Bridge Inspection & Maintenance System (Web 2005)

| | | | | | | Br | ridge Ir | nspection | n | | | | | | |
|---------------------------------------|-----------------|--|-------------------|------------|----------|--------------|----------------|-----------------------------|-------------------------|--------------|------------------|---------------------------|----------------------|-------|--|
| Bridge File Num | ber (| 6842 -1 | Bridge | | | Form Type | | | | | PCS | | | | |
| Year Built/Year 1963/1963 | | | | | | Lot No. | | | | | 1 | | | | |
| Supstr | | | | | | | | Inspector Name | | | Dave Lam | | | | |
| Bridge or Town Name BIG VALLEY | | | | | | | | Inspector Class | | | BR CLS A | | | | |
| Located Over | E | BIG VALI | _EY CRE | EK, 3.61 | , WATE | RCF | RS-ST | Assistant Name | | | | | | | |
| Located On | 5 | 590:04 C | 1 33.781 | | | | | Assistant Class | | | | | | | |
| Water Body CI./ | Year | | | | | | | Inspecti | on Date | | 13-Jul-2011 | | | | |
| Navigabil. Cl./Ye | gabil. Cl./Year | | | | | | Data En | trv Bv | | Marcia Chav | /ez | | | | |
| Legal Land Loca | ation S | SE SEC 2 | 26 TWP | 35 RGE 2 | 20 W4N | 1 | | Data Entry Date 15-Aug-2011 | | | | | | | |
| Longitude, Latitu | ıde - | 112:45:0 | 6, 52:01 | :35 | | | | Reviewer Name John O'Brien | | | | | | | |
| Road Authority | ŀ | Alberta T | ransporta | ation (AIT | .) | | | | Review Date 27-Jul-2011 | | | | | | |
| Contract Main. Area CMA20 | | | | | | | | | | Jame | Chris Black | | | | |
| Clear Roadway/Skew 11 / | | | | | | | | · · | eview Da | | 30-Aug-201 | 1 | | | |
| AADT/Year | 6 | 650 / 201 | 0 (A) | | | | | Follow-l | | | 50 / lug-201 | • | | | |
| Road Classificat | ion F | RCU-209 | -110 | | | | | | эр ву | | | | | | |
| Detour Length (F | km) 3 | 3 | | | | | | | | | | | | | |
| Allowable Load (t): Single CS1 28 Sem | | | | Semi | | 2 49 RDER | | Train | | 3 65 RDER | | > On Criti >Critical M | cal Spans /lember | | |
| Design Loading: HS20 | | | | | | | | | | | > Primary | Span | | | |
| | | | | | Pos | sting Ir | formatio | on | | | | | | | |
| Required Load Posting (t) Sir | | | Single | | | | Sen | ni | | | Truck Train | | | | |
| Posted Loading (t) | | | Single | | | | Sen | ni | | Truck Train | | | | | |
| Posted: | Lane | EB | | At Junct | ion (Y/N | 1 (/ | No | In A | dvance (| Y/N) | No At Bi | | idge (Y/N) | No | |
| Posted: | Lane | WB | | At Junct | ion (Y/N | 1 (/ | No | In A | dvance (| Y/N) | , | | | No | |
| Remarks | Not req | uired. | | | | | | | | | | | | | |
| Hazard Marker A | At Bridge | e (Y/N) | No | | | | | | | | | | | | |
| Remarks | | | Not req | uired. | | | | | | | | | | | |
| Other Sign Type | S | | | | | | | | | | | | | | |
| | | | | | | Util | lities (L | ocated a | at) | | | | | | |
| Utility Attachmer | nts | | | | | | | | | | | | | | |
| Telephone | | | | | | | Gas | | 20m \ | V of bridge. | | | | | |
| Power | 3 wire 3 | 30m N of | c/l. | | | | | Municip | al | | | | | | |
| Others | | | | | | | | Problem | n (Y/N) | Yes | | | | | |
| Remarks | | Line crosses road 150m W. de conduit hanging unsupported. | | | | | | | | | | | | | |
| | | | | | | A | App <u>roa</u> | ch Road | | | | | | | |
| | | | | | L | ast | Now | 1 | ation of (| Condi | tion | | | | |
| Horizontal Align | ment | | | | | 7 | 7 | Grade to East. | | | | | | | |
| Vertical Alignme | nt | | | | | 6 | 6 | No pass | sing EB d | ue to | limited sight o | listan | ce. | | |
| Roadway Width | (m) | | 9.000 | | | | | Mainly c | lue to bri | dge se | etting level & | road | grade approx | . 2%. | |
| Approach Bump | | | | | | 5 | 5 |] | | - | - | | •• | | |
| | | | Yes | | | | | Not atta | ched to b | oridaei | ail & not in-lir | ne wit | h bridgerail. | | |
| Guardrail (Y/N) | | | | | | 6 | 4 | Lacks 1 | post per | corne | r, no TT bloc | ks. | 0 | | |
