Miscellaneous Elements
Miscellaneous Structures
And
Batter Protection
### Miscellaneous Structures & Batter Protection

#### Element Description

<table>
<thead>
<tr>
<th>Element</th>
<th>Description</th>
<th>Units</th>
</tr>
</thead>
</table>
| MMAS    | Masonry, Brick and Reinforced Earth  
This element defines only those abutments, piers and arches constructed of masonry, brick or reinforced earth. | $m^2$ of exposed surface area |
| MBAT    | Batter Protection  
This element defines only batter protection constructed of masonry, brick, stone filled gabions or mattresses, rubble, sand bags, concrete filled fabric mattress, or sprayed concrete. | $m^2$ of exposed surface area |

For each of the condition states, report the estimated quantity in square metres of exposed surface area.

#### Condition state descriptions

<table>
<thead>
<tr>
<th>Condition State</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>There is little or no vertical (differential) settlement, lateral or rotational movement, scour or failure of the construction material.</td>
</tr>
<tr>
<td>2</td>
<td>There may be vertical (differential) settlement, lateral or rotational movement, voids, scour or failure of the construction material but the strength and/or serviceability of either the element or the bridge are not significantly affected.</td>
</tr>
<tr>
<td>3</td>
<td>There may be vertical (differential) settlement, lateral or rotational movement, voids, scour or failure of the construction material to produce a loss of strength of the element but not of a sufficient magnitude to affect the serviceability of either the element or the bridge.</td>
</tr>
<tr>
<td>4</td>
<td>Vertical (differential) settlement, lateral or rotational movement, voids, scour, or failure of the construction material has occurred. There is sufficient concern to warrant an analysis to ascertain the impact on the strength and/or serviceability of either the element or the bridge.</td>
</tr>
</tbody>
</table>

#### Key Areas to inspect for any deterioration signs:
1. Areas with the potential to be undermined due to scour
2. Protection adjacent to other members

#### Rating Guidance Notes:
**Miscellaneous Structures & Batter Protection**

**Condition State 1**
There is little or no vertical (differential) settlement, lateral or rotational movement, scour or failure of the construction material.

Masonry abutment on good condition.
Miscellaneous Structures & Batter Protection

Condition State 2
There may be vertical (differential) settlement, lateral or rotational movement, voids, scour or failure of the construction material but the strength and/or serviceability of either the element or the bridge are not significantly affected.

Moderate scour at the base of batter protection.

Settlement of the embankment.
**Miscellaneous Structures & Batter Protection**

**Condition State 3**

There may be vertical (differential) settlement, lateral or rotational movement, voids, scour or failure of the construction material to produce a loss of strength of the element but not of a sufficient magnitude to affect the serviceability of either the element or the bridge.

Batter protection undermined by scour at the base.

Cracked fabric protection and gaps allowing water to run under and erode the base.
Condition State 4
Vertical (differential) settlement, lateral or rotational movement, voids, scour, or failure of the construction material has occurred. There is sufficient concern to warrant an analysis to ascertain the impact on the strength and/or serviceability of either the element or the bridge.

Significant erosion of embankment.

Significant undermining and scour under abutment and approaches.
**Miscellaneous Structures & Batter Protection**

**MMAS, MBAT**

**Condition State 4**

Vertical (differential) settlement, lateral or rotational movement, voids, scour, or failure of the construction material has occurred. There is sufficient concern to warrant an analysis to ascertain the impact on the strength and/or serviceability of either the element or the bridge.

Fabric protection partially collapsed due to settlement.
Wearing Surface
# Wearing Surface

<table>
<thead>
<tr>
<th>Element</th>
<th>Description</th>
<th>Units</th>
</tr>
</thead>
</table>
| MWES    | Wearing Surface  
This element defines only flush seal or asphaltic concrete (AC) wearing surface on bridge deck. | m² of surface area |

For each of the condition states, report the estimated quantity in square metres of surface area.

