BIM INSPECTION FORMS

There are 2 Types of Bridge Inspectors – Class B and Class A.

- Class B inspectors can only inspect Standard Bridges and Culverts
- Class A Inspectors can inspect Major Bridges, Standard Bridges and Culverts

Definition of a Standard Bridge - Bridges that are built using standard components and Standard Drawings (exception is standard girder bridges with composite decks – SMC, SCC, SLC – which are major bridges)

Definition of a Major Bridge – Bridges that are not built with Standard Drawings

For a listing of all current and archived drawings refer to:
http://www.transportation.alberta.ca/4738.htm

Inspection Form Types

- Each form has a unique form identification
- 10 different inspection report forms for bridges with a single span type
- 3 different inspection report forms for culverts
- Custom forms generated to suit bridges with multiple form types are unlimited.

Alberta Infrastructure and Transportation
March 3, 2008
Chapter 1 - Bridge Inspection And Maintenance System

FORM TYPE	DESCRIPTION	SPAN TYPE
TH	Through Trusses	TH
PT	Pony Truss	PT
SG	Rolled Beams Riveted Plate Girders Welded Girders Steel Rigid Frames	RB RC RG WG FR
SS	Other Trusses & Arches	SS SSB SSA SSS SSF SSC
DT	Deck Trusses	DT
TT	All Timber Bridges	TT UT XT TP
PCS	Standard Precast Bridges (Except Which Are Majors)	HH HC VH PG GR PE PA PS MM HCD PGO HHO PX PES PEF VS SM SMC SC SCC SMO VSO SCM SL SLC
PSR	Regular Prestress Bridge	RD FC VF PM VM PB DBT PQ PO PMO OM LF FM RM PJ NU CBT DBC CBC FCO PJO
CON	All Cast in Place Concrete Bridge Concrete Tee Girder Bridges Concrete Flat Slab Bridges	CA CB CF CV CX CC CXP CT CS
CUL1 CULM CULE	Single Culverts Multiple Culverts Culverts extended with different material and/or size	RP SP FP MP WP CP BP AP BPR RPB CPA CPE SPE PCB RPA RPE RPP MPB SCA SCR SSP CPP SPP SRA MPE
SIGN	Sign Structures	Z
THTT	Through Trusses with Timber Approaches	
THPCS	Through Trusses with Standard Precast Approaches	
THPSR	Through Trusses with Regular Prestress Approaches	
THSG	Through Trusses with Steel Girder Approaches	
THPT	Through Trusses with Pony Truss Approaches	
PTTT	Pony Trusses with Timber Approaches	
PTPCS	Pony Trusses with Standard Precast Approaches	
SGTT	Steel Beams with Timber Approaches	
SGPCS	Steel Beams with Standard Precast Approaches	
PSRPCS	Regular Prestress with Standard Precast Approaches	
SSSG	Special Steel with Steel Girder Approaches	
DTSG	Deck Truss with Steel Girder Approaches	

Table 1.1 - BIM Report Index

Form Verification

- How do you know what the form ID is?
  - Look on form itself.
- How do you know what span type it is?
  - Look on form itself.
- What if the form ID or span type do not make sense?
  - Look at resource material to match up the actual in field structure with drawings.
  - If still in doubt ask a senior inspector or AT representative.

Alberta Transportation — Bridge Inspection & Maintenance System (Web 2005) — 08605 -2 Bridge Culvert

Bridge Culvert Inspection

Bridge File Number	08605 -2 Bridge Culvert	Form Type	CUL1
Year Built	2001	Lot No.	3
Bridge or Town Name	OLDS	Inspector Name	Calvin Roberts
Located Over	TRIBUTARY TO LONEPINE CREEK, 3.46.21.4, WATERCRS-ST	Inspector Class	BR CLS A
Located On	LOCAL ROAD	Assistant Name	
Water Body Cl./Year		Assistant Class	
Navigabil. Cl./Year		Inspection Date	01-May-2015
Legal Land Location	SW SEC 26 TWP 32 RGE 28 W4M	Arrive Time	09:30
Longitude, Latitude	-113:52:38, 51:45:56	Depart Time	10:10
Road Authority	MOUNTAIN VIEW COUNTY	Data Entry By	Nancy Remus-Everitt
Contract Main. Area	UNDEFINED CMA	Data Entry Date	12-May-2015
Clear Roadway/Skew	8.5 /	Reviewer Name	Garry Roberts
AADT/Year	230 / 2015 (E)	Review Date	09-May-2015
Road Classification	RLU-209G-90	Dept. Reviewer Name	Darron Ahlstedt
Detour Length (km)	3	Dept. Review Date	13-May-2015
		Follow-Up By	