| `,, | | | | | | | | | | | | | | | |
| Guardrail | | | Length (m) 30.000 | | | | | - | | | | | | | |
| Guardrail Length (m) | ard (Y/N |) | | | | | | | | | | | | | |
| Current Standa | |) | No | OWN | | | | - | | | | | | | |
| Guardrail Length (m) | |) | | OWN | | 7 | 7 | - | | | | | | | |

| (Primary Span : HC, 1 Spans, Lengths (m): 6.1, A-Ident Number: Special Feature v Special Feature x (Type :) x Special Feature x Special Feature x Special Feature x Main Surface Deck Top Detail Ratings 3 (%) Material Type : ACP 2 (%) 3 (%) Material Type : ACP 0.0 0.0 (Material Type : ACP) x X Chrickness(m) : 100 x X Deck Top Torbier No X Chrickness(m) : 100// Specific X X X Deck Rideability V X X Deck Rideability No X X Deck Rideability X X Paramachicage Access (power. Curbity Access (power. X X Second Composities (power. Curbity Mice Composity (M) X X X | | | | | | Supers | structure |
|--|-------------------------|---------------------------------------|---------------|----------------|--------|---|--|
| Special Feature I I Gpecial Feature I I Special Feature I I I M (%) I I I Main Surface I I I Material Type : ACP I I I Material Type : ACP I I I Material Type : ACP I I I Deck Rideability I I I I | Bridge Component | | | | | Now | Explanation of Condition |
| Special Feature V X (Type :) V V (Type :) V V Wearing SurfaceDeck Top-Detail Ratings V V Now 0.0 0.0 0.0 Waaring SurfaceDeck Top-Detail Ratings V V (Material Type : ACP) 0.0 0.0 V (Material Type : CP) V V V (Thickneskinm) : 100 V V V Later No V V V Deck Acints V X X V Beck Joints V X X V Deck Joints V V X V Beck Joints V Y X X Deck Joints V V X V Deck Joints V Y Y Y Deck Joints V Y Y Y Deck Joints V Y Y Y Stating Para V Y Y Y Tortali | (Primary Spa | n : HC, 1 Spa r | ns, Lengths(| m): 6.1, A-Ide | nt Num | ber:) | |
| (Type :) × × Special Feature × × (Type :) × × Wearing SurfaceDock Top Detail Ratings × × Last N (%) 1 (%) 2 (%) 3 (%) Wearing SurfaceDock Top Detail Ratings 6 4 Asphalt cracked across roadway at both abuts (photo). Variance Used Surface (Figure 1) 0.0 0.0 0.0 × (Material Type : ACP) Toring Crack length of bridge (photo). 2 long, crack length of bridge (photo). 2 long, crack length of bridge (photo). (YAN) × X X X Paved over. Burnp (YA) × X X X Single layer. Missing splice bolts (photo). Obck Joints X X X X Single layer. Missing splice bolts (photo). Gridge Rail 7 7 7 7 7 Bridge RailPosts 7 7 7 7 Grider Detail Ratings 7 7 7 7 Grider Detail Ratings 7 7 7 7 (Type : GALVANIZED DFOST STELL/ | Special Feat | ures | | | | | |
| Special Feature T X (Type: J N(%) 1 (%) 2 (%) 3 (%) I Name 0.0 0.0 0.0 0.0 Wearing Surface C 6 4 Asphalt cracked across roadway at both abuts (photo). 2 long, crack length of bidge (photo), MACP stops 260-300mm short of cure (photo), typical both sides. Material Type: ACP) No Image: Common short of cure (photo), typical both sides. Acphalt cracked across roadway at both abuts (photo). Acphalt cracke | Special Feature | | | | | Х | |
| Special Feature T X (Type: J N(%) 1 (%) 2 (%) 3 (%) I Name 0.0 0.0 0.0 0.0 Wearing Surface C 6 4 Asphalt cracked across roadway at both abuts (photo). 2 long, crack length of bidge (photo), MACP stops 260-300mm short of cure (photo), typical both sides. Material Type: ACP) No Image: Common short of cure (photo), typical both sides. Acphalt cracked across roadway at both abuts (photo). Acphalt cracke | (Type:) | | | | | | |
| (Type:) Warding Surface/Deck Top Detail Ratings Applied Top Receiver and the set of the set | | ure | | | | Х | - |
