Bridge   Flee Number   72699 - 1 Bridge   Form Type   PCS								В	ridge Ir	ıspec	tion							
Inspector Name	Bridge File Number 72699 -1 Bridge								Ĭ		-			PCS	PCS			
Bridge or Town Name										Lot No.			1					
Located Over											Inspector Name			Garry Roberts				
Located On   Water Body CI./Year   Assistant Class   Assistant Class   Assistant Class   Assistant Class   Inspection Date   22-Mar-2011   Assistant Class   Data Entry By   Jill Potts   Data Entry By   Data Entry By   Jill Potts   Data Entry By   Data Entry B	3						A/ATEDC	TDCDC CT			Inspector Class			BR CLS A				
Water Body CL/Year   Navigabil. CL/Year   Navigabil. CL/Year   Legal Land Location   SW SEC 31 TWP 46 RGE 6 W4M   Data Entry By Jijii Potts   Data Entry By Data Entry By Jijii Potts   Data Entry By Data Entry By Jijii Potts   Data Entry By Data Entry B							WATERC	ERCRS-ST			Assistant Name							
Navigabil. CL/Year   Lagal Land Location   SW SEC 31 TWP 46 RGE 6 W4M   Data Entry By											Assistant Class							
Legal Land Location														22-Mar-201	1			
Longitude, Latitude						6 \// 1/1			, ,			Jill Potts						
Road Authority Alberta Transportation (AIT) Contract Main. Area CMA15 Clear Roadway/Skew 11.3 / AADT/Year 1,100 / 2010 (A) Road Classification RU-211.8-110 Detour Length (km) Design Loading: HS20  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  Other Sign Types  Utilities (Located at) Utility Attachments  Required Load four Gurveys of Canada stream gauging station Others Water Surveys of Canada stream gauging station Ploymer Others Water Surveys of Canada stream gauging station Vertical Alignment Four Langth (N) Formation (N) Format					7 53:00:27													
Contract Main. Area		iue			Franchortation (AIT)													
Dept. Reviewer Name   Chris Black   AADT/Year   1,100 / 2010 (A)   Tolto (A)	_	Area			поропи	11011 (711	1)							•	1			
AADT/Year																		
Road Classification   RAU-211.8-110   Detour Length (km)   12   Allowable Load (t): Single   CS1 28   GIRDER   Semi   CS2 49   GIRDER   Semi   CS3 65  > On Critical Spans   CS2 49   GIRDER   CS3 65  > Oritical Member   CS3 65   CS3 65  > Oritical Member   CS3 65   CS	-				0 (A)								e	17-May-201	1			
Allowable Load (t): Single CS1 28 GIRDER Semi CS2 49 GIRDER Train CS3 65 GIRDER> On Critical Spans> On Critical Spans> On Critical Member> On Critical Member		ion								Folio	w-Up	Ву						
Allowable Load (t): Single CS1 28 GIRDER Semi CS2 49 GIRDER Train CS3 65 GIRDER> On Critical Spans> On Critical Spans> On Critical Member> On Critical Member	Detour Length (I	km)	12							1								
Required Load Posting (t)  Required Load Posting (t)  Single  Semi  Truck Train  Posted Lane  NB  At Junction (Y/N)  No  In Advance (Y/N)  No  At Bridge (Y/N)  No  Remarks  Hazard Marker At Bridge (Y/N)  No  Other Sign Types  Information, "Buffalo Creek".  Utilities (Located at)  Utility Attachments  Telephone  Plowed in West ditch.  Power  Others  Water Surveys of Canada stream gauging station  Others  Water Surveys of Canada stream gauging station  Problem (Y/N)  No  Remarks  Approach Road  Last Now  Explanation of Condition  Long horizontal curve through vertical curve at North. Intersection with SH883 on top of South hill. Steep 8% grade up to South. 300m and long 7% grade up to North.  Roadway Width (m)  10.500  Approach Bump  6 5  Guardrail (Y/N)  Yes  Guardrail (Y/N)  Yes  Guardrail (Y/N)  Termination Type  Turned Down  Drainage  7 7 7			gle				Semi					Train				> On Critic	al Spans ember	
Required Load Posting (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  Hazard Marker At Bridge (Y/N)  Remarks  Other Sign Types Information, "Buffalo Creek".  Utilities (Located at)  Utility Attachments  Telephone Plowed in West ditch. Power Others Water Surveys of Canada stream gauging station Problem (Y/N) No  Remarks  Approach Road  Last Now Explanation of Condition  Horizontal Alignment  For Juncy Street S	Design Loading:			HS20												> Primary	Span	
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 At Bridge (Y/N) No Remarks  Remarks  Other Sign Types Information, "Buffalo Creek".  Utility Attachments  Telephone Plowed in West ditch.  Power Others Water Surveys of Canada stream gauging station 100m D/S.  Remarks  Approach Road  Last Now Explanation of Condition  Horizontal Alignment 5 5 5 wift SBB on top of South hill. Steep 8% grade up to South. 300m and long 7% grade up to North.  Roadway Width (m) 10.500  Approach Bump 6 5 5  Guardrail (Y/N) Yes Wrong lap at NE and SE end, missing 2 bolts at SE. 1 split post at NW.  Not connected to bridgerail. Not thrie beam.  Current Standard (Y/N) No  Termination Type Turned Down  Drainage 7 7 7								Po	sting Ir	nform	ation							