## Condition state descriptions

<table>
<thead>
<tr>
<th>Condition State</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>The wearing surface on the deck has no repaired or cracked, shoved or stripped areas.</td>
</tr>
<tr>
<td>2</td>
<td>There are repaired and/or localised shoved or potholed areas of the wearing surface on the deck less than 0.5 m wide and/or 50mm deep. There may be some areas of cracking or stripping across bridge.</td>
</tr>
<tr>
<td>3</td>
<td>There may be repaired and/or shoved or potholed areas of the wearing surface on the deck greater than 0.5 m wide and/or 50mm deep. There may be large areas of cracking or some areas of stripping across entire bridge.</td>
</tr>
<tr>
<td>4</td>
<td>The wearing surface has failed. There may be large areas of shoved AC or potholes. Extensive cracking may be present with delamination of sections of wearing surface. There may be large areas of stripping across the bridge.</td>
</tr>
</tbody>
</table>

**Key Areas to inspect** for any deterioration signs:

1. Surface profile  
2. Cracking with moist surface.

**Rating Guidance Notes:**
Wearing Surface

Condition State 1
The wearing surface on the deck has no repaired or cracked, shoved or stripped areas.

Wearing surface in good condition.
Wearing Surface

Condition State 2
There are repaired and/or localised shoved or potholed areas of the wearing surface on the deck less than 0.5 m wide and/or 50mm deep. There may be some areas of cracking or stripping across bridge.

Stripping of wearing surface in small area.

Wearing surface breaking up near some repaired areas.
Wearing Surface

**Condition State 3**
There may be repaired and/or shoved or potholed areas of the wearing surface on the deck greater than 0.5 m wide and/or 50mm deep. There may be large areas of cracking or some areas of stripping across entire bridge.

Stripped and bleeding wearing surface.

Cracking of large areas of the wearing surface on the bridge.
Wearing Surface

**Condition State 4**
The wearing surface has failed. There may be large areas of shoved AC or potholes. Extensive cracking may be present with delamination of sections of wearing surface. There may be large areas of stripping across the bridge.

Wearing surface with extensive damage.

Wearing surface in poor condition.
Approach Carriageway
Approach Slab and Carriageway

<table>
<thead>
<tr>
<th>Element</th>
<th>Description</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAPP</td>
<td>Approach Carriageway</td>
<td>No. of approach carriageways</td>
</tr>
<tr>
<td></td>
<td>This element defines only the carriageway pavement immediately behind the bridge abutments or the approach slab up to 6m from the abutment.</td>
<td>No. of approach carriageways</td>
</tr>
</tbody>
</table>

For each of the condition states, report the number of approach carriageways.

Condition state descriptions

<table>
<thead>
<tr>
<th>Condition State</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>There is a smooth transition between the carriageway pavement or the approach slab and the bridge deck. The carriageway pavement or approach slab is smooth, free of potholes and properly sloped for drainage. The expansion joint between the concrete approach slab and the abutment is functioning.</td>
</tr>
<tr>
<td>2</td>
<td>There may be vertical settlement or deformations in the carriageway pavement or approach slab behind the abutment(s), less than 20 mm within 1m of the bridge. There may be a few potholes.</td>
</tr>
<tr>
<td>3</td>
<td>There may be vertical settlement or deformations in the carriageway pavement or approach slab behind the abutment(s), less than 40 mm within 1m of the bridge. The carriageway pavement or approach slab behind the abutment(s), may be cracking or showing signs of failure. The expansion joint between the concrete approach slab and the abutment may be not functioning. There may be moderate level of potholes.</td>
</tr>
<tr>
<td>4</td>
<td>There may be vertical settlement or deformations in the carriageway pavement or approach slab behind the abutment(s), more than 40 mm within 1m of the bridge, or the pavement or approach slab may be showing significant failure. The carriageway pavement or approach slab may have migrated toward the bridge damaging the abutment and/or the expansion joints in the bridge deck are not functioning. There may be large number of potholes. There may be adverse drainage causing ponding or scour.</td>
</tr>
</tbody>
</table>

Key Areas to inspect for any deterioration signs:

1. Profile
2. Drainage of the pavement

Rating Guidance Notes:
Approach Carriageway

**Condition State 1**
There is a smooth transition between the carriageway pavement or the approach slab and the bridge deck. The carriageway pavement or approach slab is smooth, free of potholes and properly sloped for drainage. The expansion joint between the concrete approach slab and the abutment is functioning.