| Wearing Surface/Deck Top Detail Rating: Image: Surface/Deck Top Detail Rating: Image: Surface/Deck Top Detail Rating: Surface/Deck Top Detail Rating: Now 0.0 1(%) 2(%) 0.0 Now 0.0 0.0 0.0 Aphalt crackled across readway at both abuts (photo). (provide linght of bridge (photo). (photo). typical both sides. ACP failed, leaking btwn girders. Learcal Consect Sord of our (photo). typical both sides. ACP failed, leaking btwn girders. Deck Rideability V V Deck Rideability V V Deck Rideability V V Deck Joints V V Deck Joints V V Deck Joints V Deck Joints V Deck Joints V Deck Joints V Deck Joints V Deck Joints V Deck Joints V Deck Joints Now <td< td=""><td colspan="4">•</td><td></td><td>-</td><td></td></td<> | • | | | | | - | |
| N % 1 (%) 2 (%) 3 (%) Last Now 0.0 0.0 0.0 Wearing Surface 0.0 0.0 0.0 0.0 Wearing Surface Solution Asphalt cracked across readway at both abuts (photo). ACP stops 250-300mm short of curb (photo). ACP stops 250-300mm short of curb (| | ace/Deck Top | Detail Rating | s | | | |
| Last Now O.0 O.0 O.0 Warding Surface 6 4 Asphalt cracked across roadway at both abuts (photo). 2 long. crack length of bridge (photo). ACP stores 250-300m shorn of our blomb, typical both sides. ACP tailed, leaking bivm girders. Last No V X X Deck Rideability V X X Paved over. Deck Joints X X X Paved over. Deck Drainage 7 7 Paved over. Deck Drainage 7 7 F Drains Clogged (Y/N) No V V Deck Drainage 7 7 F Drains Clogged (Y/N) No V V Deck Drainage 7 7 F Drains Clogged (Y/N) No V Paved over. Scaling (Percent Area) 0 V Raindown vert. cracks, plow scrapes. (Type : GALVANIZED STEEL;GALVANIZED POST STEEL; | | | | | 3 (%) | | |
| New 0.0 0.0 0.0 Asphalt cracked across roadway at both abuts (photo). Wearing Surface Asphalt cracked across roadway at both abuts (photo). 2 long. crack length of bridge (ph | Last | | 1 (70) | | | | - |
| Wearing Surface 6 4 Asphalt cracked across roadway at both abuts (photo). (Material Type : ACP) 2 long, crack length of bridge (photo), ACP sength of bridge (photo), typical both sides. (Thickness(mm) : 100) ACP failed, leaking bwn girders. Lateral Connection Problem No Deck Rideability 6 6 Deck Rideability 6 6 Deck Joints X X Bump (V/N) | Now | 0.0 | 0.0 | 0.0 | C |).0 | - |
| (Material Type : ACP) 2 long. crack length of bridge (Pathol). ACP failed, leaking bwn girders. (Thickness(mm) : 100) No ACP failed, leaking bwn girders. Lateral Connection Problem No X X Dack Top X X X Deck Rideability 6 6 6 Deck Joints X X X Bump (V/N) V X X Deck Dainage 7 7 7 Drains Clogged (V/N) No Random vert. cracks, plow scrapes. Curbs/Median Curbs/Median 7 7 7 7 Bridge Rail 7 7 7 7 Type : GALVANIZED POST STELEL/SALVANIZED POST STELE/SALVANIZED POST STELS/SALVANIZED POST STELE/SALVANIZED POST STELS/SALVANIZED POST STELS/SALVANIZED POST SIdemain Street | Wearing Surf | | | | | | Asphalt cracked across roadway at both abuts (photo) |
| (Thickness(mm) : 100) No ACP failed, leaking burn girders. ACP failed, leaking burn girders. Lateral Connection Problem (YN) No X X Deck Rideability K X X Deck Rideability K X X Deck Joints X X X Bump (Y/N) X X Paved over. Deck Joints X X Paved over. Deck Joints T 7 6 6 Deck Joints V V X Paved over. Deck Joints T 7 6 Random vert. cracks, plow scrapes. (Curb Type : Standard) V V V Rail davanized. Posts painted with some rusting. Post coating rates 5. Stridge Rail Posts T 7 7 7 Stridge Rail Posts T 7 7 Type : GALVANIZED FOST STEEL: (A VANIZED POST S | - | | | | 0 | | 2 long, crack length of bridge (photo). |
| Lateral Connection Problem (YNN) No X X Deck Top X X X Deck Rideability 6 6 Deck Rideability 6 6 Deck Rideability 5 7 7 Deck Drainage 7 7 7 Drains Clogged (Y/N) No 7 7 Drains Clogged (Y/N) No 7 7 Curbs/Median 7 7 7 Curbs/Median 7 7 7 Scaling (Percent Area) 0 7 7 Bridge Rail Posts 7 7 7 Type : GALVANIZED STEEL W-BEAM) T 7 7 Bridge Rail Posts 7 7 7 (Type : GALVANIZED POST STEEL;GALVANIZED POST STEEL) 5 7 Sidde Rail Posts 5 7 7 (Type : GALVANIZED) 5 7 Siddewalk X X X Now 0 0 0 0 Girder Detail Ratings | | · · · · · · · · · · · · · · · · · · · | | | | | ACP stops 250-300mm short of curb (photo), typical both sides. |
