorated (Loose ) Mud Deposition / Vegetation  Damage Type> Arch Line (Displacement) Damage Type> Arch Line (Displacement) Drack Deteriorated (Loose ) Mud Deposition / Vegetation  Arch Coose ) Damage Type>	<a><a><a><a><a><a><a><a><a><a><a><a><a></a></a></a></a></a></a></a></a></a></a></a></a></a>	 0 - - - - - - - - - - - - - - 	<c> - 0 &lt;31&gt;</c>	<d><d>-</d></d>	xtent of E <e> 0 0 1 1 Locat</e>	Name of dex:  Damage <Σ> 1 9 9 9 ion	f Inspecto 66 <rem< td=""><td>r :</td><td></td><td>al Inspectio</td><td>n)</td><td></td><td></td></rem<>	r :		al Inspectio	n)		
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Arch Line (Displacement)  Crack  Deteriorated (Loose )  And Deposition / Vegetation  Chamage Type>  Arch Line (Displacement)  Crack  Deteriorated (Loose )  And Deposition / Vegetation  Company  Company	5 8 8 <11> Soundne	<21>	0 - - <31>	4	0 1 1 Locat	9 9 9 ion	<13>						
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Aud Deposition / Vegetation <spandrel>&gt;  Damage Type&gt; Crack Deteriorated (Loose )  Mud Deposition / Vegetation  Damage Type&gt;</spandrel>	<a>&gt;</a>	ess Grade				-			-	Right	31	32	33
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Crack Deteriorated (Loose ) Mud Deposition / Vegetation Demage Type>		1000			xtent of D		-						
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Deteriorated (Loose )										Center	21	22	23
Aud Deposition / Vegetation						•				Right	31	32	33
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<others(superstructure)>&gt;</others(superstructure)>	Soundne	ess Grade	e: A		Healthin	dex:	100						
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	:	B130						Name o	f Road	*	Galle - Wal	kwella			
Bridge No.	1	5/3 in K	m					Name o	f Bridge	1:1					
Separation	3	Not Sepa	irated					Widene			Not Widen	ed			
Span Number		1						Date of	Inspection	1 -2	2016/10/13				
Span Name	3	A1 - A2						Method	of Inspec	tion :	Close Visu	al Inspectio	П		
								Name o	Inspecto	r :	Jeewan				_
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Crack	Dai		9	0	0	0	0	9							
Mud Deposition / Ve	egetatio	on	9	16			0	9							
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