Posted: Lane NB At Junction (Y/N) No In Advance (Y/N) No At Bridge (Y/N) No Remarks  Hazard Marker At Bridge (Y/N) No Remarks  Other Sign Types Information, "Buffalo Creek".  Utilities (Located at)  Utility Attachments  Telephone Plowed in West ditch.  Others Water Surveys of Canada stream gauging station 100m D/S.  Remarks  Approach Road  Last Now Explanation of Condition  Horizontal Alignment 6 6 6 Wertical Alignment 5 5 5 with SH883 on to 5 South hill. Steep 8% grade up to South. 300m and long 7% grade up to North.  Roadway Width (m) 10.500  Approach Bump 6 5 5 Cuardrail (Y/N) Yes Worng lap at NE and SE end, missing 2 bolts at SE. 1 split post at NW.  No At Bridge (Y/N) No At The At Bridge (Y/N) No At	Required Load F	Required Load Posting (t)				Single				Semi					Truck Train			
Posted: Lane SB At Junction (Y/N) No In Advance (Y/N) No At Bridge (Y/N) No Remarks  Hazard Marker At Bridge (Y/N) No Remarks  Other Sign Types Information, "Buffalo Creek".  Utilities (Located at)  Utility Attachments  Telephone Plowed in West ditch.  Power Others Water Surveys of Canada stream gauging station 100m D/S.  Remarks  Approach Road  Last Now Explanation of Condition  Horizontal Alignment 6 6 6 Long horizontal curve through vertical curve at North. Intersection with SH883 on top of South hill. Steep 8% grade up to South. 300m and long 7% grade up to North.  Roadway Width (m) 10.500  Approach Bump 6 5 5  Guardrail (Y/N) Yes Wrong lap at NE and SE end, missing 2 bolts at SE. 1 split post at NW.  Not connected to bridgerail. Not thrie beam.  Others Water Surveys of Canada stream gauging station Problem (Y/N) No Termination Type Turned Down  Traininage 7 7	Posted Loading	(t)			Single					Semi					Truck Train			
Remarks Hazard Marker At Bridge (Y/N) No Remarks Other Sign Types Information, "Buffalo Creek".  Utility Attachments Telephone Plowed in West ditch. Gas Municipal Others Water Surveys of Canada stream gauging station 100m D/S. Remarks  Approach Road Last Now Explanation of Condition Horizontal Alignment 6 6 6 Long horizontal curve through vertical curve at North. Intersection with SH883 on top of South hill. Steep 8% grade up to South. 300m and long 7% grade up to North.  Roadway Width (m) 10.500 Approach Bump 6 5 Guardrail (Y/N) Yes Wrong lap at NE and SE end, missing 2 bolts at SE. 1 split post at NW. Not connected to bridgerail. Not thrie beam.  Current Standard (Y/N) No Termination Type Turned Down Drainage 7 7 7	Posted:	Lane	1	NB	At Junc		ion (Y/N)		No	In Adv		ance (Y	//N)	No			No	
Hazard Marker At Bridge (Y/N) No Remarks Other Sign Types Information, "Buffalo Creek".  Utilities (Located at) Utility Attachments Telephone Plowed in West ditch.  Gas Power Others Water Surveys of Canada stream gauging station 100m D/S.  Remarks  Approach Road Last Now Explanation of Condition Horizontal Alignment Formula Alignment Vertical Alignment South South Alignment South S	Posted:	Lane	5	SB		At Junction (Y/N)		l)	No	I	In Adv	ance (Y	//N)	No	At Bridge (Y/N) No		No	
Remarks Other Sign Types Information, "Buffalo Creek".  Utility Attachments Telephone Plowed in West ditch. Power Mater Surveys of Canada stream gauging station 100m D/S.  Remarks  Approach Road Last Now Explanation of Condition Horizontal Alignment 6 6 6 Long horizontal curve through vertical curve at North. Intersection with SH883 on top of South hill. Steep 8% grade up to South. 300m and long 7% grade up to North.  Roadway Width (m) 10.500 Approach Bump 6 5 Guardrail (Y/N) Yes Wrong lap at NE and SE end, missing 2 bolts at SE. 1 split post at NW.  Guardrail 4 4 Not connected to bridgerail. Not thrie beam.  Current Standard (Y/N) No Termination Type Turned Down Drainage 7 7																		
Other Sign Types		At Bridg	ge (Y	//N) N	10													
Utility Attachments  Telephone Plowed in West ditch.  Power Others Water Surveys of Canada stream gauging station 100m D/S.  Remarks  Approach Road Last Now Explanation of Condition Long horizontal curve through vertical curve at North. Intersection with SH883 on top of South hill. Steep 8% grade up to South. 300m and long 7% grade up to North.  Roadway Width (m) 10.500 Approach Bump 6 5 Guardrail (Y/N) Yes Guardrail (Y/N) Yes Urrent Standard (Y/N) No Termination Type Turned Down Drainage 7 7 7							<b>"</b>											
Utility Attachments  Telephone Plowed in West ditch.  Power Others Water Surveys of Canada stream gauging station 100m D/S.  Remarks  Approach Road  Last Now Explanation of Condition  Horizontal Alignment 6 6 6 Long horizontal curve through vertical curve at North. Intersection with SH883 on top of South hill. Steep 8% grade up to South. 300m and long 7% grade up to North.  Roadway Width (m) 10.500  Approach Bump 6 5  Guardrail (Y/N) Yes Wrong lap at NE and SE end, missing 2 bolts at SE. 1 split post at NW.  Guardrail 4 4 A Not connected to bridgerail. Not thrie beam.  Current Standard (Y/N) No  Termination Type Turned Down  Drainage 7 7 7	Other Sign Type	es .		ır	ntorma	tion, "Bu	iffalo Cre			ocate	nd at)							
