

Bridge Inspection							
Bridge File Number	09875 -1 Bridge			Form Type	PCS		
Year Built/Year Supstr	1968/1968			Lot No.	1		
Bridge or Town Name	WINFIELD			Inspector Name	Owen Salava		
Located Over	TRIBUTARY TO POPLAR CREEK, 6.132.14, WATERCRS-ST			Inspector Class	BR CLS A		
Located On	13:04 C1 35.973			Assistant Name			
Water Body Cl./Year				Assistant Class			
Navigabil. Cl./Year				Inspection Date	26-Jun-2012		
Legal Land Location	SE SEC 14 TWP 46 RGE 4 W5M			Data Entry By	Marcia Chavez		
Longitude, Latitude	-114:28:17, 52:57:36			Data Entry Date	15-Jul-2012		
Road Authority	Alberta Transportation (AIT)			Reviewer Name	John O'Brien		
Contract Main. Area	CMA17			Review Date	05-Jul-2012		
Clear Roadway/Skew	9.1 /			Dept. Reviewer Name	Andrew Smikles		
AADT/Year	1,000 / 2011 (A)			Dept. Review Date	02-Aug-2012		
Road Classification	RAU-209-110			Follow-Up By			
Detour Length (km)	3						
Allowable Load (t):	Single	CS1 28 GIRDER	Semi	CS2 49 GIRDER	Train	CS3 65 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)	No
Remarks	
Other Sign Types	

Utilities (Located at)			
Utility Attachments			
Telephone	North & South r/w.	Gas	
Power	3 wires 23m North of c/l.	Municipal	
Others		Problem (Y/N)	No
Remarks			

Approach Road				
		Last	Now	Explanation of Condition
Horizontal Alignment		7	7	Approaches NE & SW.
Vertical Alignment		8	8	Long shallow sag curve.
Roadway Width (m)	9.100			
Approach Bump		7	7	
Guardrail (Y/N)	Yes			Minor creases. Insufficient length and insufficient posts. Needs radius transition @ NE if extending to meet std. Posts broken off at grade at NW (photo).
Guardrail		4	4	
Length (m)	30.000			
Current Standard (Y/N)	No			
Termination Type	TURNED DOWN			
Drainage		7	7	
<b>Approach Road General Rating</b>		<b>7</b>	<b>7</b>	

Superstructure					
Bridge Component		Last	Now	Explanation of Condition	
(Primary Span : <b>HC, 3 Spans, Lengths(m): 6.1-6.1-6.1, 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>	0.0	0.0	0.0	0.0	
Wearing Surface			5	5	Transverse cracks over abutment & pier joints.  7 lines / span in asphalt.
(Material Type : <b>ACP</b> )					
(Thickness(mm) : <b>50</b> )					
Lateral Connection Problem (Y/N)		Yes			
Deck Top			N	N	Paved over
Deck Rideability			7	7	
Deck Joints			N	N	Paved over. Buffer angles.
Bump (Y/N)		No			
Deck Drainage			7	7	
Drains Clogged (Y/N)		No			
Curbs/Median			4	4	Lifting pockets void of grout. S3G11 curb face with short horizontal cracks. Small spall at E end; hole at W end (photos).
(Curb Type : <b>Standard</b> )					
Scaling (Percent Area)		5			
Bridge Rail			4	4	Single layer - missing 8 splice bolts (photo).
(Type : <b>GALVANIZED STEEL FLEX BEAM</b> )					
Bridge Rail Posts			5	5	
(Type : <b>GALVANIZED POST STEEL;GALVANIZED POST STEEL</b> )					
Bridge Rail/Posts Coating			5	5	
(Type : <b>GALVANIZED</b> )					
Sidewalk			X	X	
Girder Detail Ratings					
	N (count)	1 (count)	2 (count)	3 (count)	27%
<b>Last</b>	0	0	0	9	
<b>Now</b>	0	0	0	9	
Girders			3	3	9/33 girders rated 3 with longit. crack/spall within AZ. Midspan spall to S3G2. 4 drift spalls E abut and 9 W abut. Rust staining from connector pockets on 25%. Girders curb lift pockets - ungrouted.
Last Complete Inspection Date		26-Jun-2012			
Cracking (Y/N)		Yes			
Spalling (Percent Area)		1			
Lift or Connector Pocket Grouted (Y/N)		No			
(Number Of Girders : <b>33</b> )					
11 / span.					
<b>Span Alignment Problems</b>					
Vertical (Y/N)		No			
Horizontal (Y/N)		No			
<b>Superstructure General Rating</b>			<b>3</b>	<b>3</b>	