| (Y/N)XXXDeck TopXXXDeck Rideability X XXDeck Rideability X XXDeck Joints X XXBump (Y/N) X XXDeck Drainage T T T Deck Drainage T T T Deck Drainage T T T Deck Drainage T T T Outbs/Median T T T Curbs/Median T T T Scaling (Percent Area) 0 T T Bridge Rail Posts T T T Stige Rail Posts T T T | | | | | | | |
| Deck RideabilityImage of the sector of the sec | (Y/N) | | | | | | |
| Deck RideabilityImage of the sector of the sec | Deck Top | | | | Х | Х | |
| No Y X Paved over. Deck Joints X Paved over. Paved over. Deck Drainage 7 7 7 Drains Clogged (Y/N) No | | | | | | | |
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| (Curb Type : Standard)Scaling (Percent Area)0✓Bridge Rail✓7(Type : GALVANIZED STEEL W-BEAM)7Trype : GALVANIZED STEEL W-BEAM)7Trype : GALVANIZED FOST STEEL W-BEAM)7STEEL)5Bridge Rail/Posts Coating5Trype : GALVANIZED FOST STEEL V-NIZED STEEL STEEL STEEL STEEL STEEL V-NIZED STEEL V-NIZED STEEL V- | Drains Clogged (Y/N) No | | | | | | |
| Scaling (Percent Area) 0 Image and a state of the state of t | Curbs/Median | | | 7 | 6 | Random vert. cracks, plow scrapes. | |
| Bridge Rail 7 7 7 Single layer. Missing splice bolts (photo). (Type : GALVANIZED STEEL W-BEAM) 7 7 7 Bridge Rail Posts 7 7 7 Tope : GALVANIZED POST STEEL;GALVANIZED POST 8ail galvanized. Posts painted with some rusting. Post coating rates 5. Bridge Rail/Posts Coating 5 7 Crype : GALVANIZED 5 7 Sidewalk X X Girder Detail Ratings 1 1 Now 0 0 0 Girders 5 5 Last 0 0 0 Cracking (Y/N) Yes 1 Spalling (Percent Area) 0 0 Lift or Connector Pocket Griders : 13) No 1 Span Alignment Problems 5 1 Vertical (Y/N) Yes 1 Horizontal (Y/N) Yes 1 Horizontal (Y/N) No 1 Span Alignment Problems 5 1 Vertical (Y/N) No 1 Vertical (Y/N) Yes 1 | (Curb Type : Standard) | | | | | | |
| Bridge Rail 7 <t< td=""><td>Scaling (Pe</td><td>ercent Area)</td><td>0</td><td></td><td></td><td></td><td>_</td></t<> | Scaling (Pe | ercent Area) | 0 | | | | _ |
| (Type : GALVANIZED STEEL W-BEAM) 7 7 Bridge Rail Posts 7 7 (Type : GALVANIZED POST STEEL;GALVANIZED POST STEEL) 5 7 Bridge Rail/Posts Coating 5 7 (Type : GALVANIZED) 5 7 Sidewalk X X Girder Detail Ratings X X N (count) 1 (count) 2 (count) 3 (count) Last Now 0 0 0 Girders 5 5 5 Last Complete Inspection Date 13-Jul-2011 Cracking (Y/N) Yes Spalling (Percent Area) 0 0 0 Cracks N & S curb, G13 (photo). Lift or Connector Pocket Grouted (Y/N) Ne It hook not grouted on curb girders (photo). (Number Of Girders : 13) Yes State South (Y/N) Bridge should be raised 150mm on E end, would match road grade better. | | | | 7 | 7 | Single laver, Missing splice bolts (photo). | |
| Bridge Rail Posts 7 7 (Type : GALVANIZED POST STEEL;GALVANIZED POST STEEL) 5 7 Bridge Rail/Posts Coating 5 7 (Type : GALVANIZED) 5 7 Sidewalk X X Girder Detail Ratings X X N (count) 1 (count) 2 (count) 3 (count) Last 0 0 0 Now 0 0 0 Girders 5 5 Last 13-Jul-2011 Cracks N & S curb, G13 (photo). Cracking (Y/N) Yes 2 Spalling (Percent Area) 0 0 0 If or Connector Pocket No It hook not grouted on curb girders (photo). (Number Of Girders : 13) Yes E E Span Alignment Problems 14 5 Bridge should be raised 150mm on E end, would match road grade better. | | I VANIZED ST | FFI W-BFA | M) | | . · | |
| Image: STEEL: Stee: < | | | | ····) | 7 | 7 | - |
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| Sidewalk X X X X Girder Detail Ratings N (count) 1 (count) 2 (count) 3 (count) Last Image: Count of the stress of the | | | | | 0 | · · | - |