Approach carriageway in good condition.
Approach Carriageway

Condition State 2
There may be vertical settlement or deformations in the carriageway pavement or approach slab behind the abutment(s), less than 20 mm within 1m of the bridge. There may be a few potholes.

A noticeable drop of the approach carriageway.

The approach at the Khancoban end of the bridge is higher than the deck wearing surface.

A noticeable drop of the approach carriageway wearing surface level at the bridge.
Approach Carriageway

**Condition State 2** - There may be vertical settlement or deformations in the carriageway pavement or approach slab behind the abutment(s), less than 40 mm within 1m of the bridge. The carriageway pavement or approach slab behind the abutment(s) may be cracking or showing signs of failure. The expansion joint between the concrete approach slab and the abutment may be not functioning. There may be moderate level of potholes.

Significant settlement of approach carriageway.
Approach Carriageway

**Condition State 4**

There may be vertical settlement or deformations in the carriageway pavement behind the abutment(s), more than 40 mm within 1m of the bridge, or the pavement may be showing significant failure. The carriageway pavement may have migrated toward the bridge damaging the abutment and/or the expansion joints in the bridge deck are not functioning. There may be large number of potholes. There may be adverse drainage causing ponding or scour.

Settlement cracking of approach slab.
Waterway
## Waterway

<table>
<thead>
<tr>
<th>Element</th>
<th>Description</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>MWWY</td>
<td>Waterway</td>
<td>Item</td>
</tr>
</tbody>
</table>

This element defines only waterways at bridges or bridge size culverts.

Report the waterway in the worst condition state that exists at the bridge.

### Condition state descriptions

<table>
<thead>
<tr>
<th>Condition State</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>There is little or no change in the location, shape or level of the channel from the natural or formed channel.</td>
</tr>
<tr>
<td>2</td>
<td>Sedimentation, vegetation or debris in the channel bed has reduced the waterway through the structure. Minor scour has occurred but it does not threaten to undermine footing(s) or culvert invert slabs or expose piles at pier(s) or abutment(s) or erode the embankment(s).</td>
</tr>
<tr>
<td>3</td>
<td>General or local scour or lateral erosion has the potential to undermine the footing(s) or culvert invert slabs or expose the piles at pier(s) or abutment(s) or has caused disturbance of embankment material. The waterway area may be partly blocked by debris. Sedimentation may have blocked more than 20% and less than 25% of waterway area.</td>
</tr>
<tr>
<td>4</td>
<td>General or local scour or lateral erosion has undermined the footing(s) or culvert invert slabs or has caused loss of embankment material or embankment protection material. Sedimentation may have blocked more than 25% of waterway area.</td>
</tr>
</tbody>
</table>

### Key Areas to inspect for any deterioration signs:
1. Downstream and upstream excavations or changes in the river for potential impact at the bridge
2. Scour holes near the bridge

### Rating Guidance Notes:

Growth of grasses and reeds in the waterway is generally a natural phenomenon and is acceptable under condition 1.
Waterway

**Condition State 1**
There is little or no change in the location, shape or level of the channel from the natural or formed channel.

Waterway clear except for reeds which help stabilise.
Waterway MWWY

**Condition State 2**
Sedimentation, vegetation or debris in the channel bed has reduced the waterway through the structure. Minor scour has occurred but it does not threaten to undermine footing(s) or culvert invert slabs or expose piles at pier(s) or abutment(s) or erode the embankment(s).

Waterway with some debris but not significant.
**Waterway**

**Waterway showing about 20% siltation with ponding water.**

**Waterway with some scour and debris buildup.**
Waterway MWWY

**Condition State 4**
General or local scour or lateral erosion has undermined the footing(s) or culvert invert slabs or has caused loss of embankment material or embankment protection material. Sedimentation may have blocked more than 25% of waterway area.

Waterway almost completely blocked inside culvert.
Stormwater System
Stormwater System

<table>
<thead>
<tr>
<th>Element</th>
<th>Description</th>
<th>Units</th>
</tr>
</thead>
</table>
| MSWS    | Stormwater System  
This element defines only the scuppers and stormwater systems of bridges. | Each span     |

Report the stormwater system in the worst condition state that exists at the bridge.

