						B	ridge Ir	nspectio	on						
Bridge File Numbe	er 082	246 -2	Bridge					Form T				PCS			
Year Built/Year	200	01/200	1					Lot No.				4			
Supstr								Inspector Name			Eric Carcoux				
Bridge or Town Na								Inspector Class			BR CLS A				
Located Over			EEK, 8.1	1.55.5.8	, WATE	RCR	S-ST	Assistant Name							
Located On		01 C1	17.266					Assistant Class							
Water Body Cl./Ye								Inspection Date			13-Jan-2012				
Navigabil. Cl./Year								Data Ei	ntry l	Ву		Theresa Lac	usta		
Legal Land Location			2 TWP 6		0 W4M			Data Ei	ntry	Date		17-Jan-2012			
Longitude, Latitude			5, 54:35:		_,			Review	er N	ame		Arnold Assenheimer			
Road Authority			ransporta	ation (AII)			Review	/ Dat	е		16-Jan-2012			
Contract Main. Are		IA07					Dept. Reviewer Name			Brent Herrick					
Clear Roadway/Sk						Dept. Review Date			18-Jan-2012						
AADT/Year			010 (A)			Follow-Up By									
Road Classification		U-211	.8-110												
Detour Length (km					o .	00	0.40				00				
Allowable Load (t):	Single	CS1	28		Semi	CS	2 49			Train	CS	3 62		> On Crit >Critical I	ical Spans Member
Design Loading:	1	CS7	50		I									> Primary	
0 0						Po	sting Ir	nformati	ion					y	·
Required Load Pos	sting (t)			Single				Sei					Truck	< Train	
Posted Loading (t)				Single				Semi			Truck Train				
Posted: La	ane	EB		At Junct	tion (Y/N	۷)		In Advance (Y/N)		′/N)		At Br	idge (Y/N)		
Posted: La	ane	WB		At Junct	tion (Y/N	1)		In A	Adva	ince (Y	′/N)			idge (Y/N)	
Remarks no	OT REQ	UIRED)												
Hazard Marker At	Bridge (`	Y/N)	No												
Remarks															
Other Sign Types															
						Uti	lities (L	ocated	at)						
Utility Attachments	;														
Telephone								Gas							
Power								Municipal							
Others								Problem (Y/N) No							
Remarks															
			1					ch Roac							
					La	ast	Now	Explan							
Horizontal Alignme						6	6	Field & farm entrances each way. Limited sight distances.							
Vertical Alignment						7	7	Linited	i Sigi	n uista	1000	•			
Roadway Width (m	ר)		10.400												
Approach Bump						6 6									
Guardrail (Y/N)			Yes					Improp	ber la	ap of "n	nichi	gan shoe" at	NE an	nd SW.	
Guardrail						4	5								
Length (m)			48.000					-							
Current Standard	d (Y/N)		Yes					-							
Termination Type	е		Turn Do	wn			1								
Drainage						4	5	Excess	chip	oseal ro	ock a	long railpho	to		
Approach Road G	General	Rating	J			6	6								

NowImage: SurfaceImage: Surface <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>Supers</th> <th>tructure</th>							Supers	tructure		
Special Features X Special Feature X (Type :) X Waring Surface/Dack Top Datail Ratings X (Type :) X Waring Surface/Dack Top Datail Ratings X (M (%) 1 (%) 2 (%) 3 (%) Naming Surface/Dack Top Datail Ratings X X (Material Type :) K K (Material Type :) K X (Thickness(mm) :) X X Attract Connection Problem Y(N) No Chip seal coat over concrete overlay. Chip seal coat over concrete overlay. Chip seal coat over concrete overlay. Scaling Charles N N Dack Adaits N N Bump (Y/N) No Covered by chipseal coat. Deck Drainage 4 5 Drains Clogged (YN) Yes SCALING ON TOP SURFACE. Scaling (Parcant Area) 5 7 Scaling Rail/Posts Coating 8 7 Scaling Rail/Posts Coating 7 5	Bridge Com	ponent				Last	Now	Explanation of Condition		
Spacial Feature x (Type :) x Very Bright Survey Concerned Ratings x N (%) 1 (%) 2 (%) 3 (%) Asat x x N (%) 1 (%) 2 (%) 3 (%) Asat x x Waaring Surface x x (Mainal Type :) x x (Thickness(mm) :) No x x Additional Top : No x x Seck form No x x Deck dialits No x x Deck formac x x x Deck formac x x x Deck formac x x x Cubradid Rating x x x Scalang Rating R	(Primary Spa	an : SCC, 1 Sp	ans, L	engths	(m): 16, A-Ide	ent Num	nber:)			