| Girder Detail Ratings2 (count)2 (count)3 (count)Last1 (count)2 (count)3 (count)Last000Girders55Last Complete Inspection Date13-Jul-20115Cracking (Y/N)Yes55Spalling (Percent Area)0CKinder Grouted (Y/N)Yes2Span Alignment ProblemsYes2Vertical (Y/N)Yes9Vertical (Y/N)Yes9Vertical (Y/N)YesNo9Span Alignment Problems9Vertical (Y/N)YesNo9Start Circle (Y/N)YesStart Circle (Y/N)YesStart Align Ment ProblemsVertical (Y/N)YesStart Align Ment ProblemsVertical (Y/N)YesNo9Start Alignment ProblemsVertical (Y/N)YesStart Align Ment ProblemsVertical (Y/N)NoStart Align Ment ProblemsStart Align Ment ProblemsStart Circle (Y/N)NoStart Circle (Y/N)YesStart Circle (Y/N)YesStart Circle (Y/N)YesStart Circle (Y/N)YesStart Circle (Y/N)YesStart Circle (Y/N)YesStart Circle (Y/N)YesYesStart Circle (Y/N)YesYesYes </td <td></td> <td></td> <td></td> <td></td> <td>v</td> <td>v</td> <td></td> | | | | | v | v | |
| $ \begin{array}{c c c c c c } \hline \begin{tabular}{ c c c c c } \hline \begin{tabular}{ c c c c c } \hline \begin{tabular}{ c c c c c c } \hline \begin{tabular}{ c c c c c c c } \hline \begin{tabular}{ c c c c c c c } \hline \begin{tabular}{ c c c c c c c } \hline \begin{tabular}{ c c c c c c c } \hline \begin{tabular}{ c c c c c c c } \hline \begin{tabular}{ c c c c c c c } \hline \begin{tabular}{ c c c c c c c c c c c c c c c c c c c$ | Sidewalk | | | | | ^ | |
| $ \begin{array}{c c c c c c } \hline \begin{tabular}{ c c c c c } \hline \begin{tabular}{ c c c c c } \hline \begin{tabular}{ c c c c c c } \hline \begin{tabular}{ c c c c c c c } \hline \begin{tabular}{ c c c c c c c } \hline \begin{tabular}{ c c c c c c c } \hline \begin{tabular}{ c c c c c c c } \hline \begin{tabular}{ c c c c c c c } \hline \begin{tabular}{ c c c c c c c } \hline \begin{tabular}{ c c c c c c c c c c c c c c c c c c c$ | Girder Detail | Ratings | | | | | |
| Last Image: Constraint of the synchronization of the synchron | | 1 | 1 (count) | 2 (count) | 3 (cou | unt) | |
| Girders 5 5 Last Complete Inspection Date 13-Jul-2011 Cracks N & S curb, G13 (photo). Cracking (Y/N) Yes Leaking btwn girders (photo). Spalling (Percent Area) 0 Lift or Connector Pocket No Grouted (Y/N) No Image: Control of Girders : 13) Lift hook not grouted on curb girders (photo). Span Alignment Problems Vertical (Y/N) Yes Bridge should be raised 150mm on E end, would match road grade better. | Last | | | , , , | | | |
| Girders 5 5 Last Complete Inspection Date 13-Jul-2011 Cracks N & S curb, G13 (photo). Cracking (Y/N) Yes Cracks N & S curb, G13 (photo). Spalling (Percent Area) 0 Lift or Connector Pocket No Grouted (Y/N) No Ift hook not grouted on curb girders (photo). Lift hook not grouted on curb girders (photo). (Number Of Girders : 13) Span Alignment Problems Findge should be raised 150mm on E end, would match road grade better. | Now | 0 | 0 | 0 | | 0 | |
| Last Complete Inspection Date 13-Jul-2011 Cracks N & S curb, G13 (photo). Leaking btwn girders (photo). Cracking (Y/N) Yes Lift or Connector Pocket Grouted (Y/N) 0 Lift hook not grouted on curb girders (photo). Lift or Connector Pocket Grouted (Y/N) No Lift hook not grouted on curb girders (photo). (Number Of Girders : 13) Yes Bridge should be raised 150mm on E end, would match road grade better. | Girders | | | | 5 | 5 | |
| Cracking (Y/N) Yes Leaking bitwing idens (photo). Spalling (Percent Area) 0 Lift oconnector Pocket No Lift or Connector Pocket Grouted (Y/N) No Lift hook not grouted on curb girders (photo). (Number Of Girders : 13) Span Alignment Problems Vertical (Y/N) Vertical (Y/N) Yes Bridge should be raised 150mm on E end, would match road grade better. | | e Inspection D | ate 13-Jul- | 2011 | | | |
| Spalling (Percent Area) 0 Lift hook not grouted on curb girders (photo). Lift or Connector Pocket Grouted (Y/N) No Lift hook not grouted on curb girders (photo). (Number Of Girders : 13) Span Alignment Problems Vertical (Y/N) Vertical (Y/N) Yes Bridge should be raised 150mm on E end, would match road grade better. | | | | | | Leaking biwn girders (pnoto). | |
