

Bridge Inspection							
Bridge File Number	75383 -1 Bridge			Form Type	PSR		
Year Built/Year Supstr	1963/1963			Lot No.	1		
Bridge or Town Name	EQUITY			Inspector Name	Owen Salava		
Located Over	CNR			Inspector Class	BR CLS A		
Located On	21:14 C1 44.623			Assistant Name			
Water Body Cl./Year				Assistant Class			
Navigabil. Cl./Year				Inspection Date	18-Sep-2012		
Legal Land Location	SW SEC 32 TWP 32 RGE 23 W4M			Data Entry By	Marcia Chavez		
Longitude, Latitude	-113:14:28, 51:46:59			Data Entry Date	03-Oct-2012		
Road Authority	Alberta Transportation (AIT)			Reviewer Name	John O'Brien		
Contract Main. Area	CMA20			Review Date	27-Sep-2012		
Clear Roadway/Skew	11 /			Dept. Reviewer Name	Andrew Smikles		
AADT/Year	3,170 / 2011 (A)			Dept. Review Date	19-Nov-2012		
Road Classification	RAU-211.8-110			Follow-Up By			
Detour Length (km)	3						
Allowable Load (t):	Single	CS1 50 GIRDER	Semi	CS2 71 GIRDER	Train	CS3 102 GIRDER	----> On Critical Spans ---->Critical Member
Design Loading:	HS20				----> Primary Span		

Posting Information												
Required Vert. Clearance Posting (m)												
Posted Vertical Clearance (Y/N)				No								
Posted:	Lane	EB	On Bridge (m)		In Advance (Y/N)	No	Lane	WB	On Bridge (m)		In Advance (Y/N)	No
Remarks		Not required.										
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	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		Not required.										
Hazard Marker At Bridge (Y/N)				No								
Remarks		Not required.										
Other Sign Types												

Utilities (Located at)				
Utility Attachments				
Telephone	At West side.		Gas	200 m South.
Power	3 wires 100m from c/l @ West side.		Municipal	
Others	Fibre optic E r/w.		Problem (Y/N)	No
Remarks				

Approach Road				
		Last	Now	Explanation of Condition
Horizontal Alignment		9	9	Limited sight distance both sides over structure. Structure on top of crest curve.
Vertical Alignment		5	5	
Roadway Width (m)		10.700		At NW corner, rest is +99m.
Approach Bump		5	5	
Guardrail (Y/N)		Yes		
Guardrail		9	9	
Length (m)		125.700		
Current Standard (Y/N)		Yes		
Termination Type		TURNED DOWN		
Drainage		4	4	NW trough settled 75 mm allowing water to undermine slope protection, 400mm. Water is directed away from wingwall, concrete curb installed at approach.
<b>Approach Road General Rating</b>		<b>5</b>	<b>5</b>	

Superstructure						
Bridge Component		Last	Now	Explanation of Condition		
(Primary Span : PO, 3 Spans, Lengths(m): 17.4-17.7-16.8, 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>	0	0	0	0		
<b>Now</b>	0.0	0.0	0.0	0.0		
Wearing Surface			4	4	Chipseal over concrete deck. Chipseal worn bare in NB wheelpath at isolated locations (photo).	
(Material Type : <b>CONCRETE - CONVENTIONAL CHIP SEAL COAT</b> )						
(Thickness(mm) : <b>50</b> )						
Lateral Connection Problem (Y/N)		No				
Deck Top			N	N		
Deck Rideability			8	8		
Deck Joints			7	7		
Temperature (deg. C)		23				
(Expansion Type : <b>GLAND (WABO-MAUER, TRANSFLEX, ETC))</b>						
(Fixed Type : <b>GLAND (WABO-MAUER, TRANSFLEX, ETC))</b>						
Gap Size (mm)		Gap Location				
70		N. abut				
67		N. pier				
66		S. pier				
73		S. abut				
Deck Drainage			5	5	No deck drains.	
Drains Clogged (Y/N)		No				
Curbs/Median			5	5	Med. vertical crack / staining under posts.	
(Curb Type : <b>Standard</b> )						
Scaling (Percent Area)		0				
Bridge Rail			6	6	10 posts on E side & 8 posts on W side with either insufficient anchor bolt thread projection or nut not fully engaged (photo). Post base and anchor bolt, nuts rusting.	
(Type : <b>GALVANIZED STEEL VERTICAL BAR</b> )						
Bridge Rail Posts		4	4			
(Type : <b>GALVANIZED POST STEEL;GALVANIZED POST STEEL</b> )						
Bridge Rail/Posts Coating		4	4			
(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	0		
<b>Now</b>	0	0	0	0		
Girders			7	7	Graffiti on S1G5 fascia.	
Cracking (Y/N)		No				
Spalling (Percent Area)		0				
(Number Of Girders : <b>15</b> )						