Telephone Plowed in West ditch.  Power Others Water Surveys of Canada stream gauging station 100m D/S.  Remarks  Approach Road Last Now Explanation of Condition Horizontal Alignment 6 6 6 Vertical Alignment 5 5 and long 7% grade up to North.  Roadway Width (m) 10.500 Approach Bump Guardrail (Y/N) Yes Guardrail (Y/N) Guardrail 4 4 Length (m) 38.000 Current Standard (Y/N) No  Termination Type Turned Down Drainage  Approach Road Explanation of Condition Long horizontal curve through vertical curve at North. Intersection with SH883 on top of South hill. Steep 8% grade up to South. 300m and long 7% grade up to North.  Wrong lap at NE and SE end, missing 2 bolts at SE. 1 split post at NW. Not connected to bridgerail. Not thrie beam.	Utility Attachmer	nts						ΟL	IIIIGS (L	_ocall	su at)							
Power Others Water Surveys of Canada stream gauging station 100m D/S.  Remarks  Approach Road  Last Now Explanation of Condition  Horizontal Alignment 6 6 6 Vertical Alignment 5 5 Roadway Width (m) 10.500  Approach Bump 6 5 Guardrail (Y/N) Yes Wrong lap at NE and SE end, missing 2 bolts at SE. 1 split post at NW.  Length (m) 38.000 Current Standard (Y/N) No Termination Type Turned Down  Drainage 7 7 7		· ·	d in	West dit	tch.					Gas								
Others Water Surveys of Canada stream gauging station 100m D/S.  Remarks  Approach Road  Last Now Explanation of Condition  Horizontal Alignment 6 6 6 Long horizontal curve through vertical curve at North. Intersection with SH883 on top of South hill. Steep 8% grade up to South. 300m and long 7% grade up to North.  Roadway Width (m) 10.500  Approach Bump 6 5  Guardrail (Y/N) Yes Wrong lap at NE and SE end, missing 2 bolts at SE. 1 split post at NW.  Length (m) 38.000  Current Standard (Y/N) No  Termination Type Turned Down  Drainage 7 7 7											icipal							
Approach Road  Last Now Explanation of Condition  Horizontal Alignment 6 6 6 Long horizontal curve through vertical curve at North. Intersection with SH883 on top of South hill. Steep 8% grade up to South. 300m and long 7% grade up to North.  Roadway Width (m) 10.500  Approach Bump 6 5  Guardrail (Y/N) Yes Wrong lap at NE and SE end, missing 2 bolts at SE. 1 split post at NW.  Not connected to bridgerail. Not thrie beam.  Drainage 7 7 7					of Canada stream gauging sta							′/N) N	No.					
Approach Road  Last Now Explanation of Condition  Horizontal Alignment  Vertical Alignment  Soluth (m)  Approach Bump  Guardrail (Y/N)  Length (m)  Soluth (m)  38.000  Current Standard (Y/N)  Drainage  Approach Road  Last Now Explanation of Condition  Long horizontal curve through vertical curve at North. Intersection with SH883 on top of South hill. Steep 8% grade up to South. 300m and long 7% grade up to North.  Wrong lap at NE and SE end, missing 2 bolts at SE. 1 split post at NW.  Not connected to bridgerail. Not thrie beam.	<b>D</b> 1	100m	D/S.															
Horizontal Alignment  Vertical Alignment  Solution  Approach Bump  Guardrail  Length (m)  Current Standard (Y/N)  Drainage  Last  Now  Explanation of Condition  Long horizontal curve through vertical curve at North. Intersection with SH883 on top of South hill. Steep 8% grade up to South. 300m and long 7% grade up to North.  Wrong lap at NE and SE end, missing 2 bolts at SE. 1 split post at NW.  Not connected to bridgerail. Not thrie beam.  Truned Down	Remarks								A 10 10 10 0	ah D-	d							
Horizontal Alignment  Vertical Alignment  S  S  Long horizontal curve through vertical curve at North. Intersection with SH883 on top of South hill. Steep 8% grade up to South. 300m and long 7% grade up to North.  Roadway Width (m)  Approach Bump  Guardrail (Y/N)  Yes  Guardrail  Length (m)  38.000  Current Standard (Y/N)  No  Termination Type  Turned Down  Drainage  A  Long horizontal curve through vertical curve at North. Intersection with SH883 on top of South hill. Steep 8% grade up to South. 300m and long 7% grade up to North.  Wrong lap at NE and SE end, missing 2 bolts at SE. 1 split post at NW.  Not connected to bridgerail. Not thrie beam.							La											
Vertical Alignment  5 5 with SH883 on top of South hill. Steep 8% grade up to South. 300m and long 7% grade up to North.  Roadway Width (m) 10.500  Approach Bump 6 5  Guardrail (Y/N) Yes Wrong lap at NE and SE end, missing 2 bolts at SE. 1 split post at NW.  Length (m) 38.000 Not connected to bridgerail. Not thrie beam.  Current Standard (Y/N) No  Termination Type Turned Down  Drainage 7 7	Horizontal Align	ment								<u> </u>								
Roadway Width (m) 10.500  Approach Bump 6 5  Guardrail (Y/N) Yes Wrong lap at NE and SE end, missing 2 bolts at SE. 1 split post at NW.  Length (m) 38.000 Not connected to bridgerail. Not thrie beam.  Current Standard (Y/N) No  Termination Type Turned Down  Drainage 7 7										with	with SH883 on top of South hill. Steep 8% grade up to South hill.				South. 300m			
Approach Bump  Guardrail (Y/N)  Yes  Guardrail  Length (m)  Current Standard (Y/N)  Termination Type  Drainage  Guardrail  A 4 4  Wrong lap at NE and SE end, missing 2 bolts at SE. 1 split post at NW.  Not connected to bridgerail. Not thrie beam.  7 7						10.500				and	iong /	% grad	e up	io north.				
