							Bridge I	nspectior							
Bridge File Number 07421 -1 Bridge								Form Ty	Form Type		PCS				
Year Built/Year 1961/1995							Lot No.			2					
Supstr							Inspector Name			Russel Vanderschaaf					
Bridge or Town I	Name							Inspecto	r Class		BR CLS B				
Located Over					0.58.18.	2, WATE	RCRS-ST	t Name							
Located On		724:(04 C	1 21.248				Assistant Class							
Water Body CI./								Inspection Date			11-May-2010				
Navigabil. Cl./Year							Data Entry By			Theresa Lacusta					
Legal Land Loca					TWP 73 RGE 8 W6M				ry Date		21-Jun-2010				
Longitude, Latitu	ide			4, 55:21			Reviewe	Reviewer Name			Arnold Assenheimer				
Road Authority				ransporta	sportation (AIT)				Review Date			07-Jun-2010			
Contract Main. A		СМА	.05						Dept. Reviewer Name						
Clear Roadway/	Skew	9.1 /							view Dat		10-Sep-2010				
AADT/Year		720 /						Follow-L	р Ву						
Road Classificat		RCU	-209	-110				_							
Detour Length (k		3													
Allowable Load (t): Sin	gle	CS1	28		Semi	CS2 49		Train	CS	3 62		> On Criti >Critical N	cal Spans ⁄Iember	
Design Loading: CS750												> Primary Span			
							Posting I	nformatio	on						
Required Load F		(t)			Single			Sem	emi			Truck Train			
Posted Loading	(t)				Single		_	Semi				Truc	k Train		
Posted:	Lane	N	В		At Junc	tion (Y/N) No	In A	dvance (`	r/N)	No	At B	ridge (Y/N)	No	
Posted:	Lane	SB		At Junction (Y/N)) No	In Advance (Y/N)		Y/N)	No	At Bridge (Y/N)		No		
Remarks															
Hazard Marker A	At Bridg	ge (Y/	′N)	Yes											
Remarks															
Other Sign Type	S														
							Utilities (Located a	t)						
Utility Attachmer	nts							1							
Telephone	West						Gas								
Power	EAST	SIDE	-2 w	ire.				Municipal							
Others								Problem	(Y/N)	No					
Remarks															
								ich Road							
					La		Explanation of Condition								
Horizontal Alignment			8			sag curve. No passing.									
Vertical Alignment			0.000			6 6									
Roadway Width (m) 8.200					_	50mmD>	Dx170mmWx500mmL pot hole North approachphoto								
Approach Bump					5 5										
Guardrail (Y/N) Yes						Approached settling 25mm.									
	Guardrail					N 6									
Guardrail				11.400				-							
Guardrail Length (m)			Current Standard (Y/N) No												
Guardrail Length (m) Current Standa		N)						-							
Guardrail Length (m)		N)			D DOW	N									
Guardrail Length (m) Current Standa		N)		TURNE	D DOW		8 8								

Bridge Component Last Now Explanation of Condition (Primary Spar: SC, 3 Spans, Lengths(m): 10.7-12.2-10.7, A-Idemt Number:) Special Features X Special Feature X (Type:) X Wearing Surface/Deck Top Detail Ratings Image: Component (Thickness(mn): 50) Image: Component (Thickness(mn): 50) Lateral Connection Problem (Y/N) No N N Deck Rideability Y Y K Deck Rideability N N N Bump (Y/N) No Image: Component (Thickness(mn): 50) Image: Component (Thickness(mn): 50) Curbs/Median N N N N Bump (Y/N) No Image: Component (Thickness(mn): 50) Image: Component (Thickness(mn): 50) Curbs/Median	
