

| Bridge Inspection | | | | | | | | | | |
|------------------------|-----------------------------------|--------|------|--------|---------------------|----------------|---|--|--|--|
| Bridge File Number | 00102 -1 Bridge | | | | Form Type | PSR PCS | | | | |
| Year Built/Year Supstr | 1966/1966 | | | | Lot No. | 3 | | | | |
| Bridge or Town Name | VEGREVILLE | | | | Inspector Name | Owen Salava | | | | |
| Located Over | VERMILION RIVER, 6.5, WATERCRS-ST | | | | Inspector Class | BR CLS A | | | | |
| Located On | 857:02 C1 34.376 | | | | Assistant Name | | | | | |
| Water Body Cl./Year | | | | | Assistant Class | | | | | |
| Navigabil. Cl./Year | | | | | Inspection Date | 14-Jul-2011 | | | | |
| Legal Land Location | NW SEC 8 TWP 52 RGE 14 W4M | | | | Data Entry By | Marcia Chavez | | | | |
| Longitude, Latitude | -112:02:30, 53:28:50 | | | | Data Entry Date | 25-Aug-2011 | | | | |
| Road Authority | Alberta Transportation (AIT) | | | | Reviewer Name | John O'Brien | | | | |
| Contract Main. Area | CMA14 | | | | Review Date | 19-Jul-2011 | | | | |
| Clear Roadway/Skew | 8.2 / 45 deg. (RHF) | | | | Dept. Reviewer Name | Andrew Smikles | | | | |
| AADT/Year | 1,410 / 2010 (A) | | | | Dept. Review Date | 29-Aug-2011 | | | | |
| Road Classification | RCU-209-110 | | | | Follow-Up By | | | | | |
| Detour Length (km) | 3 | | | | | | | | | |
| Allowable Load (t): | Single | CS1 28 | Semi | CS2 49 | Train | CS3 62 | ----> On Critical Spans ---->Critical Member | | | |
| Design Loading: | HS20 | | | | | | ----> Primary Span | | | |

| Posting Information | | | | | | | | | |
|-------------------------------|---------------|----|-------------------|----|------------------|----|-----------------|----|--|
| Required Load Posting (t) | Single | | Semi | | Truck Train | | | | |
| Posted Loading (t) | Single | | Semi | | Truck Train | | | | |
| Posted: | Lane | NB | At Junction (Y/N) | No | In Advance (Y/N) | No | At Bridge (Y/N) | No | |
| Posted: | Lane | SB | At Junction (Y/N) | No | In Advance (Y/N) | No | At Bridge (Y/N) | No | |
| Remarks | Not required. | | | | | | | | |
| Hazard Marker At Bridge (Y/N) | Yes | | | | | | | | |
| Remarks | | | | | | | | | |
| Other Sign Types | Speed. | | | | | | | | |

| Utilities (Located at) | | | | | | | | | | |
|------------------------|--------------------------------|--|--|--|---------------|----|--|--|--|--|
| Utility Attachments | TELEPHONE UTILITIES-PHONE LINE | | | | | | | | | |
| Telephone | Conduit on east curb abandoned | | | | Gas | | | | | |
| Power | 3 wire o/h W r/w. | | | | Municipal | | | | | |
| Others | | | | | Problem (Y/N) | No | | | | |
| Remarks | | | | | | | | | | |

| Approach Road | | | | | | | | | |
|-------------------------------------|-------------|------|-----|-----------------------------------|--|--|--|--|--|
| | | Last | Now | Explanation of Condition | | | | | |
| Horizontal Alignment | | 7 | 7 | Intersection with hwy 16 300 m S. | | | | | |
| Vertical Alignment | | 7 | 7 | | | | | | |
| Roadway Width (m) | 9.000 | | | | | | | | |
| Approach Bump | | | 6 | 6 | Not connected to bridgerail; insufficient posts/spacing & not thriebeam. | | | | |
| Guardrail (Y/N) | Yes | | | | | | | | |
| Guardrail | | | 7 | 5 | | | | | |
| Length (m) | 26.700 | | | | | | | | |
| Current Standard (Y/N) | No | | | | | | | | |
| Termination Type | TURNED DOWN | | | | | | | | |
| Drainage | | | 5 | 5 | | | | | |
| Approach Road General Rating | | | | 7 | 7 | | | | |