Bridge Culvert Information

Number of Culverts: 1

Pipe #	Barrel	Span	Rise (or Dia.)	Type	Length	Corr. Profile	PL/Slab Thickness	Shape
1	MAIN	-	3000	MP	28			ROUND

Special Features
Special Features Comment

Utilities (Located at)

Utility Attachments			
Telephone	South ROW	Gas	
Power	North ROW	Municipal	
Others		Problem (Y/N)	No
Remarks			

Approach Road / Embankment

		Last	Now	Explanation of Condition
Horizontal Alignment		8	8	Steep hill 80m W -rises to the E.
Vertical Alignment		6	6	
Roadway Width (m)	8.000			
Embankment		7	6	
Sideslope (__:1)	2.0			
(Height of Cover(m) : 1.1)				
Guardrail (Y/N)	No			
Approach Road / Embankment General Rating		6	6	

Upstream End

Culvert Component		Last	Now	Explanation of Condition
Direction		N		
End Treatment (Concrete, Steel, Others, None)	STEEL			
Headwall		X	X	
Collar		X	X	
Wingwalls		X	X	
(Shape :)				
Cutoff Wall		X	X	

Page 1 of 4

Alberta Transportation — Bridge Inspection & Maintenance System (Web 2005) — 73333 -1 Bridge

Bridge Inspection

Bridge File Number	73333 -1 Bridge	Form Type	PCS
Year Built/Year Super	1964/1964	Lot No.	
Bridge or Town Name	CREMONA	Inspector Name	[illegible]
Located Over	GRAHAM CREEK, 3.89.22.1, WATERCRS-ST	Inspector Class	Cl. A
Located On	LOCAL ROAD	Assistant Name	[illegible]
Water Body Cl./Year		Assistant Class	Cl. B
Navigabil. Cl./Year		Inspection Date	July 16 2014
Legal Land Location	SW SEC 15 TWP 30 RGE 5 W5M	Arrive Time	[illegible] am
Longitude, Latitude	-114:37:39, 51:33:43	Depart Time	10 am
Road Authority	MOUNTAIN VIEW COUNTY	Data Entry By	
Contract Main. Area	UNDEFINED CMA	Data Entry Date	
Clear Roadway/Skew	6.4 /	Reviewer Name	
AADT/Year	[illegible]	Review Date	
Road Classification	RLU-207G-60	Dept. Reviewer Name	
Detour Length (km)	7	Dept. Review Date	
		Follow-Up By	

Allowable Load (t)	Single	CS1 26 GIRDER	Semi	CS2 43 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)	Yes
Remarks	
Other Sign Types	

Utilities (Located at)

Utility Attachments	TELEPHONE UTILITIES-PHONE LINE		
Telephone	South [illegible]	Gas	
Power	2 wires North [illegible]	Municipal	
Others		Problem (Y/N)	No
Remarks			

Approach Road

		Last	Now	Explanation of Condition
Horizontal Alignment		7	7	Local road intersection 75m West.
Vertical Alignment		7	7	Hill to East.
Roadway Width (m)	6.600			
Approach Bump		6	5	
Guardrail (Y/N)	No			
Guardrail		X	X	
Length (m)				
Current Standard (Y/N)				
Termination Type				
Drainage		7	7	
Approach Road General Rating		7	7	

Page [illegible]

Alberta Transportation — Bridge Inspection & Maintenance System (Web 2016) — 00521 -1 Bridge

Superstructure

Bridge Component		Last	Now	Explanation of Condition
Primary Span : SM, 1 Spans, Lengths(m): 11, A-Ident Number:)				
Special Features				
Special Feature			X	
(Type :)				
Special Feature			X	
(Type :)				
Wearing Surface/Deck Top Detail Ratings				

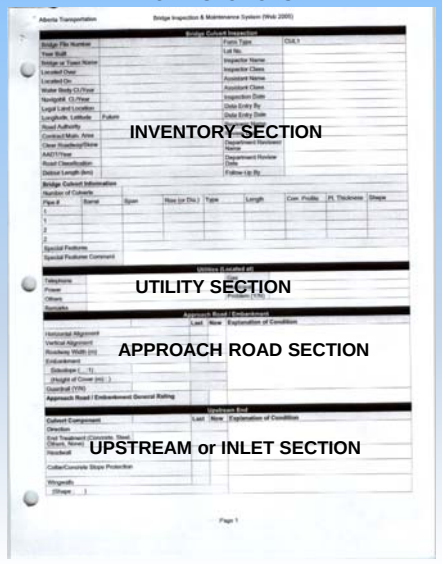
	N (%)	1 (%)	2 (%)	3 (%)
Last	0	0	0	0
Now	0.0	0.0	0.0	0.0