Special Feature X Gype :) X Gype :) X Wearing Surface/Deck Top Detail Ratings X Now 2 (%) 3 (%) Last N (%) 1 (%) 2 (%) Now 0 0 Wearing Surface/Deck Top Detail Ratings 0 0 Interview 4 4 4 (Material Type : ACP) (Material Type : ACP) 0 (Thickness(mm) : 50) 10-20mm cracks, aligator pattern. 0 Lateral Connection Problem (Y/N) No V Deck Top N N N Deck Joints N N N Burnp (Y/N) No Vater drains onto caps and between girders. Curbs/Median N 4 6 Ordsing (Percent Area) 1 Vater drains onto caps and between girders. Curbs/Median N 4 7 Grade Rail 4 7 Grade Rail (Percent Area) 1 Vater drains onto caps and between girders. S1G9 has a 250x100x200mm spall at P1-photo. 7 7 <td></td>	
Special Feature X (Type :) X Special Feature X (Type :) X Wearing Surface/Deck Top Detail Ratings X N (%) 1 (%) 2 (%) 3 (%) Last N (%) 1 (%) 2 (%) 3 (%) Last N (%) 1 (%) 2 (%) 3 (%) Vearing Surface 4 4 4 (Material Type : ACP) Interial Connection Problem (Y/N) No Interial Connection Problem (Y/N) Lateral Connection Problem (Y/N) No N N Deck Rideability 4 6 Pot hole in wheel path over pier 2. Deck Rideability No N N Bump (Y/N) No Vater drains onto caps and between girders. Curbs/Median N 4 7 Gradge Rail 4 7 7 Gradge Rail 4 7 7 Bridge Rail Posts N 7 7 Gradge Rail/Posts Coating 7 7 7 Gradge Rail/Posts Coating 7 7 <td></td>	
Image: Second Feature Second Featur	
Special Feature X (Type :) V Wearing Surface/Deck Top Detail Ratings V N % 1 % 2 % 3 % Last N % 1 % 2 % 3 % Now 1 2 % 3 % V Now 1 2 % 3 % V Now 1 2 % 3 % V Now 1 4 4 4 (Material Type ACP) Totolog V V Christess(mm) : 50 So V V Lateral Concion Problem (Y/N) No N N Deck Top No N N Deck Joints No N N Bump (Y/N) No No No Deck Joints No N No drains Drains Clogged (Y/N) No Staling (Percent Area) 1 Curb/Median 1 I I Scaling (Percent Area) 1 I I Bridge Rail Posts Coating N 7 <td></td>	
(Type :) Vearing Surface/Deck Top Detail Ratings Vearing Surface/Deck Top Detail Ratings N % 1 % 2 % 3 % Last Now Image: Surface Surface Surface 4 4 Wearing Surface 4 4 4 (Material Type : ACP) Image: Surface Surface Surface Surface 4 4 (Material Type : ACP) Image: Surface Surf	
Wearing Surface/Deck Top Detail Ratings Image: Surface of the second secon	
Wearing Surface/Deck Top Detail RatingsImage: Set of the set	
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Last Now No Image: Status in the status int	
Now 4 4 Wearing Surface 4 4 (Material Type : ACP) (Material Type : ACP) 10-20mm cracks, aligator pattern. (Thickness(mm) : 50) Image: Solid	
(Material Type : ACP) (Thickness(mm) : 50) Lateral Connection Problem (Y/N) No Deck Top N N Deck Rideability 4 6 Pot hole in wheel path over pier 2. Deck Joints N N N Bump (Y/N) No No No Deck Drainage 4 4 No drains Drains Clogged (Y/N) Vater drains onto caps and between girders. Stafing (Percent Area) Curbs/Median N 4 7 (Curb Type : Standard) Stafing (Percent Area) 1 Bridge Rail Y 7 7 (Type : FLEX BEAM) N 7 Bridge Rail Posts N 7 Stdeg Rail/Posts Coating 7 7 (Type :) T 7 Sidewalk X X	
(Material Type : ACP) (Thickness(mm) : 50) Lateral Connection Problem (Y/N) No Deck Top N N Deck Rideability 4 6 Pot hole in wheel path over pier 2. Deck Joints N N N Bump (Y/N) No No No Deck Drainage 4 4 No drains Drains Clogged (Y/N) Vater drains onto caps and between girders. Stafing (Percent Area) Curbs/Median N 4 7 (Curb Type : Standard) Stafing (Percent Area) 1 Bridge Rail Y 7 7 (Type : FLEX BEAM) N 7 Bridge Rail Posts N 7 Stdeg Rail/Posts Coating 7 7 (Type :) T 7 Sidewalk X X	
