

Bridge Inspection										
Bridge File Number	78204 -1 Bridge				Form Type	PSR				
Year Built/Year Supstr	1978/1978				Lot No.	2				
Bridge or Town Name	BEARBERRY				Inspector Name	Owen Salava				
Located Over	JAMES RIVER, 3.95, WATERCRS-ST				Inspector Class	BR CLS A				
Located On	584:02 C1 8.053				Assistant Name					
Water Body Cl./Year					Assistant Class					
Navigabil. Cl./Year					Inspection Date	28-Oct-2011				
Legal Land Location	NE SEC 1 TWP 34 RGE 8 W5M				Data Entry By	Marcia Chavez				
Longitude, Latitude	-115:00:05, 51:53:33				Data Entry Date	30-Nov-2011				
Road Authority	Alberta Transportation (AIT)				Reviewer Name	John O'Brien				
Contract Main. Area	CMA18				Review Date	14-Nov-2011				
Clear Roadway/Skew	9.1 /				Dept. Reviewer Name	Andrew Smikles				
AADT/Year	160 / 2010 (A)				Dept. Review Date	02-Dec-2011				
Road Classification	RCU-209-110				Follow-Up By					
Detour Length (km)	60									
Allowable Load (t):	Single	CS1 28		Semi	CS2 49		Train	CS3 62		----> On Critical Spans ---->Critical Member
Design Loading:	HS25									----> 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	Not installed to meet standard - too low, on 1st timber post all corners; off-line.								
Other Sign Types	Max 80.								

Utilities (Located at)									
Utility Attachments									
Telephone	East curb.				Gas				
Power					Municipal				
Others					Problem (Y/N)	No			
Remarks									

Approach Road									
			Last	Now	Explanation of Condition				
Horizontal Alignment			5	5	Hill on both ends with curves both ends.				
Vertical Alignment			5	5	Paved width. Texas gate 70m north. Gravel road starts 50m North.				
Roadway Width (m)		9.000							
Approach Bump			1	6	(Approach slabs not connected to abutments as there are no rebar connections. 28Jun2005).				
Guardrail (Y/N)		Yes			Thrie beam & transition all 4 corners.				
Guardrail			8	7	SE - 43.6m; SW - 24.6m; NE - 24.6m; NW - 43.6m.				
Length (m)		24.600							
Current Standard (Y/N)		Yes							
Termination Type		TURNED DOWN							
Drainage			7	7	New drain troughs South end.				
Approach Road General Rating			1	5					

Superstructure					
Bridge Component		Last	Now	Explanation of Condition	
(Primary Span : LF, 1 Spans, Lengths(m): 38.1, A-Ident Number:)					
Special Features					
Special Feature		8	8		
(Type : EXT LATER POST TENS)					
Special Feature		8	8		
(Type : UNDERSLUNG DIAPHR)					
Wearing Surface/Deck Top Detail Ratings					
	N (%)	1 (%)	2 (%)	3 (%)	
Last	0	0	0	0	
Now	0.0	0.0	0.0	0.0	
Wearing Surface		8	8	SF with steel fibre O/L (03) on high density concrete deck.	
(Material Type : CONCRETE)					
(Thickness(mm) : 100)					
Lateral Connection Problem (Y/N)		No			
Deck Top		N	N		
Deck Rideability		8	8		
Deck Joints		8	8		
Temperature (deg. C)		-3			
(Expansion Type :)					
(Fixed Type :)					
Gap Size (mm)		Gap Location			
Deck Drainage		7	7		
Drains Clogged (Y/N)		No			
Curbs/Median		7	7		
(Curb Type : Standard)					
Scaling (Percent Area)		0			
Bridge Rail		7	7		
(Type : GALVANIZED STEEL BRIDGE TUBE)					
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					
Now	0	0	0	0	
Girders		4	4	.3mm inside face.	
Cracking (Y/N)		Yes		Typical chamfer line cracking, crack extends into girder U/S in G1 & G6 as noted above - marked & dated. G5 cracking in bottom of leg - photo.	
Spalling (Percent Area)		1			
(Number Of Girders : 6)					