(Type :) x Special Feature x (Type :) x Wearing Surface/Deck Top Detail Ratings x ast N (%) 1 (%) 2 (%) 3 (%) ast N (%) 1 (%) 2 (%) 3 (%) ast N (%) 1 (%) 2 (%) 3 (%) ast N (%) 1 (%) 2 (%) 3 (%) ast N (%) 1 (%) 2 (%) 3 (%) Ast K 6 6 6 (Matrial Type :) (Matrial Type :) (Matrial Type :) 5 (%) Chrissestnm) :)	Special Fea	tures								
Special Feature V (Type : Junce N N (%) 1 (%) 2 (%) 3 (%) Aast N 2 (%) 3 (%) A Aast I 2 (%) 3 (%) Image: Control Contro Control Contro Control Contro Control Contro Control Control Contr	Special Feat	ture					X			
(Type :) Variang Surface/Deck Top Detail Ratings Variang Surface/Deck Top Surface/Dec	(Type :)									
Nearing Surface/Deck Top Detail Ratings I I 2 I I I I 2 I <	Special Feat	ture					Х			
N %% aat baseN %% b1 %2 % b3 %Aat bIIIIINameIIIIIMarrow transverse cracks @ avg 800mm spacing. 15/Aug2006 (Maireit Insertie	(Type :)									
N %% aat baseN %% b1 %2 % b3 %Aat bIIIIINameIIIIIMarrow transverse cracks @ avg 800mm spacing. 15/Aug2006 (Maireit Insertie	Wearing Sur	face/Deck Top	Detail	Rating:	S					
NowImage: Set of the set of t		N (%)	1 (%))	2 (%)	3 (%)				
Wearing Surface 6 7 7 5 7 7 5 7 7 5 7 7 5 7 7 5 7 5 7 5 7 5 7 5 7 5 7 5 7 5 7 5 7 5 7 5 7 5 7 5 7 5 7 5 7 5	Last									
(Material Type :) (Thickness(mm) :) No Chip seal coat over concrete overlay. Chip seal coat over concrete overlay. Sealed Coat over concrete overlay. Stateral Connection Problem No X X Deck Top X X X Deck Aideability No X X Deck Aideability No No No Deck Aideability No No No Deck Aideability No No No Deck Aideability No Covered by chipseal coat. Deck Drainage 4 So Deck Drainage 4 So Deck Drainage Clogged (Y/N) Yes So Scaling (Percent Area) 5 Typical shrinkage cracks. Transverse cracking. SoLING ON TOP SURFACE. Stridge Rail Posts 8 7 (Type : GALVANIZED STELL BRIDGE TUBE) Typical shrinkage cracks. Transverse cracking. SoLING ON TOP SURFACE. Stridge Rail Posts 8 7 (Type : GALVANIZED STEL; GALVANIZED POST 7 Side Rail/Posts Coating 8 7 (Type : GALVANIZED Stecl. X X	Now									
(Material Type :) (Thickness(mm) :) No Chip seal coat over concrete overlay. Chip seal coat over concrete overlay. Sealed Coat over concrete overlay. Stateral Connection Problem No X X Deck Top X X X Deck Aideability No X X Deck Aideability No No No Deck Aideability No No No Deck Aideability No No No Deck Aideability No Covered by chipseal coat. Deck Drainage 4 So Deck Drainage 4 So Deck Drainage Clogged (Y/N) Yes So Scaling (Percent Area) 5 Typical shrinkage cracks. Transverse cracking. SoLING ON TOP SURFACE. Stridge Rail Posts 8 7 (Type : GALVANIZED STELL BRIDGE TUBE) Typical shrinkage cracks. Transverse cracking. SoLING ON TOP SURFACE. Stridge Rail Posts 8 7 (Type : GALVANIZED STEL; GALVANIZED POST 7 Side Rail/Posts Coating 8 7 (Type : GALVANIZED Stecl. X X	Wearing Sur	face				6	6	(Narrow transverse cracks @ avg 800mm spacing. 15/Aug/2006)		
							-			
Lateral Connection Problem (Y/N)NoIIDeck TopVXXBunc Connection ProblemV88Deck RideabilityNoNoNoBunc (Y/N)NoNoNoBunc (Y/N)NoNoNoDeck JaintsNoNoNoDeck JaintsNoNoNoDeck JaintsNoNoNoDeck JaintsNoNoNoDeck JaintsNoNoNoDeck JaintsNoNoNoDeck JaintsNoNoNoDeck JaintsNoNoNoDeck JaintsSTopical shrinkage cracks. Transverse cracking. Scaling (Percent Area)SScaling (Percent Area)STopical shrinkage cracks. Transverse cracking. Scaling (Percent Area)SSideg Rail PostsSSTopical shrinkage cracks. Transverse cracking. Scaling (Percent Area)Sideg Rail PostsSSTopical shrinkage cracks. Transverse cracking. Topical shrinkage cracks. Transverse cracking. Scaling Not ScalingSide Rail PostsSSTopical shrinkage cracks. Transverse cracking. 								Chip sear coat over concrete overlay.		