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(Y/N) N N Deck Top N N Deck Rideability 4 6 Deck Rideability 4 6 Deck Rideability 4 6 Deck Joints N N Bump (Y/N) No N Deck Drainage 4 4 Drains Clogged (Y/N) N 4 Curbs/Median N 4 (Curb Type : Standard) S1G9 has a 250x100x200mm spall at P1-photo. Scaling (Percent Area) 1	
Deck Top N N Deck Rideability 4 6 Pot hole in wheel path over pier 2. Deck Joints N N Bump (Y/N) No N Deck Drainage 4 4 No drains Deck Drainage 4 4 No drains Deck Drainage 4 4 No drains Drains Clogged (Y/N) Vater drains onto caps and between girders. Curbs/Median N 4 (Curb Type : Standard) Scaling (Percent Area) 1 Scaling (Percent Area) 1	
Deck Rideability 4 6 Pot hole in wheel path over pier 2. Deck Joints N N Bump (Y/N) No N Deck Drainage 4 4 No drains Water drains onto caps and between girders. Curbs/Median N 4 S1G9 has a 250x100x200mm spall at P1-photo. (Curb Type : Standard) Scaling (Percent Area) 1 Scaling (Percent Area) 1 S1G9 has a 250x100x200mm spall at P1-photo. Bridge Rail 4 7 (Type : FLEX BEAM) N 7 Bridge Rail Posts N 7 (Type : GALVANIZED POST STEEL;GALVANIZED POST STEEL;GALVANIZED POST Steel (Saluranize) Bridge Rail/Posts Coating 7 7 (Type :) X X	
Deck Joints N N Bump (Y/N) No No Deck Drainage 4 4 No drains Drains Clogged (Y/N)	
Bump (Y/N) No Deck Drainage 4 4 Drains Clogged (Y/N)	
Bump (Y/N) No Deck Drainage 4 4 Drains Clogged (Y/N)	
Deck Drainage 4 4 4 No drains Water drains onto caps and between girders. Curbs/Median N 4 S1G9 has a 250x100x200mm spall at P1-photo. (Curb Type : Standard) Scaling (Percent Area) 1 Scaling (Percent Area) 1 Image: Standard Sta	
Drains Clogged (Y/N) Water drains onto caps and between girders. Curbs/Median N 4 (Curb Type : Standard) Standard) Scaling (Percent Area) 1 Bridge Rail 4 7 (Type : FLEX BEAM) Y Bridge Rail Posts N 7 (Type : GALVANIZED POST STEEL;GALVANIZED POST STEEL;GALVANIZED POST STEEL;GALVANIZED POST STEEL;GALVANIZED POST STEEL;GALVANIZED POST Y Bridge Rail/Posts Coating 7 7 (Type :) X X	
Drains clogged (YN) N 4 Curbs/Median N 4 Scaling (Percent Area) 1 Bridge Rail 4 7 (Type : FLEX BEAM) 4 7 Bridge Rail Posts N 7 (Type : GALVANIZED POST STEEL;GALVANIZED STEEL;GALVANIZED POST STEEL;GALVANIZED STEEL;GALVANIZED STEEL;GALVANIZED STEEL;GALVANIZED STEEL;GA	
(Curb Type : Standard)Scaling (Percent Area)1Bridge Rail4(Type : FLEX BEAM)Bridge Rail PostsN(Type : GALVANIZED POST STEEL;GALVANIZED POST STEEL)Bridge Rail/Posts Coating (Type :)7SidewalkXXX	
Scaling (Percent Area)1Bridge Rail47(Type : FLEX BEAM)7Bridge Rail PostsN7(Type : GALVANIZED POST STEEL;GALVANIZED POST STEEL)7Bridge Rail/Posts Coating (Type :)7SidewalkXX	
Scaling (Percent Area)1Bridge Rail47(Type : FLEX BEAM)7Bridge Rail PostsN7(Type : GALVANIZED POST STEEL;GALVANIZED POST STEEL)7Bridge Rail/Posts Coating (Type :)7SidewalkXX	
Bridge Rail 4 7 (Type : FLEX BEAM) Fridge Rail Posts N Bridge Rail Posts N 7 (Type : GALVANIZED POST STEEL;GALVANIZED POST STEEL) Steel Bridge Rail/Posts Coating 7 7 (Type :) X X	