| Lift or Connector Pocket Grouted (Y/N) No (Number Of Girders : 13) Span Alignment Problems Vertical (Y/N) Yes Horizontal (Y/N) No | | · · · · · · · · · · · · · · · · · · · | | | | | Lift book not grouted on such sinders (shats) |
| (Number Of Girders : 13) Span Alignment Problems Vertical (Y/N) Yes Bridge should be raised 150mm on E end, would match road grade better. | Lift or Conne | ctor Pocket | | | | | Lint hook hot grouted on curb girders (photo). |
| Span Alignment Problems Vertical (Y/N) Yes Bridge should be raised 150mm on E end, would match road grade better. Horizontal (Y/N) No No No No | | • | | | | | |
| Vertical (Y/N) Yes Bridge should be raised 150mm on E end, would match road grade better. Horizontal (Y/N) No Image: No provide the state of the state | - | | | | | | |
| Horizontal (Y/N) No better. | | | | | | | Bridge should be raised 150mm on F end, would match road grade |
| | | | | | | | better. |
| Superstructure General Rating 5 5 | | | | | - | - | |
| | Superstruct | ure General R | ading | | 5 | 5 | |

Alberta Transportation

| | | | | | Subst | ructure | | | | |
|---|---------------------------------------|---------------------------------------|--------------------|--------|--------------|--|--|--|--|--|
| Bridge Cor | nponent | | | Last | Now | Explanation of Condition | | | | |
| Abutments | | | | | | | | | | |
| (Extended | d Backwall Piles | s (Y/N) : Y) | | | | | | | | |
| (Extended | Backwall Piles | s Spacing(mn | n) : 1500) | | | | | | | |
| (Total Num | per of Caps/Co | rbels : 3:3) | | | | | | | | |
| Bearing Sea | ats/Caps/Corbe | ls Detail Rati | ngs | | | | | | | |
| | N (count) | 1 (count) | 2 (count) | 3 (cou | int) | | | | | |
| Last | | | | | | 4 | | | | |
| Now | 0 | 0 | 0 | | 0 | - | | | | |
| Bearing Sea | ats/Caps/Corbe | els | | 6 | 6 | - | | | | |
| (Type : Tf | REATED TIMB | ER) | | | | - | | | | |
| (Depth(m | · · · · · | | | | | - | | | | |
| (Width(mr | | | | | | | | | | |
| Backwalls/E | | | | 5 | 5 | - | | | | |
| Greatest Height (m) 4.50 | | | | | | | | | | |
| Wingwalls | | | | 4 | 4 | Wing on NW corner missing top plank. | | | | |
| (Total Num | per of Rearing I | Diles · 11·11) | | | | 1 row short piles 1.5m up on backwall, these piles have struts | | | | |
| (Total Number of Bearing Piles : 11:11) Piles Detail Ratings | | | | | | pushing on them causing backwall to push in under the rest of the | | | | |
| - neo Detall | N (count) | 1 (count) | 2 (count) | 3 (cou | int) | backwall - photo. Piles from old bridge still in place. Last bearing pile NE corner rot & | | | | |
| Last | | . (300/10) | | 5 (000 | , | split strut pushing into pile. Other piles OK. | | | | |
| Now | 0 | 0 | 0 | | 1 | A1P11 with wide vert. split - R=4. A2P11 is completely rotten but not required for sharing load, so not | | | | |
| Piles | | | , | 3 | 3 | critical (photo). | | | | |
| Paint/Coatir | ng | | | X | X | | | | | |
| · ···································· | | | | | | | | | | |
| Abutment Stability | | | 6 | 6 | | | | | | |
| Scour/Erosion | | | N | N | Under water. | | | | | |
| | on | | | | | | | | | |
| Piers/Bents | 5 | | | | | | | | | |
| (Type :) | | | | | | | | | | |
| • | per of Caps/Co | · · · · · · · · · · · · · · · · · · · | | | | | | | | |
| Bearing Sea | ats/Caps/Corbe | | | | | - | | | | |
| | N (count) | 1 (count) | 2 (count) | 3 (cou | int) | - | | | | |
| Last | | | | | | | | | | |
| Now | | | | | | - | | | | |
| | ats/Caps/Corbe | lS | | X | X | - | | | | |
| (Type :) | | | | | | - | | | | |
| (Depth(m | | | | | | - | | | | |
| (Width(mr | |). | | | | | | | | |
| | per of Bearing I | Piles :) | | | | Double row - 1 on existing piles, 1 on old piles. | | | | |
| Piles Detail | | 1 (000000) | 2 (| 0 / | (nt) | - | | | | |
