

Bridge Inspection							
Bridge File Number	09757 -1 Bridge			Form Type	PCS		
Year Built/Year Supstr	1956/1956			Lot No.	2		
Bridge or Town Name	CHAMPION			Inspector Name	Jason Rusu		
Located Over	LONG COULEE CREEK, 2.12.12.9, WATERCRS-ST			Inspector Class	BR CLS B		
Located On	529:04 C1 4.515			Assistant Name			
Water Body Cl./Year				Assistant Class			
Navigabil. Cl./Year				Inspection Date	06-Mar-2010		
Legal Land Location	SE SEC 16 TWP 15 RGE 23 W4M			Data Entry By	Erin Roberts		
Longitude, Latitude	-113:06:08, 50:15:07			Data Entry Date	11-Apr-2010		
Road Authority	Alberta Transportation (AIT)			Reviewer Name	Garry Roberts		
Contract Main. Area	CMA25			Review Date	11-Mar-2010		
Clear Roadway/Skew	9.1 /			Dept. Reviewer Name	Lorenz Bohnert		
AADT/Year	310 / 2008 (A)			Dept. Review Date	13-Apr-2010		
Road Classification	RCU-209-110			Follow-Up By			
Detour Length (km)	6						
Allowable Load (t):	Single	CS1 28 GIRDER	Semi	CS2 49 GIRDER	Train	CS3 62 GIRDER	----> On Critical Spans ---->Critical Member
Design Loading:	HS20						----> Primary Span

Posting Information							
Required Load Posting (t)	Single				Semi		Truck Train
Posted Loading (t)	Single				Semi		Truck Train
Posted:	Lane	EB	At Junction (Y/N)	No	In Advance (Y/N)	No	At Bridge (Y/N) No
Posted:	Lane	WB	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	Good condition						
Other Sign Types							

Utilities (Located at)			
Utility Attachments			
Telephone	South ditch		Gas
Power			Municipal
Others			Problem (Y/N) No
Remarks			

Approach Road				
		Last	Now	Explanation of Condition
Horizontal Alignment		9	8	Hill either direction - poor sight distance.
Vertical Alignment		5	6	
Roadway Width (m)	9.200			Not thrie beam
Approach Bump		3	5	
Guardrail (Y/N)	Yes			
Guardrail		8	7	
Length (m)	11.700			
Current Standard (Y/N)	No			
Termination Type	TURNED DOWN			
Drainage		5	6	
<b>Approach Road General Rating</b>		<b>5</b>	<b>6</b>	

Superstructure					
Bridge Component		Last	Now	Explanation of Condition	
(Primary Span : <b>PG, 2 Spans, Lengths(m): 6.1-6.1, A-Ident Number: )</b>					
<b>Special Features</b>					
Special Feature		X	X	This is a 2'x6' left over from deck overlay or construction purpose. It does not serve any structural purpose. Remove from special features	
(Type : <b>LONGIT TIMB STRUT</b> )					
Special Feature			X		
(Type : )					
Wearing Surface/Deck Top Detail Ratings					
	N (%)	1 (%)	2 (%)	3 (%)	
<b>Last</b>	0	0	0	0	
<b>Now</b>	0.0	0.0	0.0	0.0	
Wearing Surface		6	4	Cracks between most units-sealed Detracting along curbs 70mm x 80mm x 3m loss of ACP between N. curb girder repair photo 1	
(Material Type : <b>ACP</b> )					
(Thickness (mm) : <b>50</b> )					
Lateral Connection Problem (Y/N)	Yes				
Deck Top		N	N		
Deck Rideability		5	5		
Deck Joints		N	N		
Bump (Y/N)	No				
Deck Drainage		8	8	All drains open and clear.	
Drains Clogged (Y/N)	No				
Curbs/Median		4	4	Spalls at corners. Plow damage with expsed rebar - see photo 2 Repair spalls and patch lift pockets	
(Curb Type : <b>Standard</b> )					
Scaling (Percent Area)	5				
Bridge Rail		6	5	Double layer. 2nd post from East on North side missing- replace- photo 3	
(Type : <b>FLEX BEAM</b> )					
Bridge Rail Posts		6	3		
(Type : <b>TREATED TIMBER;TREATED TIMBER</b> )					
Bridge Rail/Posts Coating		8	7		
(Type : )					
Sidewalk		X	X		
Girder Detail Ratings					
	N (count)	1 (count)	2 (count)	3 (count)	
<b>Last</b>	0	0	0	0	
<b>Now</b>	0	0	0	0	
Girders		6	5	Lifting pockets are void of grout SW curb girder spall in anch zone with exposed rebar with 4 curb girders	
Last Complete Inspection Date	06-Mar-2010				
Cracking (Y/N)	Yes				
Spalling (Percent Area)	4				
Lift or Connector Pocket Grouted (Y/N)	No				
(Number Of Girders : <b>24</b> )					
<b>Span Alignment Problems</b>					
Vertical (Y/N)		No			
Horizontal (Y/N)		No			
<b>Superstructure General Rating</b>		<b>6</b>	<b>5</b>		