Guardrail (Y/N) Yes Wrong lap at NE and SE end, missing 2 bolts at SE. 1 split post at NW.  Length (m) 38.000 Not connected to bridgerail. Not thrie beam.  Termination Type Turned Down  Drainage 7 7								6	5									
Guardrail 4 4  Length (m) 38.000 Not connected to bridgerail. Not thrie beam.  Current Standard (Y/N) No  Termination Type Turned Down  Drainage 7 7				Υ	'es					Wror	ng lap	at NE a	and S	E end. missing 2 bolts at SF, 1 split post at				
Length (m)     38.000       Current Standard (Y/N)     No       Termination Type     Turned Down       Drainage     7       7     7								4	4							1 1 221 201		
Current Standard (Y/N) No Termination Type Turned Down Drainage 7 7									Not o	Not connected to bridgerail. Not thrie beam.								
Termination Type Turned Down Drainage 7 7		ard (Y/	N)								Č							
Drainage 7 7	, ,					Down												
Approach Road General Rating 5 5		• • • • • • • • • • • • • • • • • • • •						7	7									
	Approach Road	Approach Road General Rating				5	5											

					Supers	structure					
Bridge Com	ponent			Last	Now	Explanation of Condition					
		ns, Lengths(	m): 6.1-8.5-6.1	, A-Ide							
Special Feat		<u> </u>		•							
Special Feat				5	5	Strengthening effectiveness reduced due to poor girder condition.					
(Type : UN	DERSLUNG D	DIAPHR)				Span 2 only.					
Special Feat	ure	•			Х						
(Type:)											
Wearing Surf	ace/Deck Top	Detail Rating	S								
	N (%)	1 (%)	2 (%)	3 (%)							
Last											
Now											
Wearing Surf	face			5	5	Recently patched. Evidence of previous cracking/ravelling along					
(Material T	ype : <b>ACP - C</b> (	ONVENTION	AL CHIP SEAI	COAT	Γ)	girders lines.					
(Thickness	(mm) : <b>50</b> )										
Lateral Conn (Y/N)	ection Problem	n Yes									
Deck Top				N	N	ACP covered.					
Deck Rideab	ility			5	5						
Deck Mideab	mity			J							
Deck Joints	`	<b>.</b>		5	5	ACP covered.					
Bump (Y/N		No		_							
Deck Drainag				7	7						
Drains Clog		No									
Curbs/Media				4	3	Minor chips. Plow scrapes. NE corner cracked affecting post anchorage. West curb spall over P2 in S2 affecting post anchorage.					
	: Standard)					anonorage. West suits spain even 1.2 in 62 anosting post anonorage.					
	ercent Area)	1									
Bridge Rail				4	4	Single layer flexbeam.  Poor splice connection. Minor damage at NE.					
· • •	LVANIZED ST	FEEL FLEX E	BEAM)			i i					
Bridge Rail P		ST STEEL (	GALVANIZED	POST	3	1 A/B nut in S2 East post with insufficient thread. Spalled under 2 back A/B at West side over P1.					
ŠŤĖEL)			JALVANIZLD			Steel posts are painted & rust has now removed 90% of paint.					
	Posts Coating			3	3	Terminal ends rusty. Minor damage at NE.					
(Type : <b>PA</b>	INT)										
Sidewalk				X	X						
Girder Detail	Ratings										
	N (count)	1 (count)	2 (count)	3 (cou	unt)						
Last		, ,	2		17						
Now			9	2	21						
Girders				2	2	Wide cracks or spalls in span 1 G5, G6, G7 & G9 and span 2 G2,					
Last Comple	te Inspection D	Date 22-Ma	r-2011			G5, G6 & G7 and span 3 G2, G3, G5, G6, G7, G8 & G9. Span 3 G11 has spall extending into bearing area over pier. Hairline to narrow					
Cracking (	·	Yes				shear cracks throughout. Rebar is corroded but bar profile still					
	ercent Area)	30				visible. Span 1 G7 has end diaphragm spall at South end and G10 has spall and medium shear crack in North AZ. Span 2 G4, G6, G7,					
Lift or Conne Grouted (Y/N		Yes				G12 and span 3 G2, G9, G12 all with spalls extending above main bar in AZ.					
(Number Of	<i>'</i>										
Span Alignn	nent Problems	S									
Vertical (Y/	N)	No				25mm misalign SP2 - minor.					