Superstructure				
Bridge Component		Last	Now	Explanation of Condition
(Primary Span : LF, 1 Spans, Lengths(m): 38.1, A-Ident Number:)				
Diaphragms/Cross Frame		6	6	Minor cracking on end diaphragms.
Bearings		6	6	Deformation on numerous bearing neoprene pads - photo. G3/G4 bearings do not have A/B - typ both ends - photo.
Temperature (deg. C)	-3			
(Expansion Type :)				
(Fixed Type : REINFORCED PAD BEARING)				
Coating Adequate (Y/N)	Yes			
Functioning (Y/N)	Yes			
Deck Underside		6	6	Typical chamfer crack extends into girder U/S in G6 South end & G1 North end.
Stains (Percent Area)	0			
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				
Bearing Seats/Caps		7	7	
(Type : CONCRETE)				
Backwalls/Breastwalls		X	X	
Wingwalls		1	6	A2 has Lok-Blok wingwalls.
Piles		7	7	
Paint/Coating		4	4	Some peeling sealer.
Abutment Stability		5	5	
Scour/Erosion		1	6	
Piers/Bents				
(Type :)				
Bearing Seats/Caps		X	X	
(Type :)				
(Total Number of Bearing Piles :)				
Pier Shaft/Piles		X	X	
Bracing/Struts/Sheathing		X	X	
Nose Plate		X	X	
Paint/Coating		X	X	
(Colour Description :)				
(Colour Code :)				
Pier Stability		X	X	
Scour		X	X	
Debris (Y/N)	No			
Substructure General Rating		2	7	Erosion repaired.

Structure Usage				
		Last	Now	Explanation of Condition
Channel				
(U/S Direction : S)				Appears stream impinges on N abut at NW corner - no problem yet. Bedrock bank.
(D/S Direction : N)				
Alignment		5	5	
Bank Stability		1	6	NE bank vertical cut - photo.
HWM (m below Top of Curb)				(1.0m below bridge deck / road grade. 28Jun2005).
Drift (Y/N)	No			
Slope Protection		1	6	At SE corner.
(Type : RIP RAP; RIP RAP)				
Guidebank/Spurs		X	7	
Adequacy of Opening		2	6	(E abut washed out due to gravel bar in U/S channel. 28Jun2005).
(Fish Compensation Measure 1 : NONE)				
(Fish Compensation Measure 2 : NONE)				
Channel General Rating		1	5	

Maintenance Recommendations							
Inspector Recommendations	Year	Inspector Comments	Department Comments	Target Year	Est. Cost	Cat #	
REPAIR/REPLACE BRIDGE RAIL							
GALVANIZE/PAINT BRIDGE RAIL							
SEAL CURBS							
PATCH DECK							
SEAL DECK							
OVERLAY DECK							
REPAIR/REPLACE DECK JOINTS							
RESET/ PAINT BEARINGS	2012	Determine if bearing A/B is required at both ends of G3/G4, install as necessary.					
WASHING							
SHOTCRETE REPAIRS							
REPAIR ABUTMENT SCOUR/EROSION							
PLACE ADDITIONAL RIP RAP							
REMOVE DRIFT ACCUMULATION							
Structural Condition Rating (Last/Now) (%)	33.3/61.1	Sufficiency Rating (Last/Now) (%)	44.0/63.3	Est. Repl. Yr	2033	Maint. Req'd. (Y/N)	Yes
Special Comments for Next Inspection	Check girder cracking.		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	Dave Lam		Previous Assistant's Name				
Next Inspection Date	28-Jan-2015		Previous Inspection Date	28-Jun-2005			
Inspection Cycle (Default) (months)	39						
Comment							