| Lact | N (count) | 1 (count) | 2 (count) | 3 (cou | int) | - | | | | |
| Last Now | | | | | | - | | | | |
| Pier Shaft/F | | | | X | X | - | | | | |
| | | | | × | ^ | | | | | |
| | Height (m) | | | 6 | 4 | No cloat under strute | | | | |
| Bracing/Stri | uts/Sheathing | | | 6 | 4 | No cleat under struts. | | | | |
| Nose Plate | | | | Х | Х | | | | | |
| | | | | | | | | | | |
| Paint/Coatir | - | | | X | X | - | | | | |
| · · · · · · · · · · · · · · · · · · · | escription :) | | | | | - | | | | |
| (Colour C | · · · · · · · · · · · · · · · · · · · | | | | | | | | | |
| Pier Stabilit | У | | | X | X | | | | | |
| | | | | | | 1 | | | | |

Alberta Transportation

| | | | ructure | |
|------------------------------|---------------------------------------|------|---------|------------------------------------|
| Bridge Component | | Last | Now | Explanation of Condition |
| Scour | | Х | X | |
| Debris (Y/N) | No | | | |
| Substructure General Rating | | 3 | 3 | |
| | | s | Structu | re Usage |
| | | Last | Now | Explanation of Condition |
| Channel | | | | |
| (U/S Direction : N) | | | | |
| (D/S Direction : S) | | | | |
| Alignment | | | 7 | |
| Bank Stability | | 7 | 7 | |
| HWM (m below Top of Curb) | | | | |
| Drift (Y/N) | No | | | |
| Slope Protection | | 6 | N | (R=6. 19Mar2006). Under water. |
| (Type : NATURAL; NATURAL | _) | | | |
| Guidebank/Spurs | | Х | X | |
| Adequacy of Opening | | | 7 | |
| (Fish Compensation Measure 1 | : NONE) | | | |
| (Fish Compensation Measure 2 | · · · · · · · · · · · · · · · · · · · | | | |
| Channel General Rating | | 6 | 6 | GR carried forward from 19Mar2005. |

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| рец |
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| Alberta Transportation | Bridge Ins | Bridge Inspection & Maintenance System (Web 2005) | 2005) | 06 | 06842 -1 Bridge | | | | |
|---|----------------|--|--------------------------|---------------------------|-----------------|------|--------------------|-----------|-------|
| | | Maintenance Recommendations | commendatio | suc | | | | | |
| Inspector Recommendations | Year | Inspector Comments | Ď | Department Comments | nents | Ta | Target Year E | Est. Cost | Cat # |
| REPAIR/REPLACE BRIDGE RAIL | 2011 | Upgrade to meet std at next rehab. | | | | | | | |
| SEAL CURBS | | | | | | | | | |
| PATCH DECK | 2011 | Grout lift / pockets (curbs). | | | | | | | |
| OVERLAY DECK | | | | | | | | | |
| STRAIGHTEN/REPLACE MEMBERS | | | | | | | | | |
| WASHING | | | | | | | | | |
| SHOTCRETE REPAIRS | | | | | | | | | |
| CORE TIMBER CAPS/CORBELS | | | | | | | | | |
| REPAIR/REPLACE TIMBER CAPS | | | | | | | | | |
| REPAIR ABUTMENT SCOUR/EROSION | N | | | | | | | | |
| PLACE ADDITIONAL RIP RAP | | | | | | | | | |
| REMOVE DRIFT ACCUMULATION | | | | | | | | | |
| INSTALL STRUTS | 2011 | Install cleat & replace old struts at next rehab. | ext rehab. | | | | | | |
| OTHER ACTION | 2011 | Replace top wing plank. | | | | | | | |
| OTHER ACTION | 2011 | Replace A2P11 at next rehab. | | | | | | | |
| OTHER ACTION | 2011 | Upgrade approach guardrail at next rehab | ehab. | | | | | | |
| OTHER ACTION | 2011 | Core piles prior to next major rehab. | | | | | | | |
| OTHER ACTION | 2011 | Reattach conduit to S exterior girder or run one continuous conduit end to end. | or run one | | | | | | |
| OTHER ACTION | | | | | | | | | |
| Structural Condition Rating (Last/Now) (%) | w) 44.4/44.4 | .4 Sufficiency Rating (Last/Now) (%) | | 61.8/61.5 | Est. Repl. Yr | 2015 | Maint. Reqd. (Y/N) | | Yes |
| Special Inspect on regular 39mth cycle. Comments for Next Inspection | 9mth cycle. | | ۵Ŭ | Department Comments | | | | | |
| Maintenance Reviewed By | | | Ď | Date | | Esti | Estimated Total | 0 | |
