

Bridge Inspection										
Bridge File Number	80940 -1 Bridge				Form Type	PCS				
Year Built/Year Supstr	1986/1986				Lot No.	2				
Bridge or Town Name	ATIKAMEG				Inspector Name	Brian Pientsch				
Located Over	UTIKUMA RIVER, 8.10.18.22.4, WATERCRS-ST				Inspector Class	BR CLS A				
Located On	750:06 C1 6.365				Assistant Name	Lisbeth Medina				
Water Body Cl./Year					Assistant Class					
Navigabil. Cl./Year					Inspection Date	12-Apr-2011				
Legal Land Location	SE SEC 3 TWP 80 RGE 11 W5M				Data Entry By	Theresa Lacusta				
Longitude, Latitude	-115:37:43, 55:53:60				Data Entry Date	30-May-2011				
Road Authority	Alberta Transportation (AIT)				Reviewer Name	Arnold Assenheimer				
Contract Main. Area	CMA02				Review Date	17-May-2011				
Clear Roadway/Skew	10 / 10 deg. (RHF)				Dept. Reviewer Name	Steve Pasquan				
AADT/Year	400 / 2010 (A)				Dept. Review Date	21-Nov-2011				
Road Classification	RCU-210-110				Follow-Up By					
Detour Length (km)	5									
Allowable Load (t):	Single	CS1 28	Semi	CS2 49	Train	CS3 62	----> On Critical Spans ---->Critical Member			
Design Loading:	MS23						----> 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									
Hazard Marker At Bridge (Y/N)	Yes								
Remarks									
Other Sign Types									

Utilities (Located at)										
Utility Attachments	TELEPHONE UTILITIES-PHONE LINE									
Telephone	CABLE STRUNG ON W. BRIDGE-				Gas	Line along W row.				
Power					Municipal					
Others					Problem (Y/N)	Yes				
Remarks	Cable broken along W side of bridge.									

Approach Road									
			Last	Now	Explanation of Condition				
Horizontal Alignment			6	6	BOTTOM OF SAG CURVE, NO PASSING FOR SOUTHBOUND TRAFFIC				
Vertical Alignment			6	6					
Roadway Width (m)	10.000				Numerous dents in rail.				
Approach Bump			7	6					
Guardrail (Y/N)	Yes								
Guardrail			5	5					
Length (m)	8.000								
Current Standard (Y/N)	No								
Termination Type	TURNDOWN ENDS								
Drainage			6	5					
<b>Approach Road General Rating</b>			<b>6</b>	<b>6</b>					

Superstructure					
Bridge Component		Last	Now	Explanation of Condition	
(Primary Span : <b>SM, 3 Spans, Lengths(m): 11-11-11, A-Ident Number: )</b>					
<b>Special Features</b>					
Special Feature			X		
(Type : )					
Special Feature			X		
(Type : )					
Wearing Surface/Deck Top Detail Ratings					
	N (%)	1 (%)	2 (%)	3 (%)	
<b>Last</b>	0	0	0	0	
<b>Now</b>					
Wearing Surface			7	4	Wide cracks on top of abutments and piers. Hole 0.35mx0.20m on NW approach corner.
(Material Type : <b>ACP</b> )					
(Thickness(mm) : <b>50</b> )					
Lateral Connection Problem (Y/N)		No			
Deck Top			N	N	
Deck Rideability			9	8	
Deck Joints			N	N	Paved over.
Bump (Y/N)		No			
Deck Drainage			7	6	
Drains Clogged (Y/N)					
Curbs/Median			7	3	S1G9, S2G9, S3G9 have spalls between 0.3-1m long with extended rebar. S1G1, S2G1, S3G1 have several spalls with rebar exposed-between 0.2-1.5m long.
(Curb Type : <b>Standard</b> )					
Scaling (Percent Area)		5			
Bridge Rail			7	7	
(Type : <b>BRIDGE TUBE</b> )					
Bridge Rail Posts			7	6	
(Type : <b>GALVANIZED POST STEEL</b> )					
Bridge Rail/Posts Coating			7	6	
(Type : )					
Sidewalk			X	X	
Girder Detail Ratings					
	N (count)	1 (count)	2 (count)	3 (count)	
<b>Last</b>	9	0	0	0	
<b>Now</b>	0	0	0	27	
Girders			5	3	(5m crack, no staining S2G5 North end.01/12/13) Spall at girders end S2G9, S2G1, S1G9 with exposed rebar. S3G8 has a manir spall on the SE corner. Hairline cracks on 7/27 girders. S1G4 has a medium crack on NE corner.
Last Complete Inspection Date		12-Apr-2011			
Cracking (Y/N)		Yes			
Spalling (Percent Area)		0			
Lift or Connector Pocket Grouted (Y/N)					
(Number Of Girders : <b>27</b> )					
<b>Span Alignment Problems</b>					
Vertical (Y/N)		No			
Horizontal (Y/N)		No			
<b>Superstructure General Rating</b>			<b>5</b>	<b>3</b>	