Substructure						
Bridge Component		Last	Now	Explanation of Condition		
<b>Abutments</b>						
(Extended Backwall Piles (Y/N) : Y)						
(Extended Backwall Piles Spacing (mm) : 1700)						
(Total Number of Caps/Corbels : 5:5)						
Bearing Seats/Caps/Corbels Detail Ratings						
	N (count)	1 (count)	2 (count)	3 (count)		
<b>Last</b>	0	0	0	0		
<b>Now</b>	0	0	0	0		
Bearing Seats/Caps/Corbels				6	5	
(Type : TREATED TIMBER)						
(Depth (mm) : 300)						
(Width (mm) : 300)						
Backwalls/Breastwalls				6	4	
Greatest Height (m)		2.90				
Wingwalls				4	4	
NE corner charred from fire. - sound o.k.						
Loss of fill behind wingwall. Could be contributing to the settlement of ACP						
Some erosion at NW corner						
(Total Number of Bearing Piles : 8:8)						
Piles Detail Ratings						
	N (count)	1 (count)	2 (count)	3 (count)		
<b>Last</b>	0	0	0	0		
<b>Now</b>	0	0	0	0		
Piles				6	5	
Paint/Coating				X	X	
Abutment Stability				6	3	
East abut piles bearing 3/4 - 1/4 of diameter- see photo 4. Address abut stability						
Scour/Erosion				5	5	
<b>Piers/Bents</b>						
(Type : PIER-COLUMN)						
North pile has been encased in concrete - steel pipe sleeve						
(Total Number of Caps/Corbels : 5)						
Bearing Seats/Caps/Corbels Detail Ratings						
	N (count)	1 (count)	2 (count)	3 (count)		
<b>Last</b>	0	0	0	0		
<b>Now</b>	0	0	0	0		
Bearing Seats/Caps/Corbels				5	5	
(Type : TREATED TIMBER)						
(Depth (mm) : 300)						
(Width (mm) : 360)						
(Total Number of Bearing Piles : 8)						
Piles Detail Ratings						
	N (count)	1 (count)	2 (count)	3 (count)		
<b>Last</b>	0	0	0	0		
<b>Now</b>	0	0	0	0		
Pier Shaft/Piles				6	6	
Greatest Height (m)		3.50				
Bracing/Struts/Sheathing				6	6	
Nose Plate				X	X	

Substructure				
Bridge Component		Last	Now	Explanation of Condition
Paint/Coating		X	X	
(Colour Description : )				
(Colour Code : )				
Pier Stability		6	6	
Scour		5	5	
Debris (Y/N)	No			
<b>Substructure General Rating</b>		<b>5</b>	<b>4</b>	
Structure Usage				
		Last	Now	Explanation of Condition
<b>Channel</b>				
(U/S Direction : <b>N</b> )				Stream is behind NW wingwall - minor
(D/S Direction : <b>S</b> )				
Alignment		4	4	
Bank Stability		5	5	Minor sloughing @ NE & SW banks
HWM (m below Top of Curb)				HWM not visible
Drift (Y/N)	No			
Slope Protection		6	6	
(Type : <b>NATURAL; NATURAL</b> )				
Guidebank/Spurs		X	X	
Adequacy of Opening		7	7	
(Fish Compensation Measure 1 : <b>NONE</b> )				
(Fish Compensation Measure 2 : <b>NONE</b> )				
<b>Channel General Rating</b>		<b>4</b>	<b>4</b>	

Maintenance Recommendations							
Inspector Recommendations	Year	Inspector Comments	Department Comments	Target Year	Est. Cost	Cat #	
REPAIR/REPLACE BRIDGE RAIL							
REPAIR/SEAL CURBS	2010	Patch corners of curb units- photo					
PATCH DECK	2010	At NE end. - photo					
OVERLAY DECK							
STRAIGHTEN/REPLACE MEMBERS							
WASHING							
SHOTCRETE REPAIRS							
CORE TIMBER CAPS/CORBELS							
REPAIR/REPLACE TIMBER CAPS							
REPAIR ABUTMENT SCOUR/EROSION							
PLACE ADDITIONAL RIP RAP	2010	4m3/class I @ N NW wing wall- photo					
REMOVE DRIFT ACCUMULATION							
INSTALL STRUTS							
OTHER ACTION	2010	8-grout lift hook pockets- photo					
OTHER ACTION	2010	Restrain East abut piles into fill to improve abut stability					
<b>Structural Condition Rating (Last/Now) (%)</b>	<b>61.1/50.0</b>	<b>Sufficiency Rating (Last/Now) (%)</b>	<b>66.3/61.8</b>	Est. Repl. Yr	2011	Maint. Req. (Y/N)	Yes
Special Comments for Next Inspection	East abutment stability requires work to stabilize abutment fill if bridge is not scheduled from replacmeny in 2010/2011. Hwy 529 experiences heavy truck traffic daily.		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	Tim Davies		Previous Assistant's Name				
Next Inspection Date	06-Jun-2013		Previous Inspection Date	23-Feb-2007			
Inspection Cycle (Default) (months)	39						
Comment							