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Year Birldy Car 1969/1969 Image of the target of ta					
Inspector NameShape tor Name <th< td=""><td></td></th<>					
Bridge or Town Name CLOVERBAR 07					
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Lacated On RAMP 88-1 J Assistant Class Inspection Data 24-Sep-2010 Water Body CL/Year Inspection Data 24-Sep-2010 Data CM Lagal Land Location SE SEC 16 TWP 53 RGE 23 W4M Data Entry Date 24-Sep-2010 Data CM Lagal Land Location SE SEC 16 TWP 53 RGE 23 W4M Data Entry Date 25-Sep-2010 CM Contract Mein, Area CMA09 Evelow Date 25-Sep-2010 CM CM Clasr Roadway/Skew 7.3 / 51 deg. (RHF) ADD1/Year 11.000 / 2010 (E) Follow-Up Bv Follow-Up Bv <t< td=""><td colspan="5"></td></t<>					
Water Body CL/Year Inspection Date 24-Sep-2010 Langla Land Location SE SEC 16 TWP 53 RGE 23 W4M Data Entry By Janie Assenheimer Longlitude, Latitude 113:19-32, 53:34:15 Bata Entry Date Data Entry Data Data Entry Date Data Entry Da					
Navigabil: C// Year Data Entry By Janie Assenheimer Legal Land Location SE SE C 16 TWP 53 RGE 23 W4M Data Entry Date 15-Oct:2010 Date Contract Main. Area CMA09 Amold Assenheimer Review Name Amold Assenheimer Contract Main. Area CMA09 Dept. Review Date 29-Sep-2010 Dept. Review Date 29-Sep-2010 Contract Main. Area CMA09 Train Review Date 29-Sep-2010 Sep-2010 Clear Roadway/Skew 7.3 / 51 deg. (RHF) Dept. Review Date 26-Oct-2010 Sep-2010 ADDYArear 11,000 / 2010 (E) Ferrit Herrick Dept. Review Date 26-Oct-2010 Sep-2010 ADDYArear 11,000 / 2010 (E) Semi Train Sep-2010 Sep-2010 </td <td></td>					
Legal Land Location SE SEC 16 TWP 53 RGE 23 W4M Longitude, Latitude A 113:19:32, 53:34:15 Contract Main. Area CMA09 Citear Road Authority Alberta Transportation (AIT) Citear Road W2/SW 7.3 / 51 deg. (RHF) Citear Road W2/SW 7.3 / 51 deg. (RHF) Citear Road W2/SW 7.3 / 51 deg. (RHF) Citear Road Classification RLU-208-100 Detour Length (Rm) 3 Citear Road Classification RLU-208-100 Detour Length (Rm) 3 Citear Road M2/SW 7 7 7 7 7 7 7 7 7 7 7 7 7					
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Guardrail 4 4 Length (m) 45.600					
Guardrail 4 4 Length (m) 45.600	E (photo)				
Termination Type Turned Down					
Drainage N 5					
Approach Road General Rating 6 6					

Duidas Carro						Structure				
Bridge Com		no longtho	m), 45 5 20 4		Now	Explanation of Condition				
		ns, Lengths(m): 15.5-29-1	5.5, A-10	ent NL	Imber: A0616-01)				
Special Feat					V					
Special Feature	ure				X					
(Type:)					V	-				
Special Feat	ure				X					
(Type:)										
Wearing Surf	ace/Deck Top									
	N (%)	1 (%)	2 (%)	3 (%)		-				
Last	75				-					
Now					.0					
Wearing Surface (Material Type : CONCRETE - CONVENTIONAL CHI COAT)				N HIP SEA	4 L	Approx. 10% of chipseal worn off - majority along bridge centerline.				
(Thickness	(mm) : 50)									
Deck Top				N	N					
Deck Rideab	ility			6	6					
Deck Joints				N	3	West paving lip breaking up (photo). Gap @ west joint is 20mm @				
Temperatu	re (deg. C)	8				North centerline 2mm @ south. Dráin trough at west abut. rusted/failed (photo).				
(Expansion	Type : FINGE	ER PLATES)								
(Fixed Type	e:)									
Gap Size (ı	nm)	Gap	Location							
5		E. at	outment							
20		W. a	butment							
Deck Drainag	ae	1		N	3	No drains.				
Drains Clog						Drain trough on west abut. failed (photo).				
Curbs/Media				N	4	Parging delaminating.				
	: Standard)									
	ercent Area)	10								
Bridge Rail		10		7	7					
					1					
Bridge Rail P				7	7	Paint is peeling - 90% failed.				