**Condition state descriptions**

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<thead>
<tr>
<th>Condition State</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Scuppers and stormwater system clear. Drainage system fully functional.</td>
</tr>
</tbody>
</table>
| 2               | Some scuppers are blocked or partly blocked but drainage of deck is satisfactory.  
Drainage system is functional possibly with some minor leaky joints and/or some brackets may be broken. |
| 3               | Drainage pipes may have broken sections and/or large number of leaks. Scuppers / grates may be damaged. There may be large number of scuppers blocked affecting drainage of the deck. There may be some loose or missing hangers. |
| 4               | Blocked scuppers prevent or threaten to prevent satisfactory drainage of deck. Drainage system may be blocked or damaged and not functioning satisfactorily. There may be many loose or missing hangers. |

**Key Areas to inspect** for any deterioration signs:
1. Inspect system from scuppers to outlet/s
2. Connections or hangers to bridge

**Rating Guidance Notes:**

The stormwater system rated is only the stormwater components on the bridge.
**Stormwater System**

**Condition State 1**

Scuppers and stormwater system clear. Drainage system fully functional.

---

Clear scuppers and stormwater system.

---

External storm water attachment in good condition.
Stormwater System

Condition State 2

Some scuppers are blocked or partly blocked but drainage of deck is satisfactory. Drainage system is functional possibly with some minor leaky joints and/or some brackets may be broken.

Minor leak at joint with broken collar on a drainage pipe attachment.
Stormwater System

**Condition State 3**

Drainage pipes may have broken sections and/or large number of leaks. Scuppers / grates may be damaged. There may be large number of scuppers blocked affecting drainage of the deck. There may be some loose or missing hangers.

Drainage downpipe with holes.

Broken joint in the drainage system.
Stormwater System  MSWS

Condition State 4
Blocked scuppers prevent or threaten to prevent satisfactory drainage of deck. Drainage system may be blocked or damaged and not functioning satisfactorily. There may be many loose or missing hangers.
Safety Screens
Safety Screen

<table>
<thead>
<tr>
<th>Element</th>
<th>Description</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>MSCR</td>
<td>Safety Screen</td>
<td>m of safety screen.</td>
</tr>
</tbody>
</table>

This element defines only the safety screen attachment on bridges.

For each of the condition states, report the estimated quantity in lineal metre of the attachment.

**Condition state descriptions**

<table>
<thead>
<tr>
<th>Condition State</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>The safety screen is in good condition. There is little or no evidence of corrosion. The protective coating, if any, may be chalking, peeling, checking or showing other early evidence of distress but there is no exposure of metal. The structural connections fixing the safety screen to the bridge are in good condition.</td>
</tr>
<tr>
<td>2</td>
<td>Surface or freckled rust has formed or is forming. The protective coating, if any, is no longer effective and there may be exposed metal but there is no loss of section. The structural connections fixing the attachment to the bridge are good condition.</td>
</tr>
<tr>
<td>3</td>
<td>Surface pitting may be present but any section loss is minor and does not affect the strength or serviceability of the element. The structural connections fixing the attachment to the bridge are in good condition.</td>
</tr>
<tr>
<td>4</td>
<td>Corrosion is advanced. Section loss is sufficient to warrant analysis to ascertain the impact on the strength and/or serviceability of the element. There is doubt about the integrity of the connection(s). There may be advanced corrosion or cracking of the connectors and/or the supporting bridge element.</td>
</tr>
</tbody>
</table>

**Key Areas to inspect** for any deterioration signs:

1. The connections of the safety screen to the supporting bridge element
2. Welds, especially at the base connectors

**Rating Guidance Notes:**
Safety Screens

<table>
<thead>
<tr>
<th>Condition State 1</th>
<th>MSCR</th>
</tr>
</thead>
<tbody>
<tr>
<td>The safety screen is in good condition. There is little or no evidence of corrosion. The protective coating, if any, may be chalking, peeling, checking or showing other early evidence of distress but there is no exposure of metal. The structural connections fixing the safety screen to the bridge are in good condition.</td>
<td></td>
</tr>
</tbody>
</table>

Safety screen in good condition.

Safety screen in good condition.
Safety Screens

**Condition State 2:**
Surface or freckled rust has formed or is forming. The protective coating, if any, is no longer effective and there may be exposed metal but there is no loss of section. The structural connections fixing the attachment to the bridge are good condition.