YrNnXXXDeck TopXXXDeck RideabilityXXXBump (Y/N)NoNNNBump (Y/N)NoNoNNDeck JointsNoNNBump (Y/N)NoNoNNDeck JointsNoNoNoNoDeck JointsNo<			n	No						
Deck Rideability Image N N Bump (Y/N) No N N N Bump (Y/N) No N N N Deck Drainage 4 5 Covered by chipseal coat. Deck Drainage 4 5 Frains Clogged (Y/N) Yes Drains Clogged (Y/N) Yes 5 Frains Clogged (Y/N) Yes Scaling (Percent Area) 5 5 Frains Clogged (Y/N) Scaling (Percent Area) 5 Bridge Rail (Posts 5 5 Frains Clogged (Y/N) Scaling (Percent Area) 5 Bridge Rail Posts 5 5 Scaling (Percent Area) 5 Frains Clogged (Y/N) Street Deck Coating 8 7 7 5 Frains Clogged (Y/N) Frains Clogged (Y/N) X X Bridge Rail/Posts Coating 1 2 (count) 3 (count) Image (Parcent Area) 5 Frains (Y/N) Bridge Rail/Posts Coating 1 2 (count) 3 (count) Image (Parcent Area) 7 5 </td <td>(Y/N)</td> <td></td> <td>•</td> <td></td> <td></td> <td></td> <td></td> <td></td>	(Y/N)		•							
Deck Joints No	Deck Top					Х	Х			
Deck Joints No										
Bump (Y/N) No Covered by chipseal coat. Deck Drainage Yas Drains Clogged (Y/N) Yes Curbs/Median Yes Curbs/Median 5 (Curb Type : Standard) Scaling (Percent Area) 5 Sridge Rail (Type : GALVANIZED STEEL BRIDGE TUBE) Bridge Rail Posts 8 7 (Type : GALVANIZED POST STEEL; GALVANIZED POST Steller Rail/Posts Coating 8 7 (Type : GALVANIZED POST STEEL; GALVANIZED POST Bridge Rail/Posts Coating 8 7 (Type : GALVANIZED DOST STEEL; GALVANIZED POST Steller Rail/Posts Coating 8 7 (Type : GALVANIZED DOST STEEL; GALVANIZED POST Bridge Rail/Posts Coating 8 7 (Type : GALVANIZED) 8 8 7 7 5 10 10 10 10 11 10 11 12 12 13-Jan-2012 13-Jan-2012 13-Jan-2012 13-Jan-2012 14 16 connector Pocket Yes 17 5 18 19 10 10 10 11 12-1 12 13 <td>Deck Rideat</td> <td colspan="3">Deck Rideability</td> <td>8</td> <td>8</td> <td></td>	Deck Rideat	Deck Rideability			8	8				
Bump (Y/N) No Covered by chipseal coat. Deck Drainage Yas Drains Clogged (Y/N) Yes Curbs/Median Yes Curbs/Median 5 (Curb Type : Standard) Scaling (Percent Area) 5 Sridge Rail (Type : GALVANIZED STEEL BRIDGE TUBE) Bridge Rail Posts 8 7 (Type : GALVANIZED POST STEEL; GALVANIZED POST Steller Rail/Posts Coating 8 7 (Type : GALVANIZED POST STEEL; GALVANIZED POST Bridge Rail/Posts Coating 8 7 (Type : GALVANIZED DOST STEEL; GALVANIZED POST Steller Rail/Posts Coating 8 7 (Type : GALVANIZED DOST STEEL; GALVANIZED POST Bridge Rail/Posts Coating 8 7 (Type : GALVANIZED) 8 8 7 7 5 10 10 10 10 11 10 11 12 12 13-Jan-2012 13-Jan-2012 13-Jan-2012 13-Jan-2012 14 16 connector Pocket Yes 17 5 18 19 10 10 10 11 12-1 12 13 <td>Deals Isiat</td> <td></td> <td></td> <td></td> <td></td> <td>N</td> <td>NI</td> <td></td>	Deals Isiat					N	NI			