		Last	Now	Explanation of Condition
Wearing Surface		4	5	Shallow delam in WBL.
(Material Type : ACP)				
(Thickness(mm) : 60)				
Lateral Connection Problem (Y/N)	No			
Deck Top		N	N	Paved over.
Deck Rideability		7	7	
Deck Joints		6	6	Tar sealed. Sawcuts.
Bump (Y/N)	No			
Deck Drainage		5	5	No drains.
Drains Clogged (Y/N)	No			
Curbs/Median		7	7	
(Curb Type : Standard)				
Scaling (Percent Area)	2			
Bridge Rail		7	7	Double layer.
(Type : GALVANIZED STEEL FLEX BEAM)				
Bridge Rail Posts		7	7	
(Type : GALVANIZED POST STEEL;GALVANIZED POST STEEL)				
Bridge Rail/Posts Coating		7	7	
(Type : GALVANIZED)				
Sidewalk		X	X	
Girder Detail Ratings				

	N (count)	1 (count)	2 (count)	3 (count)	
Last	0	0	2	4	G2, G4 and G8 have wide crack with corrosion staining. G4 has two wide cracks with corrosion staining both near midspan.
Now	0	0	3	2	

		Last	Now	Explanation of Condition
Girders		2	2	At NW & SE corners typical cracks - in bottom of ext girders. SE girder marked & Dated. Leakage between units causing staining at connectors. G1 has delam near full length. G3 has delam near midspan. Wide cracks at G2 and G8 with corrosion from connector pockets. G1 is spalled at SE and SW over the abut seat. G9 is spalled at NW over abut seat. Spalls are approx 0.3x0.2x0.3m G5 has a spall near A2 bearing area.
Last Complete Inspection Date	15-Feb-2016			
Cracking (Y/N)	Yes			
Spalling (Percent Area)	1			
Lift or Connector Pocket Grouted (Y/N)	Yes			
(Number Of Girders : 9)				
Span Alignment Problems				
Vertical (Y/N)	No			
Horizontal (Y/N)	No			
Superstructure General Rating		2	2	

FORM SECTIONS

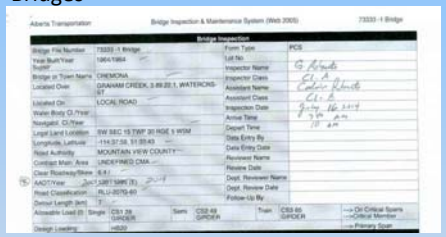


Sections of Standard Bridge & Culvert Forms

Form Section	Bridge	Culvert
Inventory	Similar	Similar
Signing	Bridges Only	N/A
Utility	Identical	Identical
Approach	Similar	Similar
Superstrucutre	Bridges Only	N/A
Inlet	N/A	Same as Outlet
Barrel	N/A	Culverts Only
Outlet	N/A	Same as Inlet
Substructure	Bridges Only	N/A
Channel or	Similar	Similar
Grade Separation	Identical	Identical
Maintenance	Similar	Similar
AT Management	Identical	Identical

Inventory (Similar)

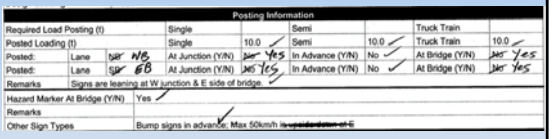
- Bridges



- Culverts

Signing (Bridges Only)

- Bridges Only



Utility Section (Identical)

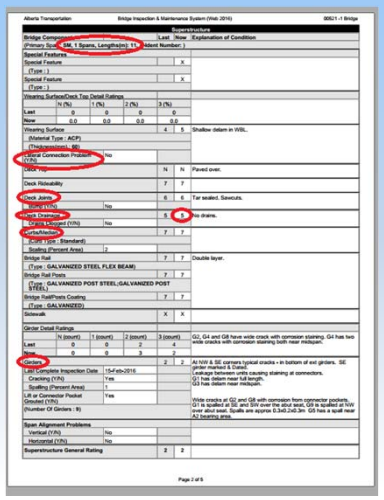
Utilities (Located at)			
Utility Attachments	TELEPHONE UTILITIES-PHONE LINE		
Telephone	South curb and ROW.	Gas	
Power	North ROW.	Municipal	
Others		Problem (Y/N)	No
Remarks			

Differences between Precast Girder and TT Stringer Superstructures

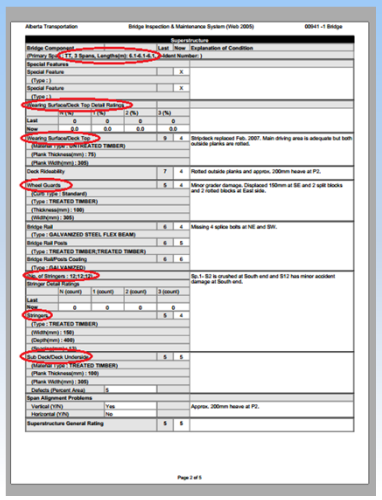
- PCS has separate rating boxes for both Deck Top and Wear Surface. Combined on TT form
- Adds “Plank Width” to TT Form
- Adds “Lateral Connection Problem Y/N” to PCS Form
- Joints added to PCS Form
- Deck Drainage rated on PCS form only (rated “X” for TT decks)
- Curb component PCS vs Wheelguard component TT Form
- Girders on PCS vs Timber Stringers on TT Form

The remainder of the form is the same.

