

Bridge Inspection							
Bridge File Number	71504 -1 Bridge			Form Type	PSR		
Year Built/Year Supstr	1958/1958			Lot No.	2		
Bridge or Town Name	BUCK CREEK			Inspector Name	Wade Nanninga		
Located Over	BUCKLAKE CREEK, 6.132.2, WATERCRS-ST			Inspector Class	BR CLS A		
Located On	616:02 C1 5.565			Assistant Name			
Water Body Cl./Year				Assistant Class			
Navigabil. Cl./Year				Inspection Date	10-Aug-2012		
Legal Land Location	SW SEC 4 TWP 48 RGE 6 W5M			Data Entry By	Theresa Lacusta		
Longitude, Latitude	-114:49:14, 53:06:19			Data Entry Date	15-Jan-2013		
Road Authority	Alberta Transportation (AIT)			Reviewer Name	Eric Carcoux		
Contract Main. Area	CMA11			Review Date	17-Sep-2012		
Clear Roadway/Skew	7.9 /			Dept. Reviewer Name	Paul Catt		
AADT/Year	810 / 2011 (A)			Dept. Review Date	18-Jan-2013		
Road Classification	RCU-209-110			Follow-Up By			
Detour Length (km)	20						
Allowable Load (t):	Single	CS1 38 GIRDER	Semi	CS2 50 GIRDER	Train	CS3 66 GIRDER	----> 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	EB	At Junction (Y/N)	No	In Advance (Y/N)	No	At Bridge (Y/N) No
Posted:	Lane	WB	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	To low - not installed @ standard location.						
Other Sign Types							

Utilities (Located at)			
Utility Attachments			
Telephone	South side of bridge (conduit).		Gas
Power	1 wire North r/w.		Municipal
Others			Problem (Y/N) Yes
Remarks	Telus conduit broken in many places.		

Approach Road				
		Last	Now	Explanation of Condition
Horizontal Alignment		7	7	No passing, farm access. At bottom of sag curve. Limited sight distance to West.
Vertical Alignment		6	6	
Roadway Width (m)	8.800			Wide crack E side of East paving lip. Posted for 80kmh- ruts @ approach.
Approach Bump		6	4	
Guardrail (Y/N)	Yes			No blocks @ first 3 posts, insufficient length, not thrie beam type.
Guardrail		6	6	
Length (m)	15.400			
Current Standard (Y/N)	No			
Termination Type	Turned Down			
Drainage		N	4	Erosion gully @ NE corner - photo. Windrows impeding drainage.
<b>Approach Road General Rating</b>		<b>6</b>	<b>6</b>	

Superstructure					
Bridge Component		Last	Now	Explanation of Condition	
(Primary Span : PO, 2 Spans, Lengths(m): 18.3-18.3, A-Ident Number: )					
<b>Special Features</b>					
Special Feature			X		
(Type : )					
Special Feature			X		
(Type : )					
<b>Wearing Surface/Deck Top Detail Ratings</b>					
	N (%)	1 (%)	2 (%)	3 (%)	
<b>Last</b>					
<b>Now</b>					
Wearing Surface			4	4	Approx 4m2 peeled near East abutment and pier joint - photo. Small pothole near pier. thickness - 90mm
(Material Type : <b>CONVENTIONAL CHIP SEAL COAT</b> )					
(Thickness(mm) : )					
Lateral Connection Problem (Y/N)		No			
Deck Top			N	N	
Deck Rideability			7	6	
Deck Joints			7	7	
Temperature (deg. C)		4			
(Expansion Type : <b>GLAND (WABO-MAUER, TRANSFLEX, ETC)</b> )					
(Fixed Type : <b>BUFFER ANGLES</b> )					
Gap Size (mm)		Gap Location			
70		E abut			
65		Pier			
73		W abut			
Deck Drainage			7	7	Bridge on slight grade & appears to drain to East.
Drains Clogged (Y/N)					
Curbs/Median			4	4	Medium scaling on 5% of curb face. South ext cracked, some local delams. SE accident damage @ post - beginning to affect pan.
(Curb Type : <b>Standard</b> )					
Scaling (Percent Area)		5			
Bridge Rail			7	4	Not lapped correctly @ NW - double layer Missing 1 anchor bolt twisted off @ NE corner - photo.  Dirty.
(Type : <b>GALVANIZED STEEL FLEX BEAM</b> )					
Bridge Rail Posts			3	3	
(Type : <b>GALVANIZED POST STEEL; GALVANIZED POST STEEL</b> )					
Bridge Rail/Posts Coating			7	7	
(Type : <b>GALVANIZED</b> )					
Sidewalk			X	X	
<b>Girder Detail Ratings</b>					
	N (count)	1 (count)	2 (count)	3 (count)	
<b>Last</b>	0	0	0	10	SP1G2, SP2G1, 3 all have narrow long. crack b/w web and flange extending into transition. SP1G2 has medium diagonal crack extending from haunch into top fla.
<b>Now</b>					
Girders			3	4	S1G1 spalled @ West end - photo. All other girders with vertical crack at ends. photo - typ. debonded patch over post-tension in ducts.
Cracking (Y/N)		Yes			
Spalling (Percent Area)		15			
(Number Of Girders : <b>10</b> )					