Covered by chipsed tool. Covered by chipsed tool. Deck Drainage 4 5 Drains Clogged (Y/N) Yes Typical shrinkage cracks. Transverse cracking. Curb S/Median 6 6 6 Curb Type : Standard) Scaling (Percent Area) 5 SCALING ON TOP SURFACE. Sridge Rail 8 7 Type : GALVANIZED STEEL BRIDGE TUBE) Bridge Rail Posts 8 7 Type : GALVANIZED POST STEEL; GALVANIZED POST Streten St				N 1		N	N	-		
Drains Clogged (Y/N) Yes Image: Clogged (Y/N) Curbs/Median Version (Curb Type : Standard) 5 Scaling (Percent Area) 5 Scaling (Percent Area) 5 Scaling (Percent Area) 5 Bridge Rail 5 Scaling (Percent Area) 5 Stadge Rail Posts 8 7 (Type : GALVANIZED STEEL; GALVANIZED POST 8 7 (Type : GALVANIZED Cotating (Type : GALVANIZED) 8 7 7 Stidege Rail Posts X X X Sidewalk 1 (count) 2 (count) 3 (count) N (count) 1 (count) 2 (count) 3 (count) Grider 13-Jan-2012 S Graders (Y/N) Yes S Spalling (Percent Area) 13-Jan-2012 S Graders (Y/N) Yes S Sm long. Unthor Of Griders : 11) Yes S Sm long. Span Alignment Problems No S S Vertical (Y/N) No S S	Bump (Y/N	N)		NO			_	Covered by chipseal coat.		
Curbs/Median 6 6 Typical shrinkage cracks. Transverse cracking. SCALING ON TOP SURFACE. Scaling (Percent Area) 5 SCALING ON TOP SURFACE. Scaling (Percent Area) 5 SCALING ON TOP SURFACE. Sridge Rail 8 7 (Type : GALVANIZED STEEL BRIDGE TUBE) 8 7 Sridge Rail Posts 8 7 (Type : GALVANIZED POST STEEL;GALVANIZED POST STEEL;	Deck Draina	ge				4	5			
Scaling (Percent Area) 5 5 Sirdige Rail 5 8 7 (Type: GALVANIZED STEEL BRIDGE TUBE) 8 7 Bridge Rail Posts 8 7 (Type: GALVANIZED POST STEEL;GALVANIZED POST STEEL;GALV	Drains Clo	gged (Y/N)		Yes						
Scaling (Percent Area) 5 5 Sirdige Rail 5 8 7 (Type: GALVANIZED STEEL BRIDGE TUBE) 8 7 Bridge Rail Posts 8 7 (Type: GALVANIZED POST STEEL;GALVANIZED POST STEEL;GALV	Curbs/Median					6	6	Typical shrinkage cracks. Transverse cracking.		
Bridge Rail 8 7 (Type : GALVANIZED STEEL BRIDGE TUBE) 8 7 Bridge Rail Posts 8 7 (Type : GALVANIZED POST STEEL;GALVANIZED POST STEEL) 8 7 Bridge Rail/Posts Coating 8 7 Gridge Rail/Posts Coating 8 7 (Type : GALVANIZED) 8 7 Sidewalk X X Sidewalk X X Sidewalk 2 (count) 3 (count) Last N (count) 1 (count) 2 (count) Sider Detail Ratings 7 5 Last 13-Jan-2012 1 Griders 13-Jan-2012 1 Cracking (Y/N) Yes 1 Spalling (Percent Area) 0 1 Lift or Connector Pocket Yes 1 Grouted (Y/N) No 1 Vertical (Y/N) No 1 Horizontal (Y/N) No 1	(Curb Type	e : Standard)						SCALING ON TOP SURFACE.		