Horizontal	(Y/N)	Yes									
Superstruct	ure General R	ating		2	2						
					1						

Bridge Component Abutments  (Exended Backwall Piles (Y/N): Y) (Extended Backwall Piles Spacing(mm): 1500) (Total Number of Caps/Corbels Detail Ratings  Backrag Seats/Caps/Corbels Detail Ratings  (Depth(mm): 350)  Backwalls/Breastwalls  (Depth(mm): 350)  Backwalls/Breastwalls  N (count) 1 (count) 2 (count) 3 (count)  Backwalls/Breastwalls  N (count) 1 (count) 2 (count) 3 (count)  Backwalls/Breastwalls  N (count) 1 (count) 2 (count) 3 (count)  Backwalls/Breastwalls  N (count) 1 (count) 2 (count) 3 (count)  Backwalls/Breastwalls  N (count) 1 (count) 2 (count) 3 (count)  Backwalls/Breastwalls  N (count) 1 (count) 2 (count) 3 (count)  Backwalls/Breastwalls  N (count) 1 (count) 2 (count) 3 (count)  Backwalls/Breastwalls  N (count) 1 (count) 2 (count) 3 (count)  Backwalls/Breastwalls  N (count) 1 (count) 2 (count) 3 (count)  Backwalls/Breastwalls  N (count) 1 (count) 2 (count) 3 (count)  Backwalls/Breastwalls  N (count) 1 (count) 2 (count) 3 (count)  Backwalls/Breastwalls  N (count) 1 (count) 2 (count) 3 (count)  Backwalls/Breastwalls  N (count) 1 (count) 2 (count) 3 (count)  Backwalls/Breastwalls  N (count) 1 (count) 2 (count) 3 (count)  Backwalls/Breastwalls  N (count) 1 (count) 2 (count) 3 (count)  Backwalls/Breastwalls  N (count) 1 (count) 2 (count) 3 (count)  Backwalls/Breastwalls  N (count) 1 (count) 2 (count) 3 (count)  Backwalls/Breastwalls/Breastwalls  N (count) 1 (count) 2 (count) 3 (count)  Backwalls/Breast						Subst	ructure					
(Extended Backwall Piles (Y/N): Y) (Extended Backwall Piles Spacing(mm): 1500) (Extended Backwall Piles Spacing(mm): 1500) (Total Number of Caps(Corbels Detail Ratings  Now  Bearing Seats/Caps/Corbels (1ye): TREATED TIMBER) (Opeph(mm): 350) (Width(mm): 300) Backwalls/Brisswalls  N (count) 1 (count) 2 (count) 3 (count)  Last Now  Bright (m) 2.00  Wingwalls  N (count) 1 (count) 2 (count) 3 (count)  Last Now  Now  Piles Detail Ratings  N (count) 1 (count) 2 (count) 3 (count)  Last Now  Piles Detail Ratings  N (count) 1 (count) 2 (count) 3 (count)  Last Now  Piles Core at time of inspection March 8, 2010.  Piles cored at time of inspection Ma	Bridge Com	ponent			Last		Explanation of Condition					
(Extended Backwall Piles Spacing(mm) : 1500) (Total Number of Caps/Corbels : 3:3)  Row	Abutments											
Varied crack ( Wast and of A1 cap. Sounds hollow to pile. Caps.	(Extended	Backwall Piles	s (Y/N) : <b>Y</b> )									
Bearing Seats/Caps/Corbels   Detail Ratings   Seats/Caps/Corbels   1 (count)   2 (count)   3 (count)   4   4   4   4   4   4   4   4   4	(Extended	Backwall Piles	s Spacing(mm	) : <b>1500</b> )								
N   Count   1   Count   2   Count   3   Count   Now	(Total Numb	er of Caps/Co	rbels : <b>3:3</b> )			Vertical crack @ West end of A1 cap. Sounds hollow to pile. Caps,						
No count   1 (count)   2 (count)   3 (count)	Bearing Sea	ts/Caps/Corbe	ls Detail Ratin	gs		subcaps cored at time of inspection. Minor rot in 1 isolated core of						
Now   Searing Seats/Caps/Corbels   4   4   4		N (count)	1 (count)	2 (count)	3 (cou	ınt)	Cach top cap. (March 0, 2010)					
Bearing Seats/Caps/Corbels	Last											
Type : TREATED TIMBER   Cloeptin(mm) : 300	Now											
(Depth(mm): 350) (Widh(mm): 300)  Backwalls/Breatswalls	Bearing Sea	ts/Caps/Corbe	els		4	4						
(Width(mm): 300) Backwalls/Breastwalls	(Type : <b>TR</b>	EATED TIMB	ER)									
Backwalls/Breastwalls Greatest Height (m)  2.00    Aburment sheeting lowered from stream side and all backfilled. 1 from the sheating fallen off @ A1, do not extend far enough @ SW comer.    Aburment Sheeting fallen off @ A1, do not extend far enough @ SW comer.	(Depth(mn	n) : <b>350</b> )										
Greatest Height (m)    Company	(Width(mm	n): <b>300</b> )										
Comer.   C	Backwalls/B	reastwalls			4	4	Abutment sheeting lowered from stream side and all backfilled. 1					
Total Number of Bearing Piles : 7:7)   Piles Detail Ratings   N (count)   1 (count)   2 (count)   3 (count)	Greatest H	leight (m)	2.00									
Piles Cored at time of inspection March 8, 2010.  Piles Detail Ratings    N (count)   1 (count)   2 (count)   3 (count)	Wingwalls				X	X						
Piles						L.,						
Last	(Total Numb	er of Bearing F	Piles : <b>7:7</b> )				Piles cored at time of inspection March 8, 2010.					