Substructure					
Bridge Component		Last	Now	Explanation of Condition	
<b>Abutments</b>					
(Extended Backwall Piles (Y/N) : Y)					
(Extended Backwall Piles Spacing(mm) : 1600)					
(Total Number of Caps/Corbels : 3:3)					
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	6
(Type : TREATED TIMBER)					
(Depth(mm) : 356)					
(Width(mm) : 305)					
Backwalls/Breastwalls			5	5	
Greatest Height (m)		1.30			
Wingwalls			5	5	
End of one sheathing broken @ SW wing. SW wing charred by fire - minor.					
(Total Number of Bearing Piles : 6:7)					
Piles Detail Ratings					
	N (count)	1 (count)	2 (count)	3 (count)	
<b>Last</b>	0	0	0	1	
<b>Now</b>	0	0	0	1	
Piles				3	3
Paint/Coating				X	X
Abutment Stability			3	3	
Erosion starting behind backwall at NE & SW corners (photo).					
Scour/Erosion			3	3	
Both headslopes are being eroded. Deep gullies @ NE, SW corners and SE. Prone to loss of fill due to headslope erosion @ SW under deck drains & NE corner - photos.					
<b>Piers/Bents</b>					
(Type : PIER-COLUMN)					
(Total Number of Caps/Corbels : 3:5)					
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				4	4
(Type : TREATED TIMBER)					
(Depth(mm) : 305)					
(Width(mm) : 356)					
(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	
Pier Shaft/Piles				6	6
Greatest Height (m)		3.80			
Bracing/Struts/Sheathing			6	6	
Nose Plate			X	X	
Paint/Coating			X	X	
(Colour Description : )					
(Colour Code : )					
W pier piles have been sistered by bracing / driving another beside shattered pile SW corner.					

Substructure				
Bridge Component		Last	Now	Explanation of Condition
Pier Stability		5	5	
Scour		4	4	Bank widening under bridge.
Debris (Y/N)	Yes			Remnants of old piles/sheathing under S1.
<b>Substructure General Rating</b>		<b>3</b>	<b>3</b>	
Structure Usage				
		Last	Now	Explanation of Condition
<b>Channel</b>				
(U/S Direction : <b>S</b> )				Enter at a sharp corner and exits same way. Banks are vertical D/S end.
(D/S Direction : <b>N</b> )				
Alignment		4	4	
Bank Stability		5	5	
HWM (m below Top of Curb)				HWM not visible.
Drift (Y/N)	No			
Slope Protection		3	3	Severe erosion @ SW corner - photo.
(Type : <b>NONE; NONE</b> )				
Guidebank/Spurs		X	X	
Adequacy of Opening		5	5	
(Fish Compensation Measure 1 : <b>NONE</b> )				
(Fish Compensation Measure 2 : <b>NONE</b> )				
<b>Channel General Rating</b>		<b>3</b>	<b>3</b>	



Comment	
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**Maintenance Recommendations**

Inspector Recommendations	Year	Inspector Comments	Department Comments	Target Year	Est. Cost	Cat #	
REPAIR/REPLACE BRIDGE RAIL	2012	Upgrade to double layer to meet std @ next rehab. 8 splice bolts.	At next rehab Splice bolts to be replaced next time on site.				
SEAL CURBS	2012	Grout / patch curb lift pockets.	Next time on site				
PATCH DECK							
OVERLAY DECK							
STRAIGHTEN/REPLACE MEMBERS							
WASHING							
SHOTCRETE REPAIRS							
CORE TIMBER CAPS/CORBELS							
REPAIR/REPLACE TIMBER CAPS							
REPAIR ABUTMENT SCOUR/EROSION	2012	Repair abutment erosion all corners.	To operations				
PLACE ADDITIONAL RIP RAP	2012	50m3 Class II	To operations				
REMOVE DRIFT ACCUMULATION							
INSTALL STRUTS							
OTHER ACTION	2012	Upgrade approach rail to meet std. and replace broken post at NW.	To operations				
OTHER ACTION							
OTHER ACTION	2012	Treat/band split piles - 1.	Next time on site				
OTHER ACTION							
OTHER ACTION							
OTHER ACTION							
OTHER ACTION							
OTHER ACTION							
OTHER ACTION							
OTHER ACTION							
OTHER ACTION							
<b>Structural Condition Rating (Last/Now) (%)</b>	<b>33.3/33.3</b>	<b>Sufficiency Rating (Last/Now) (%)</b>	<b>53.1/53.1</b>	Est. Repl. Yr	2015	Maint. Req. (Y/N)	Yes
Special Comments for Next Inspection	No action for R=3 girders; continue to monitor.		Department Comments	D. Halwa reviewed the site on Sept. 6th, 2022 and determined that armouring headslopes prior to replacement in not warranted at this time. CB Tentatively programmed to be replaced in 2022. AS			
Maintenance Reviewed By	Andrew Smikles		Date	23-Aug-2012	Estimated Total	0	

Proposed Long-Term Strategy	2007.10.10 Final design in progress for spot replacement in 2012. 2001.08.24 Bridge should be ok until 2015. Monitor normal BIM.		
On 3-Year Program (Y/N)			
Proposed Action			
Previous Inspector's Name	Owen Salava	Previous Assistant's Name	
Next Inspection Date	26-Mar-2014	Previous Inspection Date	23-Aug-2010
Inspection Cycle (Default) (months)	21		
Comment			