| Superstructure | | | | | | |
|---|-----------|--------------|-----------|--------------------------|--|--|
| Bridge Component | | Last | Now | Explanation of Condition | | |
| (Primary Span : PM, 3 Spans, Lengths(m): 10.7-16.8-10.7, A-Ident Number:) | | | | | | |
| Special Features | | | | | | |
| Special Feature | | | X | | | |
| (Type :) | | | | | | |
| Special Feature | | | X | | | |
| (Type :) | | | | | | |
| Wearing Surface/Deck Top Detail Ratings | | | | | | |
| | N (%) | 1 (%) | 2 (%) | 3 (%) | | |
| Last | 0 | 0 | 0 | 0 | | |
| Now | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Wearing Surface | | | 4 | 7 | ACP stops 120-150mm from curb face. | |
| (Material Type : ACP) | | | | | | |
| (Thickness(mm) : 50) | | | | | | |
| Lateral Connection Problem (Y/N) | | No | | | | |
| Deck Top | | | N | N | | |
| Deck Rideability | | | 6 | 6 | | |
| Deck Joints | | | 5 | N | | |
| Temperature (deg. C) | | 21 | | | | |
| (Expansion Type :) | | | | | | |
| (Fixed Type : BUFFER ANGLES) | | | | | | |
| Gap Size (mm) | | Gap Location | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| Deck Drainage | | | 4 | 4 | Leakage from pier joints. | |
| Drains Clogged (Y/N) | | No | | | | |
| Curbs/Median | | | 5 | 5 | | |
| (Curb Type : Standard) | | | | | | |
| Scaling (Percent Area) | | 10 | | | | |
| Bridge Rail | | | 4 | 4 | Single layer flexbeam. Splice not connected at piers-photo. EP10 missing nut on one post A/B - photo. | |
| (Type : FLEX BEAM) | | | | | | |
| Bridge Rail Posts | | 3 | 4 | | | |
| (Type : GALVANIZED POST STEEL;GALVANIZED POST STEEL) | | | | | | |
| Bridge Rail/Posts Coating | | 7 | 7 | | | |
| (Type :) | | | | | | |
| Sidewalk | | | X | X | | |
| Girder Detail Ratings | | | | | | |
| | N (count) | 1 (count) | 2 (count) | 3 (count) | | |
| Last | 0 | 0 | 0 | 0 | | |
| Now | 0 | 0 | 0 | 0 | | |
| Girders | | | 5 | 5 | (Minor honeycomb in girder S2G9-photo. 27Jul2007). | |
| Cracking (Y/N) | | No | | | | |
| Spalling (Percent Area) | | 0 | | | | |
| (Number Of Girders : 10) | | | | | | |

| Superstructure | | | | | |
|--|-------|----------|----------|---|--|
| Bridge Component | | Last | Now | Explanation of Condition | |
| (Primary Span : PM, 3 Spans, Lengths(m): 10.7-16.8-10.7, A-Ident Number:) | | | | | |
| Diaphragms/Cross Frame | | X | X | | |
| Bearings | | 6 | 6 | | |
| Temperature (deg. C) | 21 | | | | |
| (Expansion Type :) | | | | | |
| (Fixed Type : NEOPRENE STRIP BEARING) | | | | | |
| Coating Adequate (Y/N) | Yes | | | | |
| Functioning (Y/N) | Yes | | | | |
| Deck Underside | | 6 | 6 | | |
| Stains (Percent Area) | 0 | | | | |
| Span Alignment Problems | | | | | |
| Vertical (Y/N) | No | | | Due to large skew (45 deg RHF) max shift = 40 mm. | |
| Horizontal (Y/N) | Yes | | | | |
| Superstructure General Rating | | 5 | 5 | | |
| Superstructure | | | | | |
| Bridge Component | | Last | Now | Explanation of Condition | |
| (Secondary Span : PE) | | | | | |
| Special Features | | | | | |
| Special Feature | | | X | | |
| (Type :) | | | | | |
| Special Feature | | | X | | |
| (Type :) | | | | | |
| Wearing Surface/Deck Top Detail Ratings | | | | | |
| | N (%) | 1 (%) | 2 (%) | 3 (%) | |
| Last | 0 | 0 | 0 | 0 | |
| Now | 0.0 | 0.0 | 0.0 | 0.0 | |
| Wearing Surface | | 4 | 7 | ACP stops 120-150mm from curb face. | |
| (Material Type : ACP) | | | | | |
| (Thickness(mm) : 50) | | | | | |
| Lateral Connection Problem (Y/N) | Yes | | | | |
| Deck Top | | N | N | | |
| Deck Rideability | | 7 | 7 | | |
| Deck Joints | | N | N | (Fibre board) | |
| Bump (Y/N) | No | | | | |
| Deck Drainage | | 4 | 4 | Leakage from pier joints. | |
| Drains Clogged (Y/N) | No | | | | |
| Curbs/Median | | 6 | 6 | S3G1 has deterioration patch at curb face. | |
| (Curb Type : Standard) | | | | | |
| Scaling (Percent Area) | 1 | | | | |
| Bridge Rail | | 4 | 4 | Single layer-splice not connected at piers. | |
| (Type : FLEX BEAM) | | | | | |
| Bridge Rail Posts | | 7 | 7 | | |
| (Type : GALVANIZED POST STEEL;GALVANIZED POST STEEL) | | | | | |
| Bridge Rail/Posts Coating | | 7 | 7 | | |
| (Type :) | | | | | |
| Sidewalk | | X | X | | |