(Type : GALVANIZED STEEL BRIDGE TUBE) Bridge Rail Posts 8 7 (Type : GALVANIZED POST STEEL;GALVANIZED POST STEEL) 8 7 Bridge Rail/Posts Coating TYPe : GALVANIZED POST STEEL;GALVANIZED POST 8 7 Bridge Rail/Posts Coating TYPe : GALVANIZED 8 7 Bridge Rail/Posts Coating (Type : GALVANIZED) 8 7 Sidewalk X X X Sidewalk X X X Sidewalk 2 X X Sidewalk 1 2 3 Count) A 1 2 3 Count) 3 Count) Last No 1 1 S S S Griders 13-Ja-2012 Image: S Image: S Image: S S Spalling (Percent Area) 0 Image: S Image: S Image: S S Sidewalk Yes Image: S Image: S Image: S Image: S Spalling (Percent Area) 0 Image: S Image: S Image: S Image: S Som Alignment Problems	Scaling (P	ercent Area)		5						
(Type : GALVANIZED STEEL BRIDGE TUBE) Bridge Rail Posts 8 7 (Type : GALVANIZED POST STEEL;GALVANIZED POST STEEL) 8 7 Bridge Rail/Posts Coating TYPe : GALVANIZED POST STEEL;GALVANIZED POST 8 7 Bridge Rail/Posts Coating TYPe : GALVANIZED 8 7 Bridge Rail/Posts Coating (Type : GALVANIZED) 8 7 Sidewalk X X X Sidewalk X X X Sidewalk 2 X X Sidewalk 1 2 3 Count) A 1 2 3 Count) 3 Count) Last No 1 1 S S S Griders 13-Ja-2012 Image: S Image: S Image: S S Spalling (Percent Area) 0 Image: S Image: S Image: S S Sidewalk Yes Image: S Image: S Image: S Image: S Spalling (Percent Area) 0 Image: S Image: S Image: S Image: S Som Alignment Problems	Bridge Rail					8	7			
Bridge Rail Posts 8 7 (Type : GALVANIZED POST STEEL;GALVANIZED POST STEEL) 8 7 Bridge Rail/Posts Coating (Type : GALVANIZED) 8 7 Bridge Rail/Posts Coating (Type : GALVANIZED) 8 7 Sidewalk X X X Sidewalk X X X Sidewalk 1 (count) 1 (count) 3 (count) A (count) 1 (count) 2 (count) 3 (count) Last A 2 3 Siderer Detail Ratings I I Griders 1 2 (count) 3 (count) Griders 13-Jan-2012 I Gracking (Y/N) Yes 7 5 Spalling (Percent Area) 0 I I Grouted (Y/N) Yes I I Yetrical (Y/N) No I I Yetrical (Y/N) No I I	U	LVANIZED ST	EEL 8	BRIDGE	E TUBE)		-			
Type : GALVANIZED POST STEEL;GALVANIZED POST STEEL) 8 7 Bridge Rail/Posts Coating 8 7 Crype : GALVANIZED 5 Sidewalk X X Sidewalk Y Y Sidewalk Y Y Sidewalk Y					,	8	7			
STEEL) 8 7 Bridge Rail/Posts Coating 8 7 (Type : GALVANIZED) X X Sidewalk X X X Sidewalk 1 (count) 2 (count) 3 (count) Last Complet Inspection Date 13-Jan-2012 I Cracking (Y/N) Yes Guitter S Secondational (SM TYPE) cracks on several girders, less than 0.5m long. Spalling (Percent Area) 0 I I Secondational (SM TYPE) cracks on several girders, less than 0.5m long. Number Of Girders : 11) No I I			DST S	TEEL:0						
(Type : GALVANIZED) Sidewalk X X Sidewalk X X Girder Detail Ratings X X N (count) 1 (count) 2 (count) 3 (count) Last N 2 (count) 3 (count) Last Image: Complete Inspection Date 13-Jan-2012 Image: Complete Inspection Date Girders T 5 T Last Complete Inspection Date 13-Jan-2012 Image: Complete Inspection Date 13-Jan-2012 Cracking (Y/N) Yes Image: Complete Inspection Date 13-Jan-2012 Spalling (Percent Area) 0 Image: Complete Inspection Pocket Yes Spalling (Percent Area) 0 Image: Complete Inspection Pocket Yes (Number Of Girders : 11) Yes Image: Complete Inspection Pocket Yes Span Alignment Problems Image: Complete Inspection Pocket No Image: Complete Inspection Pocket Vertical (Y/N) No Image: Complete Inspection Pocket Image: Complete Inspection Pocket Vertical (Y/N) No Image: Complete Inspection Pocket Image: Complete Inspecket Ima	STEEL)			,_				_		