	ST STEEL;PC	ST STEEL				Galvanizing is intact under paint.				
Bridge Rail/P		JOI OILLL)		7	7					
	LVANIZED)									
Sidewalk				V	V					
				X	X					
Girder/Beam										
Cover Plate	9			X	X	(High load damage. Repaired June 2006. South girder epoxy injected. Jan 6, 2009)				
Flange				6	6	Several high load scrapes.				
Web				7	7	12 girders. 4/span.				
Stiffeners				7	7	-				
Splice				X	X	-				
Weld				7	7					
Diaphragms/	Cross Frame			7	7					

Alberta Transportation

Bridge ComponentLessNoveExplanation of Condition(Primary Span : FR, 3 Spans, Lengths(m): 55-29-155. Attient transition of ConditionFangee - Some pain pooling showing primar on NW faada. North factor book is peeling, primary in good condition(Colur Code:Fangee - Some pain pooling showing primar on NW faada. North factor were span grider top tool is peeling, primary in good condition(Colur Code:Temperature (deg. C)(Expansion Type: SLUDM PLATE)(Crived Type: NOPRENE STETPE BEARING)Coaling Adequate (MN)NoStams (Percent Area)10Stams (Percent Area)-				Supers	tructure					
(Primary Span : ER, 3 Spans, Lengths (m): 15.52-9155, A deview Number: 0.8015.01) Paint Condition Paint Condition 4 4 Paint Condition :	Bridge Component									
(Colour Description :) Ifescia west sparing direft top. Cost is peeling, primary in good condition (Colour Code :) Ifescia west sparing direft top. Cost is peeling, primary in good condition Bearings 4 4 Bearings atmost fully extended (& SE & NW corners. One bearing o est abutment has bent tobs: So. Pier bearing neoprene bulging. Neoprene under pier columns at base. (Expansion Type : SLDING PLATE) (Fied Type is NEOPRENE STRP PEARING) Neoprene under pier columns at base. Coating Adequate (YN) No Image: Structure of the structure of	(Primary Span : FR, 3 Spans,	Lengths(m): 15.5-29	9-15.5, A-lo							
Colour Description) Colour Code:) Touchup Required (YN) No No Bearings 4 4 Bearings atmost fully extended (8 SE A NW corners. One bearing one sets adurment has bent bolis, G3. Pier bearing neoprene bulging. Neoprene under pier columns at base. (Exquance (YN) No Parnetrature (deg. C) Coating Adequate (YN) No Stains (Percent Area) 10	Paint Condition		4	4	Flanges - some paint peeling showing primer on NW fascia. North					
Tauchup Required (Y.N) No Image: Tauchup Required (Y.N) No Bearings 4 4 Bearings almost fully extended @ SE & NW corners. One bearing o esst abutment has bent botts. (S. Per bearing neoprene bulging: recorners. One bearing o esst abutment has bent botts. (S. Per bearing neoprene bulging: recorners. One bearing o esst abutment has bent botts. (S. Per bearing neoprene bulging: recorners. One bearing o esst abutment has bent botts. (S. Per bearing neoprene bulging: recorners. One bearing o esst abutment has bent botts. (S. Per bearing neoprene bulging: recorners. One bearing o esst abutment has bent botts. (S. Per bearing neoprene bulging: recorners. One bearing o esst abutment has bent botts. (S. Per bearing neoprene bulging: recorners. One bearing o esst abutment has bent botts. (S. Per bearing neoprene bulging: recorners. One bearing o esst abutment has bent botts. (S. Per bearing neoprene bulging: recorners. One bearing o esst abutment has bent botts. (S. Per bearing neoprene bulging: recorners. One bearing o esst abutment has bent botts. (S. Per bearing of homes of esst abutment has bent botts. (S. Per bearing neoprene bulging: recorners. One bearing of the per columns at base. Costing Adequate (Y.N) No	(Colour Description :)				fascia west span girder top coat is peeling, primary in good condition.					