| Superstructure | | | | | | | |
|--|-----------|-------------|-----------|-----------|-----|--|--|
| Bridge Component | | | | Last | Now | Explanation of Condition | |
| (Secondary Span : PE) | | | | | | | |
| Girder Detail Ratings | | | | | | | |
| | N (count) | 1 (count) | 2 (count) | 3 (count) | | | |
| Last | 0 | | | 1 | | | |
| Now | 0 | 0 | 0 | 1 | | | |
| Girders | | | | 3 | 3 | Girders #9 & 10 spalled and cracked within 1m from pier at N span (see photo) Shear cracks at 5th girder from west at north span at abut-2. 0.1 mm wide.(see photo). | |
| Last Complete Inspection Date | | 14-Jul-2011 | | | | | |
| Cracking (Y/N) | | Yes | | | | | |
| Spalling (Percent Area) | | 1 | | | | | |
| Lift or Connector Pocket Grouted (Y/N) | | Yes | | | | | |
| (Number Of Girders : 20) | | | | | | | |
| Span Alignment Problems | | | | | | | |
| Vertical (Y/N) | | No | | | | Due to 45 deg RHF skew - minor | |
| Horizontal (Y/N) | | Yes | | | | | |
| Superstructure General Rating | | | | 3 | 3 | | |
| Substructure | | | | | | | |
| Bridge Component | | | | Last | Now | Explanation of Condition | |
| Abutments | | | | | | | |
| (Extended Backwall Piles (Y/N) : Y) | | | | | | (typ.) | |
| (Extended Backwall Piles Spacing(mm) : 1800) | | | | | | | |
| (Total Number of Caps/Corbels : 2:2) | | | | | | Space btwn capital & pile not grouted. 3" shim on top of steel cap. | |
| Bearing Seats/Caps/Corbels Detail Ratings | | | | | | | |
| | N (count) | 1 (count) | 2 (count) | 3 (count) | | | |
| Last | 0 | 0 | 0 | 0 | | | |
| Now | 0 | 0 | 0 | 0 | | | |
| Bearing Seats/Caps/Corbels | | | | 4 | 4 | | |
| (Type : STEEL) | | | | | | | |
| (Depth(mm) : 300) | | | | | | | |
| (Width(mm) : 300) | | | | | | | |
| Backwalls/Breastwalls | | | | 5 | 5 | A1 not low enough btwn P7 & P9. | |
| Greatest Height (m) | | 1.80 | | | | | |
| Wingwalls | | | | 5 | 5 | | |
| (Total Number of Bearing Piles : 10:10) | | | | | | | |
| Piles Detail Ratings | | | | | | | |
| | N (count) | 1 (count) | 2 (count) | 3 (count) | | | |
| Last | 0 | 0 | 0 | 0 | | | |
| Now | 0 | 0 | 0 | 0 | | | |
| Piles | | | | 5 | 5 | | |
| Paint/Coating | | | | X | X | | |
| Abutment Stability | | | | 6 | 6 | | |
| Scour/Erosion | | | | 6 | 5 | Minor erosion at SW corner. | |