Sidewalk X X X Girder Detail Ratings I 2 (count) 3 (court) Last I 2 (count) 3 (court) Aww I I I Sidewalk I I I Now I I I Girders I I I Cracking (Y/N) Yes I Spalling (Percent Area) 0 I If to r Connector Pocket Yes I Grouted (Y/N) Yes I Vertical (Y/N) No I Vertical (Y/N) No I	Bridge Rail/F	Posts Coating				8	7			
Girder Detail RatingsI (count)1 (count)2 (count)3 (count)LastIIIIINowIIIIILastIIIIINowIIIIISirdersIIIIGirdersIIIICracking (Y/N)YesIISpalling (Percent Area)0IISpalling (Percent Area)0IIGrouted (Y/N)YesIISpan Alignment ProblemsVertical (Y/N)NoIVertical (Y/N)NoIIHorizontal (Y/N)NoI	(Type : GA	LVANIZED)								
$ \begin{array}{c c c c c c } \hline N \ (count) & 1 \ (count) & 2 \ (count) & 3 \ (count) & 1 \ (coun$	Sidewalk					Х	Х			
$ \begin{array}{c c c c c c } \hline N \ (count) & 1 \ (count) & 2 \ (count) & 3 \ (count) & 1 \ (coun$										
Last Now Sirders Cracking (Y/N) Yes Cracking (Y/N) Yes Spalling (Percent Area) 0 Lift or Connector Pocket Grouted (Y/N) Yes Span Alignment Problems Vertical (Y/N) No	Girder Detail									
Now Image: Constraint of the section Date 13-Jan-2012 T 5 Last Complete Inspection Date 13-Jan-2012 Image: Constraint of the section Date Hairline diagnal (SM TYPE) cracks on several girders, less than 0.5m long. Connector Pocket Yes Yes Image: Constraint of the section Date Image: Conse Image: Constrai		N (count)	1 (co	unt)	2 (count)	3 (cou	int)	-		
Girders 7 5 Last Complete Inspection Date 13-Jan-2012	Last							-		
Last Complete Inspection Date 13-Jan-2012 Cracking (Y/N) Yes Spalling (Percent Area) 0 Lift or Connector Pocket Grouted (Y/N) Yes (Number Of Girders : 11) Span Alignment Problems Vertical (Y/N) No Horizontal (Y/N) No										
Cracking (Y/N) Yes Hairline diagnal (SM TYPE) cracks on several girders, less than 0.5m long. Spalling (Percent Area) 0 0 Lift or Connector Pocket Grouted (Y/N) Yes 0 (Number Of Girders : 11) Span Alignment Problems 0 Vertical (Y/N) No 0 Horizontal (Y/N) No 0	Girders					7	5	-		
Spalling (Percent Area) 0 Lift or Connector Pocket Grouted (Y/N) Yes (Number Of Girders : 11) 0 Span Alignment Problems 0 Vertical (Y/N) No Horizontal (Y/N) No		· · · · · · · · · · · · · · · · · · ·	Date		-2012			4		
Spalling (Percent Area) 0 Lift or Connector Pocket Grouted (Y/N) Yes (Number Of Girders : 11) Span Alignment Problems Vertical (Y/N) No Horizontal (Y/N) No		· · · · · · · · · · · · · · · · · · ·						Hairline diagnal (SM TYPE) cracks on several girders, less than 0.5m long.		