Superstructure				
Bridge Component		Last	Now	Explanation of Condition
(Primary Span : <b>PO, 2 Spans, Lengths(m): 18.3-18.3, A-Ident Number: )</b>				
Diaphragms/Cross Frame		6	6	
Bearings		4	4	Shoe plates over bearings have caused minor chips at bearings. Scaling rust on all bearings. Appears frozen @ 4 corners.14-Feb-11 AB at SW twisted. AB twisted at G5 SP1 over pier.-photo
Temperature (deg. C)	-6			
(Expansion Type : <b>SLIDING PLATE</b> )				
(Fixed Type : <b>SLIDING PLATE</b> )				
Coating Adequate (Y/N)	No			
Functioning (Y/N)	No			
Deck Underside		4	4	4 local delam patches. 3 cracks with efflorescence East side of pier between G4/5.
Stains (Percent Area)	1			
<b>Span Alignment Problems</b>				
Vertical (Y/N)	No			
Horizontal (Y/N)	No			
<b>Superstructure General Rating</b>		<b>3</b>	<b>4</b>	
Substructure				
Bridge Component		Last	Now	Explanation of Condition
<b>Abutments</b>				
Bearing Seats/Caps		6	6	
(Type : <b>CONCRETE</b> )				
Backwalls/Breastwalls		6	6	
Wingwalls		6	6	
Piles		N	N	
Paint/Coating		X	X	
Abutment Stability		7	7	
Scour/Erosion		5	5	
<b>Piers/Bents</b>				
(Type : <b>PIER-SOLID</b> )				
Bearing Seats/Caps		7	7	
(Type : <b>CONCRETE</b> )				
(Total Number of Bearing Piles : <b>0</b> )				
Pier Shaft/Piles		5	5	Medium-Narrow Map cracking along nose of S face.
Bracing/Struts/Sheathing		X	X	
Nose Plate		X	X	
Paint/Coating		5	5	Beginning to peel. grey
(Colour Description : )				
(Colour Code : )				
Pier Stability		7	7	
Scour		N	N	
Debris (Y/N)	Yes			Small dam under bridge.

Substructure				
Bridge Component		Last	Now	Explanation of Condition
<b>Substructure General Rating</b>		<b>5</b>	<b>5</b>	
Structure Usage				
		Last	Now	Explanation of Condition
<b>Channel</b>				
(U/S Direction : <b>S</b> )				
(D/S Direction : <b>N</b> )				
Alignment		7	7	
Bank Stability		4	4	Vertical cut bank West side, typical U/S & D/S.
HWM (m below Top of Curb)				HWM not visible.
Drift (Y/N)	No			
Slope Protection		5	5	Concrete bags @ East & riprap @ West.
(Type : <b>RIP RAP; CONCRETE</b> )				
Guidebank/Spurs		X	X	
Adequacy of Opening		7	7	
(Fish Compensation Measure 1 : <b>NONE</b> )				
(Fish Compensation Measure 2 : <b>NONE</b> )				
<b>Channel General Rating</b>		<b>4</b>	<b>4</b>	



Comment	
---------	--