Substructure					
Bridge Component		Last	Now	Explanation of Condition	
<b>Abutments</b>					
(Extended Backwall Piles (Y/N) : <b>N</b> )				FILL HAS SETTLED BELOW BOTH ABUT CAPS	
(Extended Backwall Piles Spacing(mm) : )					
				Concrete pads on SE and SW corners.	
(Total Number of Caps/Corbels : <b>1:1</b> )				FILL HAS SETTLED BELOW BOTH ABUT CAPS and wingwalls.	
Bearing Seats/Caps/Corbels Detail Ratings					
	N (count)	1 (count)	2 (count)	3 (count)	
<b>Last</b>	0	0	0	0	
<b>Now</b>					
Bearing Seats/Caps/Corbels			8	7	
(Type : <b>CONCRETE</b> )					
(Depth(mm) : )					
(Width(mm) : )					
Backwalls/Breastwalls			X	X	
Greatest Height (m)		1.25			
Wingwalls			8	7	
(Total Number of Bearing Piles : <b>0:0</b> )					
Piles Detail Ratings					
	N (count)	1 (count)	2 (count)	3 (count)	
<b>Last</b>	12				
<b>Now</b>	12	0	0	0	
Piles			N	N	
Paint/Coating			X	X	
Abutment Stability			8	7	
Scour/Erosion			8	4	
Minor gully 0.8m wide x 3m long on North abutment. Fill has settled below both abut. capd and wingwalls.					
<b>Piers/Bents</b>					
(Type : <b>PIER-COLUMN</b> )					
(Total Number of Caps/Corbels : <b>1:1</b> )					
Bearing Seats/Caps/Corbels Detail Ratings					
	N (count)	1 (count)	2 (count)	3 (count)	
<b>Last</b>	0	0	0	0	
<b>Now</b>					
Bearing Seats/Caps/Corbels			8	5	
(Type : <b>CONCRETE</b> )					
(Depth(mm) : )					
(Width(mm) : )					
Narrow cracks on Pier 1 cap above P2, P5 & P6.					

Substructure						
Bridge Component			Last	Now	Explanation of Condition	
(Total Number of Bearing Piles : <b>6:6</b> )						
Piles Detail Ratings						
	N (count)	1 (count)	2 (count)	3 (count)		
<b>Last</b>	0	0	0	0		
<b>Now</b>						
Pier Shaft/Piles			8	7		
Greatest Height (m)		3.20				
Bracing/Struts/Sheathing			8	7		
Nose Plate			X	X		
Paint/Coating			4	4	Paint peeling.	
(Colour Description : )						
(Colour Code : )						
Pier Stability			8	8		
Scour			8	8		
Debris (Y/N)		No				
<b>Substructure General Rating</b>			<b>8</b>	<b>5</b>		
Structure Usage						
			Last	Now	Explanation of Condition	
<b>Channel</b>						
(U/S Direction : <b>W</b> )						
(D/S Direction : <b>E</b> )						
Alignment			8	8		
Bank Stability			8	8		
HWM (m below Top of Curb)				HWM not visible		
Drift (Y/N)		No				
Slope Protection			6	4	Gully on North abutment. Fill under both abutments has settled.	
(Type : <b>NONE</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>8</b>	<b>4</b>		

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	2011	Repair gieder spalls at ends.					
OTHER ACTION							
OTHER ACTION							
OTHER ACTION							
<b>Structural Condition Rating (Last/Now) (%)</b>	<b>72.2/44.4</b>	<b>Sufficiency Rating (Last/Now) (%)</b>	<b>72.2/56.8</b>	Est. Repl. Yr	2036	Maint. Req. (Y/N)	Yes
Special Comments for Next Inspection	Monitor erosion and fill settlement under abutments. Monitor girder and pier 1 cap cracks.		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	Brian Pientsch		Previous Assistant's Name	Tim Miskiman			
Next Inspection Date	12-Jul-2014		Previous Inspection Date	25-Jul-2007			
Inspection Cycle (Default) (months)	39						
Comment							