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| **NORTHWEST REGION STRUCTURE SUMMARY CHECKLIST** |

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **PROJECT ID:** | | |  | | | | | **FEDERAL ID:** | | |  | | | **CONTRACT ID:** | | |  |
| **COUNTY:** |  | | | | | | | | | **HIGHWAY:** |  | | | | | | |
| **NAME OF ROAD:** | | | | | |  | | | | | | | | | | | |
| **TYPE OF WORK:** | | | | |  | | | | | | | | | | | | |
| **PROJECT LEADER:** | |  | | | | | | | **PROJECT**  **MANAGER:** | | |  | | | **PROJECT SUPERVISOR:** | |  |
| **CONTRACTOR:** | | | |  | | | | | | | | | **LETTING DATE:** | | |  | |
| **DATE FORM COMPLETED:** | | | | | | |  | | | | | | | | | | |

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| **This form is to be completed and submitted to the Regional Bridge Engineer.** |

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| **Structure Number:** | | | | **B**-     - | | | | **or** | | | | | **C**-     - | | | | | | **Replaces Structure:** | | | | | |  | | | | | | | |
|  | | | |  | | | |  | | | | |  | | | | | |  | | | | | |  | | | | | | | |
| **Feature Crossed:** | | |  | | | | | | | | | | | | | | | **Date Opened To Traffic:** | | | | | | | | | |  | | | | |
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|  | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | |  | | |
| **Type Of Work Performed On Structure:** | | | | | | | | | | | | | | | | | | **Year Work Performed:** | | | | | | |  | | | | | | | |
|  |  | Resurface of underlying roadway only - no work performed on structure itself | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  |  | Entire new structure | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  |  | Redeck | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  |  | Concrete overlay | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  |  | Asphaltic overlay - Membrane? | | | | | | | | | |  | | Yes or | | |  | | | No | | | | | | | | | | | | |
|  |  | Replacement of railing - | | | | | Type: | | |  | | | | | | | | | | | | | | | | | | | | | | |
|  |  | Wing replacement - If so, which wings? | | | | | | | | | | | |  | | NE | | |  | | NW | |  | SE | | | | |  | | SW | |
|  |  | Joint Replacement | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  |  | **TYPE** | | | **MANUFACTURER** | | | | | | | | | | **LOCATION** | | | | | | | **GAP (mm)** | | | | **TEMPERATURE** | | | | | | |
|  |  |  | | |  | | | | | | | | | |  | | | | | | |  | | | |  | | | | | | |
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|  |  | Slope protection - Description? | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | |
|  |  | Reinforced concrete approach slabs | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  |  | Asphaltic pavement approach slabs | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  |  | Other - Description? | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  |  |  | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Vertical Clearance:** | | | | **Roadway\*\*** | | | | | **Direction\*\*\*** | | | | | | | | | **Measurement** | | | | | | | | | **Date** | | | | | |
|  | | | | 1 | | | | |  | | | | | | | | |  | | | | | | | | |  | | | | | |
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| Attach a photo copy of the plan / elevation sheet from the bridge plan or equivalent drawing showing where the elevation was taken (i.e. centerline, edge of pavement, etc.) All notes and markings shall be done in red ink. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Inform District Bridge Engineer of the new clearance prior to opening roadway / lane to traffic.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| **Use back of this sheet for additional comments.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| ***\* JOINT TYPE: Strip Seal, Compression, Modular, Finger, Pourable, Etc.*** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ***\*\* For use over divided roadway.*** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ***\*\*\* NB, SB, EB, WB, etc.*** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |