

Bridge Inspection							
Bridge File Number	73970 -1 Bridge			Form Type	SG TT		
Year Built/Year Supstr	1953/1953			Lot No.	2		
Bridge or Town Name	SUNSET HOUSE			Inspector Name	Brian Pientsch		
Located Over	SWEATHOUSE CREEK, 8.10.58.7.25, WATERCRS-ST			Inspector Class	BR CLS A		
Located On	747:01 C1 1.795			Assistant Name	Russel Vanderschaaf		
Water Body Cl./Year				Assistant Class	BR CLS B		
Navigabil. Cl./Year				Inspection Date	15-Feb-2011		
Legal Land Location	SE SEC 20 TWP 69 RGE 19 W5M			Data Entry By	Theresa Lacusta		
Longitude, Latitude	-116:50:56, 54:58:59			Data Entry Date	22-Mar-2011		
Road Authority	Alberta Transportation (AIT)			Reviewer Name	Arnold Assenheimer		
Contract Main. Area	CMA03			Review Date	21-Mar-2011		
Clear Roadway/Skew	7.3 /			Dept. Reviewer Name	David Morrison		
AADT/Year	150 / 2010 (A)			Dept. Review Date	19-Jul-2011		
Road Classification	RCU-209-110			Follow-Up By			
Detour Length (km)	54						
Allowable Load (t):	Single	CS 1 29 STRINGER	Semi	CS 2 50 STRINGER	Train	CS 3 63 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	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	Narrow Bridge, 65 km/hr warning, "Sweathouse Creek".						

Utilities (Located at)			
Utility Attachments	TELEPHONE UTILITIES-PHONE LINE		
Telephone			Gas
Power			Municipal
Others			Problem (Y/N) No
Remarks			

Approach Road				
		Last	Now	Explanation of Condition
Horizontal Alignment		7	7	Bottom of sag curve, no passing.
Vertical Alignment		4	4	
Roadway Width (m)	9.000			Both approaches rough.
Approach Bump		4	4	
Guardrail (Y/N)	Yes			26.1m @ NW & SE.
Guardrail		5	5	
Length (m)	23.000			
Current Standard (Y/N)	No			
Termination Type	Turn Down			
Drainage		7	7	
Approach Road General Rating		4	4	

Superstructure							
Bridge Component		Last	Now	Explanation of Condition			
(Primary Span : RG, 5 Spans, Lengths(m): 6.1-6.1-24.4-6.1-6.1, A-Ident Number: A0206-01)							
Special Features							
Special Feature			X				
(Type :)							
Special Feature			X				
(Type :)							
Wearing Surface/Deck Top Detail Ratings							
	N (%)	1 (%)	2 (%)	3 (%)			
Last							
Now							
Wearing Surface			4	9			
(Material Type : UNTREATED TIMBER)							
(Thickness(mm) : 75)							
Deck Top			N	N			
Deck Rideability			5	7			
Deck Joints			X	X			
Temperature (deg. C)		-20					
(Expansion Type :)							
(Fixed Type :)							
Gap Size (mm)		Gap Location					
Deck Drainage			X	X	No deck drains.		
Drains Clogged (Y/N)		No					
Curbs/Median			4	9			
(Curb Type : Standard)							
Scaling (Percent Area)							
Bridge Rail			5	5	Single layer flexbeam.		
(Type : GALVANIZED STEEL FLEX BEAM)							
Bridge Rail Posts			5	5	With TT blocking.		
(Type : POST STEEL;POST STEEL)					Galvanize on rail is 70% worn off. Still functioning.		
Bridge Rail/Posts Coating			4	4			
(Type : PAINT)							
Sidewalk			X	X			
Girder/Beam							
Cover Plate			X	X	Significant corrosion of top and bottom flange. Est 1-5% section loss in some areas as viewed from headslopes - photo.		
Flange			4	4			
Web			6	6			
Stiffeners			6	6			
Splice			4	4			
Weld			X	X			
Diaphragms/Cross Frame			7	7	2 rivets missing on bottom flange splice at North end of G1. Cannot be replaced due to misaligned gusset plate.		

Superstructure					
Bridge Component		Last	Now	Explanation of Condition	
(Primary Span : RG, 5 Spans, Lengths(m): 6.1-6.1-24.4-6.1-6.1, A-Ident Number: A0206-01)					
Paint Condition		3	3	Rust along top and bottom flanges. Est 1-5% section loss in some areas - photo.	
(Colour Description : GREEN)					
(Colour Code : 14090)					
Touchup Required (Y/N)	No				
Bearings		5	5	Coating not visible.	
Temperature (deg. C)	-20				
(Expansion Type : SLIDING PLATE)					
(Fixed Type : PINNED BEARING)					
Coating Adequate (Y/N)					
Functioning (Y/N)	Yes				
Deck Underside		4	9		
Stains (Percent Area)	0				
Span Alignment Problems					
Vertical (Y/N)	No				
Horizontal (Y/N)	No				
Superstructure General Rating		4	4		
Superstructure					
Bridge Component		Last	Now	Explanation of Condition	
(Secondary Span : TT)					
Special Features					
Special Feature			X		
(Type :)					
Special Feature			X		
(Type :)					
Wearing Surface/Deck Top Detail Ratings					
	N (%)	1 (%)	2 (%)	3 (%)	
Last					
Now					
Wearing Surface/Deck Top		4	9		
(Material Type : UNTREATED TIMBER)					
(Plank Thickness(mm) : 75) (Plank Width(mm) : 300)					
Deck Rideability		4	7		
Wheel Guards		4	9	Replaced	
(Curb Type : Standard)					
(Type : TREATED TIMBER)					
(Thickness(mm) : 75) (Width(mm) : 300)					
Bridge Rail		5	5	Single layer.	
(Type : GALVANIZED STEEL FLEX BEAM)					
Bridge Rail Posts		4	5	70% of galv. worn off rail, still functional.	
(Type : TREATED TIMBER;TREATED TIMBER;TREATED TIMBER;TREATED TIMBER)					
Bridge Rail/Posts Coating		4	5		
(Type : GALVANIZED)					

Superstructure									
Bridge Component				Last	Now	Explanation of Condition			
(Secondary Span : TT)									
(No. of Stringers : 17;18;18;17)				Span 1 and 5 have 17, span 2 and 4 have 18 each. 3 split stringers have been repaired by adding stringer beside split one. Span 3 S10H1 and Span 3 S9 cracked-photo, span 4 S8.					
Stringer Detail Ratings									
	N (count)	1 (count)	2 (count)				3 (count)		
Last									
Now									
Stringers							6	4	
(Type : TREATED TIMBER)									
(Width(mm) : 150)									
(Depth(mm) : 400)									
(Spacing(mm) : 500)									
Sub Deck/Deck Underside				4	9				
(Material Type : TREATED TIMBER)									
(Plank Thickness(mm) : 100)									
(Plank Width(mm) : 300)									
Defects (Percent Area)		5							
Span Alignment Problems									
Vertical (Y/N)		No							
Horizontal (Y/N)		No							
Superstructure General Rating				4	4				
Substructure									
Bridge Component				Last	Now	Explanation of Condition			
Abutments									
(Extended Backwall Piles (Y/N) : N)									
(Extended Backwall Piles Spacing(mm) :)									
(Total Number of Caps/Corbels : 1:1)				Caps cored 2009. (Both abutment caps have beginning of rot based on cores. 16/Dec/2009) Cap @ A1 rolling slightly due to backwall pressure. Rolling caps creates 5-15mm gap between cap and all piles on stream side.					
Bearing Seats/Caps/Corbels Detail Ratings									
	N (count)	1 (count)	2 (count)				3 (count)		
Last									
Now									
Bearing Seats/Caps/Corbels							4	4	
(Type : TREATED TIMBER)									
(Depth(mm) : 305)									
(Width(mm) : 305)									
Backwalls/Breastwalls							4	4	75mm gap on South backwall, West end between sheeting - photo.
Greatest Height (m)		2.30							
Wingwalls				4	N	NE wing top plank broken, holding fill. SE and SW wing plank is rotten and failing - photo. Planks 2.8m long.-21-Sep-2010 Snow covered.			
(Total Number of Bearing Piles : 5:5)				P2 in A1 has moved leaving approx 80% bearing.					
Piles Detail Ratings									
	N (count)	1 (count)	2 (count)				3 (count)		
Last									
Now									
Piles							5	5	
Paint/Coating							X	X	
Abutment Stability							4	4	Movement @ SW corner @ A1. Tie back wires broken @ pile 1 - photo. In A2 tie backs broken at P1, P2 & P3.-photo
Scour/Erosion							6	6	

Substructure						
Bridge Component		Last	Now	Explanation of Condition		
Piers/Bents						
(Type : PIER-COLUMN)		4 caps, 1 subcap, 12 corbels @ P2 and P3. 1 cap @ P1 and P4.				
(Total Number of Caps/Corbels : 1:17:17:1)		Differential of fill from one side to other is 2.3m on P2 and 3.2m on P3 - photo. P2 and P3 leaning 100-150mm to South @ top. Possibly due to earth pressure @ P3. Main (top) cap at P2 is checked 1/2 length and rolling due to pier movement - photo. Posts in South bend of pier 2 have 5-10mm gap on South side due to pier movement. (Caps/corbels cored 2009 - not all caps accessible. Beginning of rot found in top cap of South bend pier 2. Top cap of North bend pier 3, pier 4 cap. 16/Dec/2009) Wide crack in pier 1 cap West end.				
Bearing Seats/Caps/Corbels Detail Ratings						
	N (count)	1 (count)	2 (count)	3 (count)		
Last						
Now						
Bearing Seats/Caps/Corbels			4	4		
(Type : TREATED TIMBER)						
(Depth(mm) : 305)						
(Width(mm) : 305)						
(Total Number of Bearing Piles : 5:12:12:5)						
Piles Detail Ratings						
	N (count)	1 (count)	2 (count)	3 (count)		
Last						
Now						
Pier Shaft/Piles			4	4		
Bracing/Struts/Sheathing			4	7		
Nose Plate			X	X		
Paint/Coating			X	X		
(Colour Description :)						
(Colour Code :)						
Pier Stability			4	4	Both piers leaning South 100-150mm. Movement possibly due to earth pressure @ P3.	
Scour			4	7		
Debris (Y/N)		No				
Substructure General Rating			4	4		
Structure Usage						
		Last	Now	Explanation of Condition		
Channel						
(U/S Direction : E)		Creek has 15 degree LHF skew. Channel appears to be migrating North.				
(D/S Direction : W)						
Alignment			5	5		
Bank Stability			4	4	Vertical banks U/S & D/S @ North bank. Worst @ U/S - photo. Pier 3 scour on stream side, D/S end - photo.	
HWM (m below Top of Curb)				HWM not visible.		
Drift (Y/N)		Yes		Drift and fallen trees in channel.		
Slope Protection			4	5	Some Class 1 and 1m rock @ D/S half of streamside of P2 - and at SB sides of pier 1 and 2.	
(Type : NONE; NONE)						
Guidebank/Spurs			X	X		
Adequacy of Opening			7	7		
(Fish Compensation Measure 1 : NONE)						
(Fish Compensation Measure 2 : NONE)						
Channel General Rating			4	4		

Special Comments for Next Inspection	Monitor per bent stability. Monitor corroision in top and bottom flanges. Monitor movement in A1. Monitor span 3 S9 cracked stringer.		Department Comments		
Maintenance Reviewed By			Date		Estimated Total 0
Proposed Long-Term Strategy					
On 3-Year Program (Y/N)					
Proposed Action					
Previous Inspector's Name	Brian Pientsch	Previous Assistant's Name			
Next Inspection Date	15-May-2014	Previous Inspection Date	21-Sep-2010		
Inspection Cycle (Default) (months)	39				
Comment					