(Type : FLEX BEAM) Bridge Rail Posts N (Type : GALVANIZED POST STEEL;GALVANIZED POST STEEL) Bridge Rail/Posts Coating 7 (Type :) Sidewalk X	
Bridge Rail Posts N 7 (Type : GALVANIZED POST STEEL;GALVANIZED POST STEEL) Formation of the state of th	
(Type : GALVANIZED POST STEEL;GALVANIZED POST STEEL) Bridge Rail/Posts Coating 7 (Type :) Sidewalk X	
STEEL) Bridge Rail/Posts Coating 7 (Type :) Sidewalk X	
(Type :) Sidewalk X X	
(Type :) Sidewalk X X	
Sidewalk X X	
Girder Detail Ratings	
N (count) 1 (count) 2 (count) 3 (count)	
Last 2	
Now 0 0 0 2	
Girders 3 3 S1G4 has a HL 1.2 from A1 longitudinal crack 146mm long	with rust
staining, suspected from pre stressing strand, 1.5m from A1	,suspect
Last Complete Inspection Date11-May-2010Cracking (Y/N)Yesa rebar tie 110mm long. \$1G3 has small random rust spots\$2,G3,4,6,7,8,9, \$3,G1,3,4,5,8,9.	ryh
Spalling (Percent Area) 0	
Lift or Connector Pocket	
Grouted (Y/N)	
(Number Of Girders : 27)	
Span Alignment Problems	
Vertical (Y/N) Yes S2 20mm higher then S1 on east end -photo. TYP over pier	
Horizontal (Y/N) No	2.
Superstructure General Rating 3 3	2.
	2.

					tructure							
Bridge Comp	ponent			Last	Now	Explanation of Condition						
Abutments												
(Extended B	Backwall Piles	s (Y/N) : N)			_							
(Extended B	3ackwall Piles	Spacing(mm):)									
(Total Numbe	er of Caps/Cor	bels : 5:5)										
Bearing Seats	s/Caps/Corbe	ls Detail Ratin	igs									
	N (count)	1 (count)	2 (count)	3 (cou	unt)							
Last						Top cap 300mmWx130mmD second cap. 300mmWx300mmD and subcap 300mmWx300mmD						
Now						-						
Bearing Seats				7	7							
		ER)				-						
(Depth(mm)						-						
(Width(mm)	· · · · · · · · · · · · · · · · · · ·			4	4	Frank side of Marshall shades and have some in sharefur switch in films the						
Backwalls/Bre		1.40		4	4	East side of North abutment has gap in sheeting with infiltration photo						
Greatest He	eigint (m)	1.40				Extended backwall planking. West side South abut, gap in sheeting with infiltration-photo						
Wingwalls				N	X							
(Total Numbe	er of Bearing F	Piles : 11:11)				S1P1,P8,P11 vertical split-P11 10mm wide-photo						
Piles Detail R						-						
	N (count)	1 (count)	2 (count)	3 (cou	unt)	-						
Last												
Now				-	4	-						
Piles 6 Paint/Caption												
Paint/Coating X X												
Abutment Sta				8	6							
Scour/Erosion	n			8	8							
Piers/Bents												
(Type : PIE	R-COLUMN)					_						
	er of Caps/Cor	· · · · ·				-						
Bearing Seats	Bearing Seats/Caps/Corbels Detail Ratings					-						
Leet	N (count)	1 (count)	2 (count)	3 (cou	unt)	4 pieces sheeting scraped center pier						
Last Now						Bottom planks not properly fastened, South pierphoto						
Bearing Seats	c/Cans/Carbo			8								
	EATED TIMBI			0	8							
(Depth(mm)					-							
(Width(mm)	·											
· · · · · · · · · · · · · · · · · · ·	er of Bearing F	Piles : 22:22)										
Piles Detail R		,										
	N (count)	1 (count)	2 (count)	3 (cou								
Last						Covered by sheeting. 2 additional bearin piles on W and E sides of piers.						
