

| Bridge Inspection | | | | | | | | | |
|-------------------------------------|--|--------|-------------------|------------|---------------------------------|----------------|-----------------|---|--|
| Bridge File Number | 76485 -1 Bridge | | | | Form Type | PCS | | | |
| Year Built/Year Supstr | 1986/1986 | | | | Lot No. | 3 | | | |
| Bridge or Town Name | WILLINGDON | | | | Inspector Name | Owen Salava | | | |
| Located Over | TRIBUTARY TO NORTH SASKATCHEWAN RIVER, 6.31, WATERCRS-ST | | | | Inspector Class | BR CLS A | | | |
| Located On | 645:04 C1 17.036 | | | | Assistant Name | | | | |
| Water Body Cl./Year | | | | | Assistant Class | | | | |
| Navigabil. Cl./Year | | | | | Inspection Date | 08-Aug-2011 | | | |
| Legal Land Location | NW SEC 21 TWP 56 RGE 13 W4M | | | | Data Entry By | Marcia Chavez | | | |
| Longitude, Latitude | -111:52:32, 53:51:30 | | | | Data Entry Date | 19-Sep-2011 | | | |
| Road Authority | Alberta Transportation (AIT) | | | | Reviewer Name | John O'Brien | | | |
| Contract Main. Area | CMA14 | | | | Review Date | 16-Aug-2011 | | | |
| Clear Roadway/Skew | 8.8 / | | | | Dept. Reviewer Name | Andrew Smikles | | | |
| AADT/Year | 40 / 2010 (A) | | | | Dept. Review Date | 19-Sep-2011 | | | |
| Road Classification | RLU-209G-90 | | | | Follow-Up By | | | | |
| Detour Length (km) | 3 | | | | | | | | |
| Allowable Load (t): | Single | CS1 28 | | Semi | CS2 49 | | Train | CS3 62 | |
| Design Loading: | MS23 | | | | | | | ----> On Critical Spans ---->Critical Member | |
| ----> 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 | Too low; SE wrong sign. | | | | | | | | |
| Other Sign Types | | | | | | | | | |
| Utilities (Located at) | | | | | | | | | |
| Utility Attachments | | | | | | | | | |
| Telephone | Along S ditch. | | | | Gas | | | | |
| Power | | | | | Municipal | | | | |
| Others | | | | | Problem (Y/N) | No | | | |
| Remarks | | | | | | | | | |
| Approach Road | | | | | | | | | |
| | | | Last | Now | Explanation of Condition | | | | |
| Horizontal Alignment | | | 7 | 7 | Curves E + W. | | | | |
| Vertical Alignment | | | 8 | 8 | | | | | |
| Roadway Width (m) | 9.200 | | | | | | | | |
| Approach Bump | | | 8 | 8 | | | | | |
| Guardrail (Y/N) | Yes | | | | Tear in SE guardrail (photo). | | | | |
| Guardrail | | | 4 | 4 | | | | | |
| Length (m) | 11.400 | | | | | | | | |
| Current Standard (Y/N) | No | | | | | | | | |
| Termination Type | TURNED DOWN | | | | | | | | |
| Drainage | | | 8 | 8 | | | | | |
| Approach Road General Rating | | | 7 | 7 | | | | | |

