

Bridge Inspection									
Bridge File Number	78331 -1 Bridge				Form Type	PSR			
Year Built/Year Supstr	1984/1984				Lot No.	2			
Bridge or Town Name	CONKLIN				Inspector Name	Arnold Assenheimer			
Located Over	JACKFISH RIVER, 8.11.39.4.11, WATERCRS-ST				Inspector Class	BR CLS A			
Located On	881:22 C1 3.829				Assistant Name	Wade Nanninga			
Water Body Cl./Year					Assistant Class	BR CLS B			
Navigabil. Cl./Year					Inspection Date	09-Sep-2010			
Legal Land Location	SE SEC 13 TWP 77 RGE 8 W4M				Data Entry By	Theresa Lacusta			
Longitude, Latitude	-111:05:56, 55:40:18				Data Entry Date	29-Sep-2010			
Road Authority	Alberta Transportation (AIT)				Reviewer Name	Stew Hagan			
Contract Main. Area	CMA07				Review Date	16-Sep-2010			
Clear Roadway/Skew	9.5 /				Dept. Reviewer Name	Brent Herrick			
AADT/Year	790 / 2009 (A)				Dept. Review Date	05-Oct-2010			
Road Classification	RCU-209-110				Follow-Up By				
Detour Length (km)	250								
Allowable Load (t):	Single	CS1 28	Semi	CS2 49	Train	CS3 62	----> On Critical Spans ---->Critical Member		
Design Loading:	MS300						----> 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)	No								
Remarks	Not required.								
Other Sign Types	"Jackfish River", Curve. RR crossing								
Utilities (Located at)									
Utility Attachments									
Telephone					Gas				
Power					Municipal				
Others	Fibre optic West r/w - Bell.				Problem (Y/N)	No			
Remarks									
Approach Road									
			Last	Now	Explanation of Condition				
Horizontal Alignment			7	7	Approach entrance at SE. Long gradual horizontal curve both ends.				
Vertical Alignment			8	8					
Roadway Width (m)	9.300				ACP cracked & starting to ravel @ ends of bridge - photos.				
Approach Bump			7	7					
Guardrail (Y/N)	Yes				Insufficient posts.				
Guardrail			7	7					
Length (m)	44.300								
Current Standard (Y/N)	No								
Termination Type	Turned Down								
Drainage			4	4	Approach drainage leaking through crack in ACP and staining abutments - photos.				
<b>Approach Road General Rating</b>			<b>7</b>	<b>7</b>					

Superstructure					
Bridge Component		Last	Now	Explanation of Condition	
(Primary Span : DBT, 1 Spans, Lengths(m): 42, 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>					
<b>Now</b>					
Wearing Surface			8	8	
(Material Type : <b>ACP</b> )					
(Thickness(mm) : <b>90</b> )					
Lateral Connection Problem (Y/N)		No			
Deck Top			N	N	
Deck Rideability			8	8	
Deck Joints			N	N	(Buffer angles. 15/Mar/2004) Paved over but ACP cracked over joint, typical both abutments - photo.
Temperature (deg. C)		8			
(Expansion Type : )					
(Fixed Type : )					
Gap Size (mm)		Gap Location			
Deck Drainage			7	7	No drains, water runs to NE corner.
Drains Clogged (Y/N)					
Curbs/Median			7	5	Dirty. Narrow cracks extending from grout pads along back of curb.
(Curb Type : <b>Standard</b> )					
Scaling (Percent Area)		1			
Bridge Rail			8	8	Missing post A/B nut @ SW corner - photo. Insufficient thread post 8 East - photo.
(Type : <b>GALVANIZED STEEL BRIDGE TUBE</b> )					
Bridge Rail Posts			3	3	
(Type : <b>GALVANIZED POST STEEL; GALVANIZED POST STEEL</b> )					
Bridge Rail/Posts Coating			8	8	
(Type : <b>GALVANIZED</b> )					
Sidewalk			X	X	
<b>Girder Detail Ratings</b>					
	N (count)	1 (count)	2 (count)	3 (count)	Cracks are growing, all girders have longitudinal cracks above bulb. G3/G6 have widest (narrow) and longest.
<b>Last</b>					
<b>Now</b>					