Last Now	Piles Detail F											
Piles		N (count)	1 (count)	2 (count)	3 (cou	ınt)	_					
Piles	Last						_					
Paint/Coating X X X  Abutment Stability 5 5 5  Scour/Erosion 6 6 6 Riprap placed; 200mm.  Piers/Bents (Type: PIER-COLUMN) (Total Number of Caps/Corbels : 3:5)  Bearing Seats/Caps/Corbels Detail Ratings  N (count) 1 (count) 2 (count) 3 (count)  Last 1 1  Bearing Seats/Caps/Corbels 3 3 3 (Type: TREATED TIMBER) (Depth(mm): 350) (Width(mm): 350) (Width(mm): 350)  Total Number of Bearing Piles: 10:10) Piles Detail Ratings  N (count) 1 (count) 2 (count) 3 (count)  Last 3 3  Pier Shaft/Piles 3 3 3  Pier Shaft/Piles 4 3 4 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	Now					1	_					
Abutment Stability 5 5 5  Scour/Erosion 6 6 Riprap placed; 200mm.  Piers/Bents (Type : PIER-COLUMN) (Total Number of Caps/Corbels : 3:5)  Bearing Seats/Caps/Corbels Detail Ratings  N (count) 1 (count) 2 (count) 3 (count)  Last 1 1  Now 1 1  Bearing Seats/Caps/Corbels 3 3 3 (Type : TREATED TIMBER) (Depth(mm) : 350) (Width(mm) : 350) (Total Number of Bearing Piles : 10:10) Piles Detail Ratings  N (count) 1 (count) 2 (count) 3 (count)  Last 2 3  Now 3 3  Pier Shaft/Piles 3 3 3  Row 3 3  Pier Shaft/Piles 3 3 3  Greatest Height (m) 2.70  Bracing/Struts/Sheathing 7 7 7  Nose Plate X X X  Paint/Coating X X X  (Colour Description : )	Piles				5	5						
Scour/Erosion   6   6   Riprap placed; 200mm.	Paint/Coatin	g			X	X						
Scour/Erosion   6   6   Riprap placed; 200mm.	Abutmont St	ability			5	5						
Piers/Bents (Type : PIER-COLUMN) (Total Number of Caps/Corbels : 3:5)  Bearing Seats/Caps/Corbels Detail Ratings  N (count)	Abulineni Si	ability			3	5						
Colour Description	Scour/Erosic	on			6	6	Riprap placed; 200mm.					
Colour Description	Piers/Bents											
State   Caps/Corbels : 3:5    Supported with steel capital on piles cored at time of inspection. Beginning rot in majority of P1 East top cap and P2 West top cap over sub-cap.							P2 Fast cap vertical split and pile crushing into cap. Sistered with					
Bearing Seats/Caps/Corbels Detail Ratings    N (count)			rbels : <b>3:5</b> )				150 x 305 TT bolted to either side - photo. Supported with steel					
N (count) 1 (count) 2 (count) 3 (count)  Last 1  Bearing Seats/Caps/Corbels 3 3 3  (Type : TREATED TIMBER) (Depth(mm) : 300) (Width(mm) : 350)  (Total Number of Bearing Piles : 10:10) Piles Detail Ratings N (count) 1 (count) 2 (count) 3 (count)  Last 3  Now 3  Pier Shaft/Piles 3 3 3  Greatest Height (m) 2.70  Bracing/Struts/Sheathing 7 7  Nose Plate X X  Paint/Coating X X  (Colour Description : )	r <b>`</b>			as								
Caps & piles cored in 2008 - A.T. strategy to monitor until scheduled replacement in 2012.) Caps and piles cored at time of inspection, March & 2010. Rot in piles 2, 4 and 9 from West at P2. Pier 1- P9 has crack from driving but is repaired with steel banding.    Caps & piles cored in 2008 - A.T. strategy to monitor until scheduled replacement in 2012.) Caps and piles cored at time of inspection, March & 2010. Rot in piles 2, 4 and 9 from West at P2. Pier 1- P9 has crack from driving but is repaired with steel banding.    Caps & piles cored in 2008 - A.T. strategy to monitor until scheduled replacement in 2012.) Caps and piles cored at time of inspection, March & 2010. Rot in piles 2, 4 and 9 from West at P2. Pier 1- P9 has crack from driving but is repaired with steel banding.    Caps & piles cored in 2008 - A.T. strategy to monitor until scheduled replacement in 2012.) Caps and piles cored at time of inspection, March & 2010. Rot in piles 2, 4 and 9 from West at P2. Pier 1- P9 has crack from driving but is repaired with steel banding.    Caps & piles cored in 2008 - A.T. strategy to monitor until scheduled replacement in 2012.) Caps and piles cored at time of inspection, March & 2010. Rot in piles 2, 4 and 9 from West at P2. Pier 1- P9 has crack from driving but is repaired with steel banding.    Caps & piles cored in 2008 - A.T. strategy to monitor until scheduled replacement in 2012.) Caps and piles cored at time of inspection, March & 2010. Rot in piles 2, 4 and 9 from West at P2. Pier 1- P9 has crack from driving but is repaired with steel banding.	<u> </u>	· ·			3 (cou	ınt)						
Bearing Seats/Caps/Corbels   3   3	Last	,				 1						
(Type : TREATED TIMBER) (Depth(mm) : 300) (Width(mm) : 350)  (Total Number of Bearing Piles : 10:10)  Piles Detail Ratings  N (count)  Last  Now  Pier Shaft/Piles  Greatest Height (m)  Bracing/Struts/Sheathing  7  Nose Plate  X  X  Paint/Coating  (Caps & piles cored in 2008 - A.T. strategy to monitor until scheduled replacement in 2012.) Caps and piles cored at time of inspection, March 8, 2010. Rot in piles 2, 4 and 9 from West at P2. Pier 1- P9 has crack from driving but is repaired with steel banding.  (Caps & piles cored in 2008 - A.T. strategy to monitor until scheduled replacement in 2012.) Caps and piles cored at time of inspection, March 8, 2010. Rot in piles 2, 4 and 9 from West at P2. Pier 1- P9 has crack from driving but is repaired with steel banding.  (Caps & piles cored in 2008 - A.T. strategy to monitor until scheduled replacement in 2012.) Caps and piles cored at time of inspection, March 8, 2010. Rot in piles 2, 4 and 9 from West at P2. Pier 1- P9 has crack from driving but is repaired with steel banding.  (Caps & piles cored in 2008 - A.T. strategy to monitor until scheduled replacement in 2012.) Caps and piles cored at time of inspection, March 8, 2010. Rot in piles 2, 4 and 9 from West at P2. Pier 1- P9 has crack from driving but is repaired with steel banding.  (Caps & piles cored in 2008 - A.T. strategy to monitor until scheduled replacement in 2012.) Caps and piles cored at time of inspection, March 8, 2010. Rot in piles 2, 4 and 9 from West at P2. Pier 1- P9 has crack from driving but is repaired with steel banding.	Now					1						
(Type : TREATED TIMBER) (Depth(mm) : 300) (Width(mm) : 350)  (Total Number of Bearing Piles : 10:10)  Piles Detail Ratings  N (count)  Last  Now  Pier Shaft/Piles  Greatest Height (m)  Bracing/Struts/Sheathing  7  Nose Plate  X  X  Paint/Coating  (Caps & piles cored in 2008 - A.T. strategy to monitor until scheduled replacement in 2012.) Caps and piles cored at time of inspection, March 8, 2010. Rot in piles 2, 4 and 9 from West at P2. Pier 1- P9 has crack from driving but is repaired with steel banding.  (Caps & piles cored in 2008 - A.T. strategy to monitor until scheduled replacement in 2012.) Caps and piles cored at time of inspection, March 8, 2010. Rot in piles 2, 4 and 9 from West at P2. Pier 1- P9 has crack from driving but is repaired with steel banding.  (Caps & piles cored in 2008 - A.T. strategy to monitor until scheduled replacement in 2012.) Caps and piles cored at time of inspection, March 8, 2010. Rot in piles 2, 4 and 9 from West at P2. Pier 1- P9 has crack from driving but is repaired with steel banding.  (Caps & piles cored in 2008 - A.T. strategy to monitor until scheduled replacement in 2012.) Caps and piles cored at time of inspection, March 8, 2010. Rot in piles 2, 4 and 9 from West at P2. Pier 1- P9 has crack from driving but is repaired with steel banding.  (Caps & piles cored in 2008 - A.T. strategy to monitor until scheduled replacement in 2012.) Caps and piles cored at time of inspection, March 8, 2010. Rot in piles 2, 4 and 9 from West at P2. Pier 1- P9 has crack from driving but is repaired with steel banding.	Bearing Sea	ts/Caps/Corbe	els	<u>'</u>	3	3	1					
(Depth(mm): 300) (Width(mm): 350)  (Total Number of Bearing Piles: 10:10)  Piles Detail Ratings  N (count)  Last  Now  Pier Shaft/Piles  Greatest Height (m)  Bracing/Struts/Sheathing  Paint/Coating  (Caps & piles cored in 2008 - A.T. strategy to monitor until scheduled replacement in 2012.) Caps and piles cored at time of inspection, March 8, 2010. Rot in piles 2, 4 and 9 from West at P2. Pier 1- P9 has crack from driving but is repaired with steel banding.  A Vount Sheathing  Now  Repaired  X X X  Paint/Coating  X X X  (Colour Description:)		· · · · · · · · · · · · · · · · · · ·										
(Width(mm): 350)  (Total Number of Bearing Piles: 10:10)  Piles Detail Ratings  N (count) 1 (count) 2 (count) 3 (count)  Last  Now  Pier Shaft/Piles  Greatest Height (m)  Bracing/Struts/Sheathing  Nose Plate  Paint/Coating  (Caps & piles cored in 2008 - A.T. strategy to monitor until scheduled replacement in 2012.) Caps and piles cored at time of inspection, March 8, 2010. Rot in piles 2, 4 and 9 from West at P2. Pier 1- P9 has crack from driving but is repaired with steel banding.  A T T T T T T T T T T T T T T T T T T			,									
(Total Number of Bearing Piles : 10:10)  Piles Detail Ratings  N (count) 1 (count) 2 (count) 3 (count)  Last  Now  Pier Shaft/Piles  Greatest Height (m)  Bracing/Struts/Sheathing  Nose Plate  Paint/Coating  (Caps & piles cored in 2008 - A.T. strategy to monitor until scheduled replacement in 2012.) Caps and piles cored at time of inspection, March 8, 2010. Rot in piles 2, 4 and 9 from West at P2. Pier 1- P9 has crack from driving but is repaired with steel banding.  March 8, 2010. Rot in piles 2, 4 and 9 from West at P2. Pier 1- P9 has crack from driving but is repaired with steel banding.  A X X  Paint/Coating  (Caps & piles cored in 2008 - A.T. strategy to monitor until scheduled replacement in 2012.) Caps and piles cored at time of inspection, March 8, 2010. Rot in piles 2, 4 and 9 from West at P2. Pier 1- P9 has crack from driving but is repaired with steel banding.  A X X  Paint/Coating  (Caps & piles cored in 2008 - A.T. strategy to monitor until scheduled replacement in 2012.) Caps and piles cored at time of inspection, March 8, 2010. Rot in piles 2, 4 and 9 from West at P2. Pier 1- P9 has crack from driving but is repaired with steel banding.  A X X  V X  Paint/Coating  (Caps & piles cored in 2008 - A.T. strategy to monitor until scheduled replacement in 2012.) Caps and piles cored at time of inspection, March 8, 2010. Rot in piles 2, 4 and 9 from West at P2. Pier 1- P9 has crack from driving but is repaired with steel banding.	_ `	· · · ·										
Piles Detail Ratings    N (count)   1 (count)   2 (count)   3 (count)		· · · · · · · · · · · · · · · · · · ·	Piles : <b>10:10</b> )				(Caps & piles cored in 2008 - A.T. strategy to monitor until scheduled					
N (count) 1 (count) 2 (count) 3 (count) has crack from driving but is repaired with steel banding.  Now 3  Pier Shaft/Piles 3 3  Greatest Height (m) 2.70  Bracing/Struts/Sheathing 7 7  Nose Plate X X  Paint/Coating X X  (Colour Description:)							replacement in 2012.) Caps and piles cored at time of inspection.					