| Superstructure | | | | | | |
|--|-----------|-------------|-----------|--------------------------|--|--|
| Bridge Component | | Last | Now | Explanation of Condition | | |
| (Primary Span : SM, 1 Spans, Lengths(m): 6, A-Ident Number:) | | | | | | |
| Special Features | | | | | | |
| Special Feature | | | X | | | |
| (Type :) | | | | | | |
| Special Feature | | | X | | | |
| (Type :) | | | | | | |
| Wearing Surface/Deck Top Detail Ratings | | | | | | |
| | N (%) | 1 (%) | 2 (%) | 3 (%) | | |
| Last | 100 | 0 | 0 | 0 | | |
| Now | 100.0 | 0.0 | 0.0 | 0.0 | | |
| Wearing Surface | | | X | X | | |
| (Material Type :) | | | | | | |
| (Thickness(mm) :) | | | | | | |
| Lateral Connection Problem (Y/N) | | No | | | | |
| Deck Top | | | N | N | Covered with gravel. | |
| Deck Rideability | | | 7 | 7 | | |
| Deck Joints | | | N | N | Buffer angles - gravel covered. | |
| Bump (Y/N) | | No | | | | |
| Deck Drainage | | | 7 | 7 | No deck drains. Drains between girders | |
| Drains Clogged (Y/N) | | | | | | |
| Curbs/Median | | | 7 | 7 | | |
| (Curb Type : Standard) | | | | | | |
| Scaling (Percent Area) | | 0 | | | | |
| Bridge Rail | | | 5 | 6 | Single layer - not to std. | |
| (Type : GALVANIZED STEEL FLEX BEAM) | | | | | | |
| Bridge Rail Posts | | | 7 | 7 | | |
| (Type : GALVANIZED POST STEEL;GALVANIZED POST STEEL) | | | | | | |
| Bridge Rail/Posts Coating | | | 7 | 7 | | |
| (Type : GALVANIZED) | | | | | | |
| Sidewalk | | | X | X | | |
| Girder Detail Ratings | | | | | | |
| | N (count) | 1 (count) | 2 (count) | 3 (count) | | |
| Last | 0 | 0 | 0 | 0 | | |
| Now | 0 | 0 | 0 | 0 | | |
| Girders | | | 5 | 6 | Not visible. | |
| Last Complete Inspection Date | | 08-Aug-2011 | | | | |
| Cracking (Y/N) | | No | | | | |
| Spalling (Percent Area) | | 0 | | | | |
| Lift or Connector Pocket Grouted (Y/N) | | | | | | |
| (Number Of Girders : 8) | | | | | | |
| Span Alignment Problems | | | | | | |
| Vertical (Y/N) | | No | | | | |
| Horizontal (Y/N) | | No | | | | |
| Superstructure General Rating | | | 5 | 6 | | |

| Substructure | | | | | |
|--|-----------|-----------|-----------|--------------------------|---|
| Bridge Component | | Last | Now | Explanation of Condition | |
| Abutments | | | | | |
| (Extended Backwall Piles (Y/N) : Y) | | | | | |
| (Extended Backwall Piles Spacing(mm) : 1500) | | | | | |
| (Total Number of Caps/Corbels : 3:3) | | | | | |
| Bearing Seats/Caps/Corbels Detail Ratings | | | | | |
| | N (count) | 1 (count) | 2 (count) | 3 (count) | |
| Last | 0 | 0 | 0 | 0 | |
| Now | 0 | 0 | 0 | 0 | |
| Bearing Seats/Caps/Corbels | | | | 6 | 6 |
| (Type : TREATED TIMBER) | | | | | |
| (Depth(mm) : 350) | | | | | |
| (Width(mm) : 305) | | | | | |
| Backwalls/Breastwalls | | | 7 | 7 | |
| Greatest Height (m) | | 2.70 | | | |
| Wingwalls | | | 7 | 7 | |
| (Total Number of Bearing Piles : 9:9) | | | | | |
| Piles Detail Ratings | | | | | |
| | N (count) | 1 (count) | 2 (count) | 3 (count) | |
| Last | 0 | 0 | 0 | 0 | |
| Now | 0 | 0 | 0 | 0 | |
| Piles | | | | 6 | 6 |
| Paint/Coating | | | | X | X |
| Abutment Stability | | | | 7 | 7 |
| Scour/Erosion | | | | 8 | 8 |
| Max. deck to s/b 3.4m. | | | | | |
| Piers/Bents | | | | | |
| (Type :) | | | | | |
| (Total Number of Caps/Corbels :) | | | | | |
| Bearing Seats/Caps/Corbels Detail Ratings | | | | | |
| | N (count) | 1 (count) | 2 (count) | 3 (count) | |
| Last | | | | | |
| Now | | | | | |
| Bearing Seats/Caps/Corbels | | | | X | X |
| (Type :) | | | | | |
| (Depth(mm) :) | | | | | |
| (Width(mm) :) | | | | | |
| (Total Number of Bearing Piles :) | | | | | |
| Piles Detail Ratings | | | | | |
| | N (count) | 1 (count) | 2 (count) | 3 (count) | |
| Last | | | | | |
| Now | | | | | |
| Pier Shaft/Piles | | | | X | X |
| Greatest Height (m) | | | | | |
| Bracing/Struts/Sheathing | | | | X | X |
| Nose Plate | | | | X | X |
| Paint/Coating | | | | X | X |
| (Colour Description :) | | | | | |
| (Colour Code :) | | | | | |