| Substructure | | | | | | |
|---|-----------|--|-----------|------------------------------|----------|--|
| Bridge Component | | Last | Now | Explanation of Condition | | |
| Piers/Bents | | | | | | |
| (Type : PIER-COLUMN) | | 300x300 H-iron twinned. | | | | |
| (Total Number of Caps/Corbels : 4:4) | | | | | | |
| Bearing Seats/Caps/Corbels Detail Ratings | | | | | | |
| | N (count) | 1 (count) | 2 (count) | 3 (count) | | |
| Last | 0 | 0 | 0 | 0 | | |
| Now | 0 | 0 | 0 | 0 | | |
| Bearing Seats/Caps/Corbels | | | | 4 | 4 | |
| (Type : STEEL) | | | | | | |
| (Total Number of Bearing Piles : 14:14) | | | | | | |
| Piles Detail Ratings | | | | | | |
| | N (count) | 1 (count) | 2 (count) | 3 (count) | | |
| Last | 0 | | | 13 | | |
| Now | 0 | 0 | 0 | 13 | | |
| Pier Shaft/Piles | | | | 3 | 3 | |
| Greatest Height (m) | | 5.00 | | | | |
| Bracing/Struts/Sheathing | | | | 3 | 3 | |
| Nose Plate | | | | 5 | 5 | |
| Paint/Coating | | | | 4 | 4 | |
| (Colour Description :) | | Lower half of galv. gone. Light gauge galvanized steel sheet. Minor superficial corrosion at bottom 10%. | | | | |
| (Colour Code :) | | | | | | |
| Pier Stability | | | | 7 | 7 | |
| Scour | | | | 5 | 5 | |
| Debris (Y/N) | | | | Yes | | |
| Substructure General Rating | | | | 3 | 3 | |
| Structure Usage | | | | | | |
| | | Last | Now | Explanation of Condition | | |
| Channel | | | | | | |
| (U/S Direction : W) | | 45 deg bend at d/s. | | | | |
| (D/S Direction : E) | | Beaver clay partially removed just u/s of bridge making for poor alignment. | | | | |
| Alignment | | | | 3 | 3 | |
| Bank Stability | | | | 5 | 5 | |
| HWM (m below Top of Curb) | | | | No visible HWM. | | |
| Drift (Y/N) | | Yes | | Heavy accumulation of drift. | | |
| Slope Protection | | | | 4 | 4 | |
| (Type : NATURAL; NATURAL) | | | | | | |
| Guidebank/Spurs | | | | X | X | |
| Adequacy of Opening | | | | 8 | 8 | |
| (Fish Compensation Measure 1 : NONE) | | | | | | |
| (Fish Compensation Measure 2 : NONE) | | | | | | |
| Channel General Rating | | | | 3 | 3 | |

| Maintenance Recommendations | | | | | | | |
|---|---|---|---------------------------|---------------|-----------|-------------------|-----|
| Inspector Recommendations | Year | Inspector Comments | Department Comments | Target Year | Est. Cost | Cat # | |
| REPAIR/REPLACE BRIDGE RAIL | 2012 | 1 anchor bolt nut req'd and flexbeam should not have an expansion joint. Install 32 splice bolts or upgrade to double layer std. | | | | | |
| GALVANIZE/PAINT BRIDGE RAIL | | | | | | | |
| SEAL CURBS | | | | | | | |
| PATCH DECK | | | | | | | |
| SEAL DECK | | | | | | | |
| OVERLAY DECK | | | | | | | |
| REPAIR/REPLACE DECK JOINTS | | | | | | | |
| RESET/ PAINT BEARINGS | | | | | | | |
| WASHING | | | | | | | |
| SHOTCRETE REPAIRS | | | | | | | |
| REPAIR ABUTMENT SCOUR/EROSION | 2012 | Remove remainder of old beaver dams. | | | | | |
| PLACE ADDITIONAL RIP RAP | | | | | | | |
| REMOVE DRIFT ACCUMULATION | 2012 | Both hslps. | | | | | |
| OTHER ACTION | 2012 | Lower sheathed A1, P1, P2. | | | | | |
| OTHER ACTION | 2020 | Replace substructure or replace bridge. | | | | | |
| OTHER ACTION | 2012 | Grout capitals. | | | | | |
| OTHER ACTION | 2011 | Assess pier piles based on core information. | | | | | |
| OTHER ACTION | | | | | | | |
| OTHER ACTION | | | | | | | |
| OTHER ACTION | | | | | | | |
| OTHER ACTION | | | | | | | |
| OTHER ACTION | | | | | | | |
| OTHER ACTION | | | | | | | |
| OTHER ACTION | | | | | | | |
| OTHER ACTION | | | | | | | |
| Structural Condition Rating (Last/Now) (%) | 33.3/33.3 | Sufficiency Rating (Last/Now) (%) | 50.2/48.7 | Est. Repl. Yr | 2020 | Maint. Req. (Y/N) | Yes |
| Special Comments for Next Inspection | No action required for girder rated 3 at this time. Appears that piles have been cored; advance pier replacement if coring confirms requirement. | | Department Comments | | | | |
| Maintenance Reviewed By | | | Date | | | Estimated Total | 0 |
| Proposed Long-Term Strategy | 2005.01.21 Consider replacement of approach superstructure. Bridge should be good until 2031. | | | | | | |
| On 3-Year Program (Y/N) | N | | | | | | |
| Proposed Action | 2007.01.16 Remove existing ACP and place 50mm, in conjunction with proposed overlay. | | | | | | |
| Previous Inspector's Name | Randy Bredo | | Previous Assistant's Name | | | | |
| Next Inspection Date | 14-Oct-2014 | | Previous Inspection Date | 27-Jul-2007 | | | |

| | |
|-------------------------------------|----|
| Inspection Cycle (Default) (months) | 39 |
| Comment | |