Last         3           Now         3           Pier Shaft/Piles         3         3           Greatest Height (m)         2.70         7           Bracing/Struts/Sheathing         7         7           Nose Plate         X         X           Paint/Coating         X         X           (Colour Description : )         X         X			1 (count)	2 (count)	3 (cou	ınt)	Iviarch 6, 2010. Rot in piles 2, 4 and 9 from West at P2. Pier 1- P9   has crack from driving but is repaired with steel banding.					
Now         3           Pier Shaft/Piles         3         3           Greatest Height (m)         2.70         7           Bracing/Struts/Sheathing         7         7           Nose Plate         X         X           Paint/Coating         X         X           (Colour Description : )         X         X	Last											
Pier Shaft/Piles         3         3           Greatest Height (m)         2.70           Bracing/Struts/Sheathing         7         7           Nose Plate         X         X           Paint/Coating         X         X           (Colour Description : )         X         X	Now											
Greatest Height (m)         2.70           Bracing/Struts/Sheathing         7         7           Nose Plate         X         X           Paint/Coating         X         X           (Colour Description : )         X         X	Pier Shaft/Pi	iles				Ì	1					
Bracing/Struts/Sheathing         7         7           Nose Plate         X         X           Paint/Coating         X         X           (Colour Description : )         X         X			2.70									
Paint/Coating X X (Colour Description:)					7	7						
(Colour Description : )	Nose Plate				Х	Х						
(Colour Description : )	Paint/Coatin	9			X	X						
· · · · · · · · · · · · · · · · · · ·												
		· · · · · ·										

			Subst	ructure
Bridge Component		Last	Now	Explanation of Condition
Pier Stability		4	4	Pier stability affected by rot in piles.
Scour		N	N	Ice.
Debris (Y/N)	No			
Substructure General Rating		3	3	
		5	Structu	re Usage
		Last	Now	Explanation of Condition
Channel				
(U/S Direction : W)				90 degree curve to the East.
(D/S Direction : E)				
Alignment		5	5	
Bank Stability		7	7	
HWM (m below Top of Curb)				HWM not found.
Drift (Y/N)	No			
Slope Protection		6	6	Rock size very small though adequate. 200mm.
(Type: RIP RAP; RIP RAP)				
Guidebank/Spurs			X	
Adequacy of Opening		6	6	
(Fish Compensation Measure 1	: NONE)			
(Fish Compensation Measure 2	: NONE)			
Channel General Rating		5	5	

				Maintenance Red	commend	ations					
Inspector Recomm	nendations		Year	Inspector Comments		Department Comm	ents		Target Year	Est. Cost	Cat #
REPAIR/REPLACI	E BRIDGE RAIL										
SEAL CURBS											
PATCH DECK											
OVERLAY DECK											
STRAIGHTEN/RE	PLACE MEMBERS										
WASHING											
SHOTCRETE REF	PAIRS										
CORE TIMBER CA	APS/CORBELS										
REPAIR/REPLACI	E TIMBER CAPS										
REPAIR ABUTME	NT SCOUR/EROSI	ON									
PLACE ADDITION	IAL RIP RAP										
REMOVE DRIFT	ACCUMULATION										
INSTALL STRUTS	3										
OTHER ACTION			2012	Replace bridge.							
OTHER ACTION			2011	Monitor annually until replaced.							
OTHER ACTION			2011	Reinstall front sheathing @ A1 & extered corner if bridge is not replaced.	end West						
OTHER ACTION				-							
OTHER ACTION											
Structural Condit	tion Rating (Last/No	ow)	27.8/27.	.8 Sufficiency Rating (Last/N (%)	ow)	17.8/48.4	Est. Repl. Yr	2012	Maint. Re	qd. (Y/N)	Yes
Special Comments for Next Inspection	This bridge is likely time. (LRA issued 1	schedul 7/Sep/2	led for re 2009) Adv	placement and raising the grade at the vised Red Deer office of "2" rating Marc	same ch, 2011.	Department Comments					
Maintenance Revi	ewed By					Date			Estimated Tota	0	
Proposed Long-Te	erm Strategy	2005.0	5.30 Bric	dge should be ok until 2013. appears to	be origina	al caps. On spot pro	gram for 2012.				
On 3-Year Program	m (Y/N)										
Proposed Action											
Previous Inspector	r's Name	Garry I	Roberts		Previous A	Assistant's Name					
Next Inspection Da	ate	22-Dec				nspection Date	08-Mar-2010				
Inspection Cycle (I		21				,					
Comment											

Bridge Inspection & Maintenance System (Web 2005)