| Substructure | | | | |
|--|----|----------|----------|---|
| Bridge Component | | Last | Now | Explanation of Condition |
| Pier Stability | | X | X | |
| Scour | | X | X | |
| Debris (Y/N) | No | | | |
| Substructure General Rating | | 6 | 6 | |
| Structure Usage | | | | |
| | | Last | Now | Explanation of Condition |
| Channel | | | | |
| (U/S Direction : N) | | | | |
| (D/S Direction : S) | | | | |
| Alignment | | 7 | 7 | |
| Bank Stability | | 7 | 7 | |
| HWM (m below Top of Curb) | | | | No recent HWM visible. Stream bed is dry under the bridge. |
| Drift (Y/N) | No | | | |
| Slope Protection | | 7 | 7 | |
| (Type : NATURAL; NATURAL) | | | | |
| Guidebank/Spurs | | X | X | |
| Adequacy of Opening | | 7 | 7 | |
| (Fish Compensation Measure 1 : NONE) | | | | |
| (Fish Compensation Measure 2 : NONE) | | | | |
| Channel General Rating | | 7 | 7 | |

| Maintenance Recommendations | | | | | | | |
|---|------------------|--|---------------------------|---------------|-----------|-------------------|-----|
| Inspector Recommendations | Year | Inspector Comments | Department Comments | Target Year | Est. Cost | Cat # | |
| REPAIR/REPLACE BRIDGE RAIL | | | | | | | |
| SEAL CURBS | | | | | | | |
| PATCH DECK | | | | | | | |
| OVERLAY DECK | | | | | | | |
| STRAIGHTEN/REPLACE MEMBERS | | | | | | | |
| WASHING | | | | | | | |
| SHOTCRETE REPAIRS | | | | | | | |
| CORE TIMBER CAPS/CORBELS | | | | | | | |
| REPAIR/REPLACE TIMBER CAPS | | | | | | | |
| REPAIR ABUTMENT SCOUR/EROSION | | | | | | | |
| PLACE ADDITIONAL RIP RAP | | | | | | | |
| REMOVE DRIFT ACCUMULATION | | | | | | | |
| INSTALL STRUTS | | | | | | | |
| OTHER ACTION | 2012 | Replace 1 torn section of SE guardrail. | | | | | |
| OTHER ACTION | 2012 | Reset HM to std. Change SE sign to point inwards. | | | | | |
| OTHER ACTION | | | | | | | |
| OTHER ACTION | | | | | | | |
| Structural Condition Rating (Last/Now) (%) | 61.1/66.7 | Sufficiency Rating (Last/Now) (%) | 69.7/72.5 | Est. Repl. Yr | 2040 | Maint. Req. (Y/N) | Yes |
| Special Comments for Next Inspection | | | 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 | Glen Smith | | Previous Assistant's Name | | | | |
| Next Inspection Date | 08-Nov-2014 | | Previous Inspection Date | 11-Jun-2007 | | | |
| Inspection Cycle (Default) (months) | 39 | | | | | | |
| Comment | | | | | | | |