Bearings 4 4 4 4 4 4 4 4 4 4 4 5 5 4 <	(Colour Code :)									
Temperature (deg. C) east aburnent has bent botts, G3. Pier bearing neoprene bulging. Neoprene under pier columns at base. (Expansion Type : SLIDING PLATE) No (Expansion Type : SLIDING PLATE) No (Find Type : NEOPRENE STRIP BEARING) No Functioning (V/N) No Deck Underside 4 4 Stains (Percent Area) 10 Stains (Percent Area) Superstructure General Rating 4 4 Vertical (V/N) No Stains (Percent Area) Superstructure General Rating 4 3 Superstructure General Rating 4 3 Bridge Component Last Now Backwalls/Breastwalls 6 6 (Type : FIE-COLUMA) Yes 5 Backwalls/Breastwalls 7 7 Piles N N Paint/Coating X X Piles/Couluma X X Piles/Columa X X Piles/Bests/Caps X X Type : FIE-COLUMA) X	Touchup Required (Y/N)	No								
Temperature (deg. C) east aburnent has bent botts, G3. Pier bearing neoprene bulging. Neoprene under pier columns at base. (Expansion Type : SLIDING PLATE) No (Expansion Type : SLIDING PLATE) No (Find Type : NEOPRENE STRIP BEARING) No Functioning (V/N) No Deck Underside 4 4 Stains (Percent Area) 10 Stains (Percent Area) Superstructure General Rating 4 4 Vertical (V/N) No Stains (Percent Area) Superstructure General Rating 4 3 Superstructure General Rating 4 3 Bridge Component Last Now Backwalls/Breastwalls 6 6 (Type : FIE-COLUMA) Yes 5 Backwalls/Breastwalls 7 7 Piles N N Paint/Coating X X Piles/Couluma X X Piles/Columa X X Piles/Bests/Caps X X Type : FIE-COLUMA) X	Bearings		4	4	Bearings almost fully extended @ SE & NW corners. One bearing on					
(Expansion Type : SLOING PLATE) Interpret SLOING PLATE) (Fixed Type : NEOPRENE STRP BEARING) Coating Adequate (Y/N) No Functioning (Y/N) No Image: Stating (Pretert Area) 10 Stains (Percent Area) 10 Image: Stating (Pretert Area) OId statining around weep tubes. Minor spaling along top flanges of offering griders. Random narrow to medium trainwise cracks with efflore griders. Rundom narrow to medium trainwise cracks. Rundom narrow to medium trainwise cracks. Rundom narrow to medium trainwise cracks. Rundom narrow to medium trainwise. Rundom narrow to medium trainwise. Rundom narrow to medium trainwise. Rundom narow to medium					east abutment has bent bolts, G3. Pier bearing neoprene bulging.					
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Coating Adequate (Y/N) No Image: Coating Adequate (Y/N) No Functioning (Y/N) No Stains (Percent Area) 10 Stains (Percent Area) Old staining around weep tubes. Minor spalling along top flanges of exterior griders. Random narrow to medium traverse cracks with afflences. Numerous unst stains along south side. 300 x 300mm sout	(Fixed Type : NEOPRENE S	STRIP BEARING)								
Functioning (V/N) No Image: Constraint of the second										
Deck Underside 4 4 4 4 Cold stailing around weep tubes. Minor spalling along top flange of times along south side. 300 x 300 mm spall @ S1G1 (photo). Span Alignment Problems ✓ ✓ Skew pressures. ✓ Vertical (Y/N) No ✓ ✓ Skew pressures. ✓ Abutment Seeds(Caps 6 6 6 6 6 Crype : CONCRETE) ✓ 7 7 7 Wingwalls 6 6 6 Pies N N N Paint/Coating X X X Paint/Coating X X X Pries/Bents Y 7 7 Type : CONCRETE) ✓ X X Pries/Bents X X X Crype : PIER-COLUNN ✓ X X Bearing Seats/Caps X X X Crype : CONCRETE) ✓ X X Piers/Bents ✓ X X										
Stains (Percent Area) 10 exterior girders. Random narrow to medium traiverse cracks with spall # StG1 (photo). Span Alignment Problems spall # StG1 (photo). Span Alignment Problems Verical (Y/N) No Superstructure General Rating Image: StG1 (photo). Skew pressures. Superstructure General Rating Image: StG1 (photo). Skew pressures. Bearing Seats/Caps Image: StG1 (photo). Skew pressures. Fridge Component Last Now Explanation of Condition Abutments Kow pressures. Step pressure. Backwalls/Breastwalls T T T Piles N N Most peeled off. Abutment Stability S S Scour/Erosion X X Type : CONCRETE) Steel frame bent on concrete pedestals, no cap. Bearing Sats/Caps X X Type : CONCRETE)	Deck Underside		4	4	Old staining around weep tubes. Minor spalling along top flanges of					