Now	35	0	0		0							
Pier Shaft/Pile				8	7							
Greatest He		6.00			6							
Bracing/Struts	s/Sheathing			6								

Alberta Transportation

			Subst	tructure					
Bridge Component			Now	Explanation of Condition					
Nose Plate			X						
Paint/Coating		Х	X						
(Colour Description :)				_					
(Colour Code :)		1	-						
Pier Stability		8	7						
Scour	Scour								
Debris (Y/N)	No								
Substructure General Rating		6	4						
		S	structu	re Usage					
		Last	Now	Explanation of Condition					
Channel									
(U/S Direction : W)									
(D/S Direction : E)									
Alignment		7	7						
Bank Stability	Bank Stability			Vertical banks upstream & downstream.					
HWM (m below Top of Curb)	below Top of Curb)			HWM not visible					
Drift (Y/N)	t (Y/N) No								
Slope Protection			7	and asphalt					
(Type : CONCRETE)									
Guidebank/Spurs			X						
Adequacy of Opening		8	8						
(Fish Compensation Measure 1	· · · · · · · · · · · · · · · · · · ·								
(Fish Compensation Measure 2	: NONE)								
Channel General Rating		7	7						

					Maintenanc	e Recommend	ations						
Inspector Recom	Year Inspector Comments				Department Co	mmer	nts	Target Year	Est. Cost	Cat #			
REPAIR/REPLACE BRIDGE RAIL													
SEAL CURBS			2010	Repair p	othole on North approa	ch.							
PATCH DECK													
OVERLAY DECK													
STRAIGHTEN/REPLACE MEMBERS													
WASHING													
SHOTCRETE RE	PAIRS												
CORE TIMBER C	APS/CORBELS												
REPAIR/REPLAC	E TIMBER CAPS												
REPAIR ABUTME	ENT SCOUR/EROSI	ON											
PLACE ADDITIO	VAL RIP RAP												
REMOVE DRIFT	ACCUMULATION												
INSTALL STRUT	S												
OTHER ACTION			2010	Repair spall S1G9, S1G4									
OTHER ACTION			2010	Repair South pier sheeting.									
OTHER ACTION			2010	Band S1P1,P8,P11 piles.									
OTHER ACTION			2010	Repair backwalls.									
OTHER ACTION													
Structural Condi (%)	tion Rating (Last/No	ow)	50.0/38.	9	Sufficiency Rating (L (%)	ast/Now) 6	61.7/60.3	Es	t. Repl. Yr	2053	Maint. Re	qd. (Y/N)	Yes
Special Comments for Next Inspection	Jack hammer S1G4 Monitor vertical alig	1 rusting nment.	crack ar	nd repair.			Department Comments						
Maintenance Rev	iewed By						Date			I	Estimated Total	0	
Proposed Long-T	erm Strategy						· · · · · ·						
On 3-Year Progra	ım (Y/N)												
Proposed Action													
Previous Inspector's Name Colin F		Roy			Previous /	Assistant's Name							
Next Inspection D	ate	11-Aug	-2013			Previous I	Inspection Date 31-Jan-2007						
Inspection Cycle		39	-										
Comment	· · · · · · · · · · · · · · · · · · ·												