Superstructure				
Bridge Component		Last	Now	Explanation of Condition
(Primary Span : DBT, 1 Spans, Lengths(m): 42, A-Ident Number: )				
Girders		4	4	Typical cracks in ends of girder from top flange down towards bearing. Cracks around web transition section. G3 near North abutment. 1.2m narrow longitudinal crack, 350mm above bottom flange West side - photo. G3, G6, G8 cracks marked on North end. Cracks extend upto 3.2m from end of girder or 1.2m from transition. Sept 17/09 - The Department monitored and no movement in the cracks were noted. Original rating by the Consultant of a 2 was changed due to this.
Cracking (Y/N)	Yes			
Spalling (Percent Area)	0			
(Number Of Girders : 9)				
Diaphragms/Cross Frame		8	8	Stained.
Bearings		8	8	
Temperature (deg. C)	8			
(Expansion Type : REINFORCED PAD BEARING)				
(Fixed Type : REINFORCED PAD BEARING)				
Coating Adequate (Y/N)	Yes			
Functioning (Y/N)	Yes			
Deck Underside		8	8	
Stains (Percent Area)	0			
<b>Span Alignment Problems</b>				
Vertical (Y/N)	No			
Horizontal (Y/N)	No			
<b>Superstructure General Rating</b>		<b>4</b>	<b>4</b>	
Substructure				
Bridge Component		Last	Now	Explanation of Condition
<b>Abutments</b>				
Bearing Seats/Caps		7	7	Water stains from leaking joint.
(Type : CONCRETE)				
Backwalls/Breastwalls		7	7	Timber.
Wingwalls		8	8	Timber/HP.
Piles		N	N	
Paint/Coating		X	X	
Abutment Stability		8	8	
Scour/Erosion		8	8	
<b>Piers/Bents</b>				
(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	

Substructure				
Bridge Component		Last	Now	Explanation of Condition
Debris (Y/N)	No			
<b>Substructure General Rating</b>		<b>7</b>	<b>7</b>	
Structure Usage				
		Last	Now	Explanation of Condition
<b>Channel</b>				
(U/S Direction : <b>E</b> )				
(D/S Direction : <b>W</b> )				
Alignment		8	8	
Bank Stability		7	7	
HWM (m below Top of Curb)				HWM not visible.
Drift (Y/N)	Yes			
Slope Protection		5	5	Rock mixed with sand/gravel, susceptible to erosion @ high water.
(Type : <b>RIP RAP; RIP RAP</b> )				
Guidebank/Spurs		X	X	
Adequacy of Opening		8	8	
(Fish Compensation Measure 1 : <b>NONE</b> )				
(Fish Compensation Measure 2 : <b>NONE</b> )				
<b>Channel General Rating</b>		<b>5</b>	<b>5</b>	

Maintenance Recommendations							
Inspector Recommendations	Year	Inspector Comments	Department Comments	Target Year	Est. Cost	Cat #	
REPAIR/REPLACE BRIDGE RAIL	2010	Install missing A/B nut @ SW bridgerail post.					
GALVANIZE/PAINT BRIDGE RAIL							
SEAL CURBS							
PATCH DECK							
SEAL DECK							
OVERLAY DECK							
REPAIR/REPLACE DECK JOINTS							
RESET/ PAINT BEARINGS							
WASHING	2010	Clean dirt off abutment seats & along curbs.					
SHOTCRETE REPAIRS							
REPAIR ABUTMENT SCOUR/EROSION							
PLACE ADDITIONAL RIP RAP							
REMOVE DRIFT ACCUMULATION							
OTHER ACTION	2010	Seal ACP transverse crack @ abutments.					
OTHER ACTION	2010	Seal abutment caps.					
OTHER ACTION							
OTHER ACTION							
<b>Structural Condition Rating (Last/Now) (%)</b>	<b>61.1/61.1</b>	<b>Sufficiency Rating (Last/Now) (%)</b>	<b>57.9/57.8</b>	Est. Repl. Yr	2054	Maint. Req. (Y/N)	Yes
Special Comments for Next Inspection	Monitor cracks in girders.		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	Arnold Assenheimer		Previous Assistant's Name				
Next Inspection Date	09-Dec-2013		Previous Inspection Date	28-May-2009			
Inspection Cycle (Default) (months)	39						
Comment							