Span Alignment ProblemsVertical (Y/N)NoSkew pressures.Horizontal (Y/N)YesSkew pressures.Superstructure General RatingSuperstructure SuperstructureSuperstructure General RatingSuperstructure SuperstructureBarkogasSuperstructure SuperstructureSuperstructure Superstructure SuperstructureSuperstructure SuperstructureBarkogasNoNutment Superstructure SuperstructureSuperstructure SuperstructureSuperstructure SuperstructureSuperstructure SuperstructureSuperstructure Superstructure	Stains (Percent Area)	10			exterior girders. Random narrow to medium tranverse cracks with efflorescence. Numerous rust stains along south side. 300 x 300mm					
Vertical (Y/N) No Vertical (Y/N) Yos Sever pressures. Superstructure General Rating 4 3 Fridge Component Last Now Explanation of Condition Abutments Image: Seats/Caps 6 Now Image: Seats/Caps Bearing Seats/Caps 6 6 Image: Seats/Caps 1 1 Backwalls/Breastwalls 7 7 7 7 Backwalls/Breastwalls 6 6 Image: Seats/Caps 1 1 Piles N No No No No Piles N N No No No Scour//Erosion 4 4 Most peeled off. Scour//Erosion 3 5 5 Prior/Bearts 5 5 5 (Type : PIER-COLUMN) X X Total Number of Bearing Piles : 4:4) X X Prior/Bearts X X Total Number of Bearing Piles : 4:4) X Plate X X Nose Plate X X Paint/Coating 5 5 Colour Code :) Y 7 Platore Stability X X	Span Alignment Problems									
Horizontal (Y/N) Yes Image: Contract of Condition Superstructure General Rating 4 3 Bridge Component Late Now Explanation of Condition Abutments 5 6 6 (Type : CONCRETE) 6 6 Piles 7 7 Paint/Coating 6 6 Piers/Bents 5 5 Scour/Erosion X X Piers/Bents 7 7 Type : CONCRETE) 5 5 Scour/Erosion X X Piers/Bents X X Type : CONCRETE) X X Piers/Bents 7 7 Type : CONCRETE) X X Piers/BentyPiles 7 7 Group : Concrete Decestals, no cap. X Piers/BentyPiles 7 7 Group : Concrete Decestals, no cap. X Piershalt/Piles 7 </td <td></td> <td>No</td> <td></td> <td></td> <td>Skew pressures.</td>		No			Skew pressures.					
Superstructure General Rating 4 3 Bridge Component Last Now Explanation of Condition Abutments Explanation of Condition Abutments Bearing Seats/Caps 6 6 (Type : CONCRETE)					1					
Bridge Component Last Now Explanation of Condition Abutments Image: Second Seco			4	3						
AbutmentsImage: seats/CapsImage: se				Subst	ructure					
Bearing Seats/Caps666(Type : CONCRETE)T77Backwalls/Breastwalls777Wingwalls666PilesNNNPaint/Coating44Most peeled off.Abutment Stability555Scour/ErosionXXPiers/BentsXX(Type : PIER-COLUMN)XXBearing Seats/CapsXX(Type : CONCRETE)XX(Total Number of Bearing Piles : 4:4)YPier Shatt/Piles77Bracing/Struts/Sheathing77Nose PlateXX(Colour Description :)55(Colour Description :)55(Colour Description :)55(Colour Description :)77Pier Stability77Scour77ScourXX	Bridge Component		Last	Now	Explanation of Condition					
(Type: CONCRETE)Backwalls/Breastwalls77Wingwalls66PilesNNPaint/Coating44Abutment Stability55Scour/ErosionXXPiers/BentsXX(Type: PIER-COLUMN)XXBearing Seats/CapsXX(Type: CONCRETE)Y7Total Number of Bearing Piles: 4:4)77Pier Shaft/Piles77Bracing/Struts/SheathingXXNose PlateXXPaint/Coating55Green.Concrete:Pier Stability77Paint/CoatingXXScour77Free Stability77ScourXXScourXXYY7YYY <t< td=""><td>Abutments</td><td></td><td></td><td></td><td></td></t<>	Abutments									
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WingwallsImage: Constraint of the second	(Type : CONCRETE)									
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Paint/CoatingAAAPaint/Coating44Most peeled off.Abutment Stability55Scour/ErosionXXScour/ErosionXXPiers/Bents (Type : PIER-COLUMN) Bearing Seats/CapsXXBearing Seats/CapsXX(Type : CONCRETE)T7(Total Number of Bearing Piles : 4:4)77Pier Shaft/Piles77Bracing/Struts/SheathingXXNose PlateXXPaint/Coating55(Colour Description :) (Colour Code :)55Pier Stability77ScourXX	Wingwalls		6	6						
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Nose Plate X X Paint/Coating 5 5 (Colour Description :) 5 5 (Colour Code :) 7 7 Pier Stability 7 7 Scour X X	Pier Shaft/Piles		7	7						
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(Colour Description :) (Colour Code :) Pier Stability 7 7 Scour X X	Nose Plate		X	Х						
(Colour Description :) (Colour Code :) Pier Stability 7 7 Scour X X	Paint/Coating		5	5	Green.					