Grouted (Y/N) Image: Constraint of the second sec								-		
Span Alignment Problems No Vertical (Y/N) No Horizontal (Y/N) No	Lift or Conne	ector Pocket		Yes						
Span Alignment Problems Vertical (Y/N) No Horizontal (Y/N) No	· · · · · ·	- <i>'</i>						1		
Vertical (Y/N) No Horizontal (Y/N) No			3							
Horizontal (Y/N) No			_	No						
		· · ·								
Superstructure General Rating / 5	1					7	F			
	Superstruct	lure General R	aung				Э			

Alberta Transportation

					Subst	ructure				
Bridge Comp	oonent			Last	Now	Explanation of Condition				
Abutments										
(Extended B	Backwall Piles	s (Y/N) :)								
(Extended B	Backwall Piles	s Spacing(mm	n):)							
(Total Numbe						Concrete abutment.				
Bearing Seats		· · · · · ·	nas							
Douring Could	N (count)	1 (count)	2 (count)	3 (cou	int)	-				
Last				5 (00	<i></i>	-				
						-				
Now						25mm neoprne strip.				
Bearing Seate	•	els		8	7					
(Type : CO	NCRETE)					-				
(Depth(mm)):)					_				
(Width(mm)):)									
Backwalls/Bre	eastwalls			8	7					
Greatest He	eight (m)	1.60								
	Wingwalls				7					
				7						
(Total Number of Bearing Piles : 0:0)										
Piles Detail Ratings						Piles encased in concrete abutment.				
	N (count) 1 (count) 2 (count)									
Last					unt) O					
Now	100				•					
Piles	100			NI	N	-				
				N	N					
Paint/Coating	l			5	5					
Abutment Sta	ability			8	7					
	lonity				'					
Scour/Erosion	n			8	7					
Piers/Bents										
(Type :)										
(Total Numbe	er of Caps/Co	rbels :)								
Bearing Seats			nas							
g coat	N (count)	1 (count)	2 (count)	3 (cou	int)					
Last										
Now						-				
	Conc/Corbe			X	X	-				
Bearing Seats	s/Caps/Corbe	515		X	Λ					
(Type :)						-				
(Depth(mm)						-				
(Width(mm)										
(Total Numbe		Piles :)								
Piles Detail R	atings									
	N (count)	1 (count)	2 (count)	3 (cou	unt)					
Last										
Now										
Pier Shaft/Pile	es			Х	X					
Greatest He						1				
Bracing/Struts				X	X					
Braoing/otrat	o, onearning									
Nose Plate				X	Х					
Paint/Coating	1			X	Х					
(Colour Des										
(Colour Des										
· · · · · · · · · · · · · · · · · · ·	ue.)			X	V					
Pier Stability	Pier Stability				X					

Alberta Transportation

			Subst	ructure
Bridge Component			Now	Explanation of Condition
Scour		X	X	
Debris (Y/N)	No			
Substructure General Rating			7	
		S	Structu	re Usage
		Last	Now	Explanation of Condition
Channel				
(U/S Direction : S)				_
(D/S Direction : N)				
Alignment			7	
Bank Stability	Bank Stability			
HWM (m below Top of Curb)			_	
Drift (Y/N)	No			
Slope Protection		7	7	
(Type : RIP RAP; RIP RAP)				
Guidebank/Spurs		X	X	
Adequacy of Opening		7	7	
(Fish Compensation Measure 1	: NONE)			
(Fish Compensation Measure 2	: NONE)			
Channel General Rating		7	7	

		Maintenanee	e Recommenda	ations				
Inspector Recommendations	Year	Inspector Comments		Department Com	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/EROSIO	N							
PLACE ADDITIONAL RIP RAP								
REMOVE DRIFT ACCUMULATION								
INSTALL STRUTS								
OTHER ACTION								
OTHER ACTION								
OTHER ACTION								
OTHER ACTION								
Structural Condition Rating (Last/Nov (%)	w) 83.3/66	.7 Sufficiency Rating (La (%)	ist/Now) 7	/3.1/64.1	Est. Repl. Yr 2064	Maint. Red	qd. (Y/N)	No
Special Comments for Next Inspection				Department Comments		·		
Maintenance Reviewed By				Date		Estimated Total	0	
Proposed Long-Term Strategy								
On 3-Year Program (Y/N)								
On 3-Year Program (Y/N) Proposed Action								
Proposed Action	Arnold Assenho	eimer	Previous A	Assistant's Name	Todd Warshawski			
Proposed Action Previous Inspector's Name	Arnold Assenhe	eimer		Assistant's Name	Todd Warshawski 02-Mar-2010			
Proposed Action Previous Inspector's Name Next Inspection Date		eimer						