Superstructure				
Bridge Component		Last	Now	Explanation of Condition
(Primary Span : PO, 3 Spans, Lengths(m): 17.4-17.7-16.8, A-Ident Number: )				
Diaphragms/Cross Frame		6	6	25% superficial corrosion (photo).
Bearings		5	5	Abut bearings and exterior pier bearings. 75% corrosion pitted (photo).
Temperature (deg. C)	23			
(Expansion Type : <b>SLIDING PLATE</b> )				
(Fixed Type : <b>PINNED BEARING</b> )				
Coating Adequate (Y/N)	No			
Functioning (Y/N)	No			
Deck Underside		7	7	
Stains (Percent Area)	1			
<b>Span Alignment Problems</b>				
Vertical (Y/N)	No			
Horizontal (Y/N)	No			
<b>Superstructure General Rating</b>		<b>5</b>	<b>5</b>	
Substructure				
Bridge Component		Last	Now	Explanation of Condition
<b>Abutments</b>				
Bearing Seats/Caps		4	4	Top of N abut seat scaling from past leakage.
(Type : <b>CONCRETE</b> )				
Backwalls/Breastwalls		6	6	
Wingwalls		7	7	
Piles		N	N	
Paint/Coating		5	5	
Abutment Stability		7	7	
Scour/Erosion		X	X	
<b>Piers/Bents</b>				
(Type : <b>PIER-COLUMN</b> )				Both stained, old stains. Corrosion stains from steel chairs.
Bearing Seats/Caps		5	5	
(Type : <b>CONCRETE</b> )				
(Total Number of Bearing Piles : <b>0:0</b> )				2 columns/piers. Narrow vertical cracks.
Pier Shaft/Piles		6	6	
Bracing/Struts/Sheathing		X	X	
Nose Plate		X	X	
Paint/Coating		X	X	
(Colour Description : )				
(Colour Code : )				
Pier Stability		8	8	
Scour		X	X	
Debris (Y/N)	No			
<b>Substructure General Rating</b>		<b>4</b>	<b>4</b>	

Structure Usage				
		Last	Now	Explanation of Condition
<b>Grade Separation</b>				
Road Alignment		X	X	
Traffic Safety Features		X	X	
Type	None			
Slope Protection		3	3	Top of S has 2 sections collapsed with 500mm deep undermining (photo). Undermined 400 mm at NW (photo). Both concrete slope pulled away from abut at top, 90mm at N & 85mm at S.
(Type : <b>CONCRETE; CONCRETE</b> )				
Bank Stability		5	5	
Drainage		4	4	Road drainage problem mitigated but regular slope drainage will continue to affect hslp erosion.
<b>Grade Separation General Rating</b>		<b>3</b>	<b>3</b>	

Maintenance Recommendations							
Inspector Recommendations	Year	Inspector Comments	Department Comments	Target Year	Est. Cost	Cat #	
REPAIR/REPLACE BRIDGE RAIL	2012	Rehab bridgerail post, anchor bolt hardware.					
GALVANIZE/PAINT BRIDGE RAIL							
SEAL CURBS							
PATCH DECK							
SEAL DECK							
OVERLAY DECK							
REPAIR/REPLACE DECK JOINTS							
RESET/ PAINT BEARINGS	2012	Replace bearings.					
WASHING							
SHOTCRETE REPAIRS							
REPAIR ABUTMENT SCOUR/EROSION	2012	Reconstruct failed concrete slope protection & corner drains.					
PLACE ADDITIONAL RIP RAP							
REMOVE DRIFT ACCUMULATION							
OTHER ACTION	2012	Seal abut/pier seat/caps.					
OTHER ACTION	2012	Patch chipseal worn bald in wheelpaths.					
OTHER ACTION							
OTHER ACTION							
<b>Structural Condition Rating (Last/Now) (%)</b>	<b>50.0/50.0</b>	<b>Sufficiency Rating (Last/Now) (%)</b>	<b>61.9/62.0</b>	Est. Repl. Yr	2025	Maint. Req. (Y/N)	Yes
Special Comments for Next Inspection			Department Comments				
Maintenance Reviewed By			Date			Estimated Total	0
Proposed Long-Term Strategy	2007.04.07 Chip Seal and Seal Cracks in 2008. Second Generation Rehab in about 2025. Bridge should be good with normal maintenance until 2050.						
On 3-Year Program (Y/N)							
Proposed Action							
Previous Inspector's Name	Dave Lam		Previous Assistant's Name				
Next Inspection Date	18-Jun-2014		Previous Inspection Date	10-Nov-2010			
Inspection Cycle (Default) (months)	21						
Comment							