(Colour Code :) Pier Stability 7 Scour X	v				1					
Pier Stability 7 7 Scour X X										
	Pier Stability		7	7						
Debris (Y/N) No	Scour		X	Х						
	Debris (Y/N)	No								

			Subst	ructure
Bridge Component		Last	Now	Explanation of Condition
Substructure General Rating		5	5	
		9	tructu	re Usage
		Last		Explanation of Condition
Grade Separation				
Road Alignment		5	5	Curve both ends.
Traffic Safety Features		3	6	Guardrail on west side only up to bridge.
Туре	Guardrail/Light			
Slope Protection		4	4	Poor patch on east slope with some deterioration.
(Type : CONCRETE; CONCR	ETE)			
Bank Stability		5	5	
Drainage		5	5	
Grade Separation General Rating 5 5			5	

			Maintenance Rec	commend	ations						_
Inspector Recommendations		Inspecto	or Comments		Department Co	mmen	ts		Target Year	Est. Cost	Cat #
REPAIR/REPLACE BRIDGE RAIL											
GALVANIZE/PAINT BRIDGE RAIL											
RETROFIT BRIDGE RAIL											
SEAL CURBS											
PATCH DECK		Patch p	aving lip at West joint.								
SEAL DECK											
OVERLAY DECK											
REPAIR/REPLACE DECK JOINTS		Replace drain trough at west joint.									
RESET/ PAINT BEARINGS											
REPAINT SUPERSTRUCTURE											
STRAIGHTEN/REPLACE MEMBERS											
WASHING											
SHOTCRETE REPAIRS											
REPAIR ABUTMENT SCOUR/EROSI	ON										
PLACE ADDITIONAL RIP RAP											
REMOVE DRIFT ACCUMULATION											
OTHER ACTION	2011		flexbeam to SE parapet.								
OTHER ACTION	2011	Clean d	lebris off of west abut. seat.								
OTHER ACTION											
OTHER ACTION											
OTHER ACTION OTHER ACTION											
	ow) 50.0/4	4.4	Sufficiency Rating (Last/No (%)	ow) 6	61.9/47.1	Est	t. Repl. Yr	2035	Maint. Red	qd. (Y/N)	Yes
OTHER ACTION Structural Condition Rating (Last/N (%)			Sufficiency Rating (Last/No (%) prmation. Monitor spalling of de		51.9/47.1 Department Comments	Est	t. Repl. Yr	2035	Maint. Red	qd. (Y/N)	Yes
OTHER ACTION Structural Condition Rating (Last/N (%) Special Comments for Underside.			(%)		Department	Est	t. Repl. Yr		Maint. Red		Yes
OTHER ACTION Structural Condition Rating (Last/N (%) Special Comments for Next Inspection Monitor deck joints.			(%)		Department Comments	Est	t. Repl. Yr				Yes
OTHER ACTION Structural Condition Rating (Last/N (%) Special Comments for Next Inspection Maintenance Reviewed By Proposed Long-Term Strategy			(%)		Department Comments	Est	t. Repl. Yr				Yes
OTHER ACTION Structural Condition Rating (Last/N (%) Special Comments for Next Inspection Maintenance Reviewed By			(%)		Department Comments	Est	t. Repl. Yr				Yes
OTHER ACTION Structural Condition Rating (Last/N (%) Special Comments for Next Inspection Maintenance Reviewed By Proposed Long-Term Strategy			(%)		Department Comments	Est	t. Repl. Yr				Yes
OTHER ACTION Structural Condition Rating (Last/N (%) Special Comments for Next Inspection Maintenance Reviewed By Proposed Long-Term Strategy On 3-Year Program (Y/N)			(%) prmation. Monitor spalling of de	eck	Department Comments		t. Repl. Yr				Yes
OTHER ACTION Structural Condition Rating (Last/N (%) Special Comments for Next Inspection Maintenance Reviewed By Proposed Long-Term Strategy On 3-Year Program (Y/N) Proposed Action	Monitor pier b		(%) prmation. Monitor spalling of de	eck Previous /	Department Comments Date		t. Repl. Yr				Yes
OTHER ACTION Structural Condition Rating (Last/N (%) Special Comments for Next Inspection Maintenance Reviewed By Proposed Long-Term Strategy On 3-Year Program (Y/N) Proposed Action Previous Inspector's Name	Monitor pier b		(%) prmation. Monitor spalling of de	eck Previous /	Department Comments Date						Yes