Rust forming on the screen.

Corrosion of bolt.
Safety Screens

**Condition State 2:**
Surface or freckled rust has formed or is forming. The protective coating, if any, is no longer effective and there may be exposed metal but there is no loss of section. The structural connections fixing the attachment to the bridge are good condition.

No mortar pad under the screen post.
Safety Screens

Condition State 3:
Surface pitting may be present but any section loss is minor and does not affect the strength or serviceability of the element. The structural connections fixing the attachment to the bridge are in good condition.
Safety Screens

**Condition State 4:**
Corrosion is advanced. Section loss is sufficient to warrant analysis to ascertain the impact on the strength and/or serviceability of the element. There is doubt about the integrity of the connection(s). There may be advanced corrosion or cracking of the connectors and/or the supporting bridge element.
Miscellaneous Attachments
Miscellaneous Attachments

<table>
<thead>
<tr>
<th>Element</th>
<th>Description</th>
<th>Units</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>MATT</td>
<td>Miscellaneous Attachments</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>This element defines only the significant attachments on bridges such as major signs including advertising panels, architectural panels, noise walls, light poles, and any permanent fixtures such as ladders, gantries and access ways <strong>intended for authorised personnel only</strong>. It does not include power, telecommunications, water or similar service attachments of external ownership or permanent fixtures intended for public use.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

For each of the condition states, report the estimated quantity in lineal metre of the attachment.

**Condition state descriptions**

<table>
<thead>
<tr>
<th>Condition State</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>The attachment is in good condition. There is little or no evidence of corrosion or deterioration. The protective coating, if any, may be chalking, peeling, checking or showing other early evidence of distress but there is no exposure of metal. The structural connections fixing the attachment to the bridge are in good condition. Ladders, gantries or access ways are in good condition.</td>
</tr>
<tr>
<td>2</td>
<td><strong>Metal</strong>: Surface or freckled rust has formed or is forming. The protective coating, if any, is no longer effective and there may be exposed metal but there is no loss of section. <strong>Concrete</strong>: Minor cracks or spalls. No exposed reinforcement or surface evidence of corrosion of reinforcement. The structural connections fixing the attachment to the bridge are good condition. Ladders, gantries or access ways have minor defects but are safe to use.</td>
</tr>
<tr>
<td>3</td>
<td><strong>Metal</strong>: Surface pitting may be present but any section loss is minor. <strong>Concrete</strong>: Some delamination or corrosion of reinforcement may be present. Any section loss or deterioration does not affect the strength or serviceability of the element. The structural connections fixing the attachment to the bridge are in good condition. Ladders, gantries or access ways have moderate defects and there is doubt about adequacy of them for intended purpose.</td>
</tr>
<tr>
<td>4</td>
<td><strong>Metal</strong>: Corrosion is advanced. Section loss is significant. <strong>Concrete</strong>: Advanced deterioration or corrosion of reinforcement. Deterioration of concrete or section loss of metal is sufficient to warrant analysis to ascertain the impact on the strength and/or serviceability of the element. There is doubt about the integrity of the connection(s). There may be advanced corrosion or cracking of the connectors and/or the supporting bridge element. Ladders, gantries or access ways have significant defects and are unsafe to use.</td>
</tr>
</tbody>
</table>

**Key Areas to inspect** for any deterioration signs:

1. The connections of the attachment to the supporting bridge element.
2. Base plates of light poles.
3. Welds

**Rating Guidance Notes:**

If third party attachments are in poor condition, the matter should be referred to the BMP.

When multiple attachments are affected, the defects shall be recorded under inspector’s comments identifying the affected attachments.
## Miscellaneous Attachments

<table>
<thead>
<tr>
<th>Condition State 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>The attachment is in good condition. There is little or no evidence of corrosion or deterioration. The protective coating, if any, may be chalking, peeling, checking or showing other early evidence of distress but there is no exposure of metal. The structural connections fixing the attachment to the bridge are in good condition. Ladders, gantries or access ways are in good condition.</td>
</tr>
</tbody>
</table>
Miscellaneous Attachments

**Condition State 2:**

**Metal:** Surface or freckled rust has formed or is forming. The protective coating, if any, is no longer effective and there may be exposed metal but there is no loss of section. **Concrete:** Minor cracks or spalls. No exposed reinforcement or surface evidence of corrosion of reinforcement. The structural connections fixing the attachment to the bridge are good condition. Ladders, gantries or access ways have minor defects but are safe to use.