| Proposed Long-Term Strategy | 2007.08.16 Pro | 2007.08.16 Project on 2009 program, normal rehab. Bridge should be okay until 2015 | Bridge should | be okay until 20 | 15. | | | | |
| On 3-Year Program (Y/N) | ~ | | | | | | | | |
| Proposed Action | 2007.08.16 Pro | 2007.08.16 Project on 2009 normal rehab program. | | | | | | | |
| Previous Inspector's Name | Randy Bredo | | Previous Ass | Previous Assistant's Name | | | | | |
| Next Inspection Date | 13-Oct-2014 | | Previous Inspection Date | pection Date | 19-Mar-2005 | | | | |
| Inspection Cycle (Default) (months) | 39 | | | | | | | | |
| Comment | | | | | | | | | |

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| | | | | Maintenance Recommen | dations | | | | | |
|---------------------------------|-----------------------|-------------|-----------|---|------------------|---|---------------|------------------|----------------------------|------------------|
| Inspector Recom | mendations | Year | Inspect | tor Comments | Department (| Comments | | Target Year | Est. Cost | Cat # |
| REPAIR/REPLAC | E BRIDGE RAIL | 2011 | Upgrad | le to meet std at next rehab. | Defer until re | placement | | | | |
| SEAL CURBS | | | | | | | | | | |
| PATCH DECK | | 2011 | Grout li | ft / pockets (curbs). | Defer until re | placement | | | | |
| OVERLAY DECK | | | | | | | | | | |
| STRAIGHTEN/RE | EPLACE MEMBERS | | | | | | | | | |
| WASHING | | | | | | | | | | |
| SHOTCRETE RE | PAIRS | | | | | | | | | |
| CORE TIMBER C | APS/CORBELS | | | | | | | | | |
| REPAIR/REPLAC | E TIMBER CAPS | | | | | | | | | |
| REPAIR ABUTM | ENT SCOUR/EROSIC | ON | | | | | | | | |
| PLACE ADDITIO | NAL RIP RAP | | | | | | | | | |
| REMOVE DRIFT | ACCUMULATION | | | | | | | | | |
| INSTALL STRUT | S | 2011 | Install o | cleat & replace old struts at next rehab | . Defer until re | placement | | | | |
| OTHER ACTION | | 2011 | Replac | e top wing plank. | Defer until re | placement | | | | |
| OTHER ACTION | | 2011 | Replac | e A2P11 at next rehab. | Defer until re | placement | | | | |
| OTHER ACTION | | 2011 | Upgrad | le approach guardrail at next rehab. | Defer until re | placement | | | | |
| OTHER ACTION | | 2011 | Core pi | les prior to next major rehab. | Defer until re | placement | | | | |
| OTHER ACTION | | 2011 | Reattac | ch conduit to S exterior girder or run ntinuous conduit end to end. | Defer until re | placement | | | | |
| OTHER ACTION | | | | | | | | | | |
| Structural Cond (%) | ition Rating (Last/No | ow) 44.4/4 | 4.4 | Sufficiency Rating (Last/Now) (%) | 61.8/61.5 | Est. Repl. Yr | 2015 | Maint. Re | qd. (Y/N) | Yes |
| Special | Inspect on regular 39 | mth cvcle. | | | Department | Coring results 20 | 11: | | | |
| Comments for Next Inspection | | | | | Comments | West Abutment Beginning rot in 1 in the South half North top cap. No | core only o | outh cap and th | e majority c | ace rot f the |
| | | | | | | East Abutment Subcaps and cap pile 11 in the top | core. | | core only pil | e 8, and |
| | | | | | | Recommendation Monitor at regular years(2016) or po | · inspections | s. Schedule cap | o replaceme due to age. | nt in 5 |
| | | | | | | Tentatively progra | ammed to b | e replaced in 20 | 017. AS | |
| Maintenance Rev | riewed By A | Andrew Smik | es | | Date | 22-Aug-2012 | | Estimated Tota | I 0 | |

| Proposed Long-Term Strategy | 2007.08.16 Project on 2009 program, normal rehab | Bridge should be okay until 201 | 5. |
|-------------------------------------|--|---|-------------|
| On 3-Year Program (Y/N) | Y | | |
| Proposed Action | 2007.08.16 Project on 2009 normal rehab program | | |
| Previous Inspector's Name | Randy Bredo | Previous Assistant's Name | |
| Next Inspection Date | 13-Oct-2014 | Previous Inspection Date | 19-Mar-2005 |
| Inspection Cycle (Default) (months) | 39 | | |
| Comment | | | |