Cracks on a noise wall and supporting frame.
Miscellaneous Attachments

**Condition State 3:**

**Metal:** Surface pitting may be present but any section loss is minor.

**Concrete:** Some delamination or corrosion of reinforcement may be present. Any section loss or deterioration does not affect the strength or serviceability of the element. The structural connections fixing the attachment to the bridge are in good condition. Ladders, gantries or access ways have moderate defects and there is doubt about adequacy of them for intended purpose.

![Minor pitting corrosion of the light pole.](image1)

![Noise wall attachment with cracks running along the holding bolts.](image2)
Condition State 4:

**Metal:** Corrosion is advanced. Section loss is significant. **Concrete:** Advanced deterioration or corrosion of reinforcement. Deterioration of concrete or section loss of metal is sufficient to warrant analysis to ascertain the impact on the strength and/or serviceability of the element. There is doubt about the integrity of the connection(s). There may be advanced corrosion or cracking of the connectors and/or the supporting bridge element. Ladders, gantries or access ways have significant defects and are unsafe to use.

There is significant loss of section on one side of the ladder rendering it unsafe for use.
General Cleaning
General Cleaning

<table>
<thead>
<tr>
<th>Element</th>
<th>Description</th>
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</tr>
</thead>
</table>
| MGCL    | General Cleaning  
This element defines only the cleanliness of bridges. | each (span, including substructure) |

For each of the condition states, report the number of spans on which the feasible actions are required.

Condition state descriptions

<table>
<thead>
<tr>
<th>Condition State</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>No buildup of dirt or vegetation. No Graffiti.</td>
</tr>
<tr>
<td>2</td>
<td>There is a minor buildup of dirt or vegetation, but it does not affect joint or bearing or drainage movement. Graffiti is not of concern.</td>
</tr>
<tr>
<td>3</td>
<td>There is a moderate buildup of dirt or vegetation which threatens to affect joint or bearing or drainage movement. Drainage of deck is just adequate. Graffiti is of some concern. Overgrowth of vegetation threatening to cover bridge elements and road safety signs on the bridge and its immediate vicinity.</td>
</tr>
<tr>
<td>4</td>
<td>There is a significant buildup of dirt or vegetation which affects or threatens to affect joint or bearing or drainage movement. Graffiti is of concern. Overgrowth of vegetation covering bridge elements and road safety signs on the bridge and its immediate vicinity.</td>
</tr>
</tbody>
</table>

Key Areas to inspect for any deterioration signs:

1.  
2.  

Rating Guidance Notes:
General Cleaning

Condition State 1
No buildup of dirt or vegetation. No Graffiti.

A clean deck.
General Cleaning

**Condition State 2**

There is a minor buildup of dirt or vegetation, but it does not affect joint or bearing or drainage movement. Graffiti is not of concern.

Tree close to the structure. To be removed.

Dirt accumulation inside structural element.
General Cleaning

Condition State 3
There is a moderate buildup of dirt or vegetation which threatens to affect joint or bearing or drainage movement. Drainage of deck is just adequate. Graffiti is of some concern. Overgrowth of vegetation threatening to cover bridge elements and road safety signs on the bridge and its immediate vicinity.

Dirt buildup retaining moisture that can result in corrosion at the base.

Moderate build up of dirt.
General Cleaning

**Condition State 3**
There is a moderate buildup of dirt or vegetation which threatens to affect joint or bearing or drainage movement. Drainage of deck is just adequate. Graffiti is of some concern. Overgrowth of vegetation threatening to cover bridge elements and road safety signs on the bridge and its immediate vicinity.

Graffiti is of some concern.
General Cleaning

**Condition State 4**
There is a significant buildup of dirt or vegetation which affects or threatens to affect joint or bearing or drainage movement. Graffiti is of concern.

Significant buildup of dirt affecting drainage movement.

Overgrowth of vegetation covering bridge railing and any delineator sign on the end post.