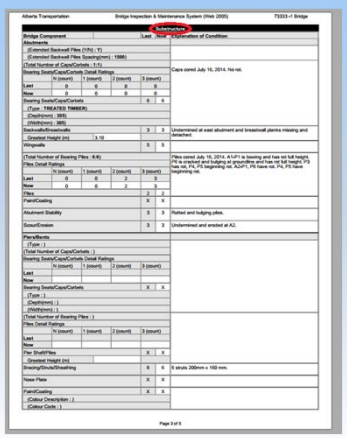
Superstructure (Bridges Only) Precast Girders



Superstructure (Bridges Only) Treated Timber Stringers



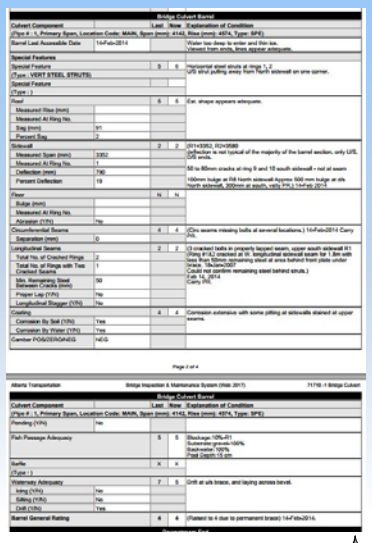
Substructure (Bridges Only)



Culvert Inlet (U/S) and Outlet (D/S) (Identical)

Downstream End				
Culvert Component		**Last**	**Now**	**Explanation of Condition**
Direction		E		
End Treatment (Concrete, Steel, Others, None)	STEEL			
Headwall		X	X	
Collar		X	X	
Wingwalls		X	X	
(Shape :)				
Cutoff Wall		X	X	
Bevel End		5	6	
Heaving (mm)	40	70		
Invert Above/Below Stream Bed	BELOW			
Above/Below (mm)	200			
Scour Protection		6	6	
(Type : **RIP RAP**)				
(Avg. Rock Size(mm) : **200**)				
Scour/Erosion		6	6	Scour hole 10m D/S. not affecting pipe
Beavers (Y/N)	No			
Downstream End General Rating		**5**	**6**	

Culvert Barrel



Culvert Channel Section

Structure Usage				
		Last	**Now**	**Explanation of Condition**
Channel (U/S and D/S)				
Alignment		6	6	
Bank Stability		7	5	Active erosion, outlet end, bank slump, 3m². Potential erosion, inlet end, bare fill slope, 6m², intact silt fence protecting stream.
HWM (m below Top of Culvert)				No HWM visible
Drift (Y/N)	No			
Channel Bottom Degrading/Aggrading	Degrading			
Beavers (Y/N)	No			
(Fish Compensation Measure 1 : **NONE**)				
(Fish Compensation Measure 2 : **NONE**)				
Channel General Rating			6	

Bridge Channel Section

Structure Usage				
		Last	Now	Explanation of Condition
Channel				
(U/S Direction : N)				R x R crossing 50m D/S.
(D/S Direction : S)				
Alignment		7	7	
Bank Stability		6	4	Active erosion at SW bank & inlet and 5m² slump. Potential erosion from bank slope at NW inlet - 10m²
HWM (m below Top of Curb)	2.5			(12-Apr-2009) No visible HWM.
Drift (Y/N)	No			
Slope Protection		6	6	
(Type : NATURAL; NATURAL)				
Guidebank/Spurs		X	X	
Adequacy of Opening		7	7	
(Fish Compensation Measure 1 : NONE)				
(Fish Compensation Measure 2 : NONE)				
Channel General Rating		6	4	

Inspection Forms

Bridge and Culvert Channel Section

- Refer to 2017 BIM Bulletin 5 regarding Erosion and Sedimentation of Channel Banks
- Note if there is active or potential erosion (no evidence of soil movement, but exposed earth on fill slopes or in ditches leading to stream) in the vicinity of the crossing.
- Note source of the erosion (ditch gully, bank slump, fill slope, road surface, other) and indicate if occurring at the inlet, outlet or both.
- Note any intact erosion control or established vegetation between the erosion area and the stream
- Note the size of the erosion area (m2).
- Bank stability still rated Section 9.2 or Section 13.7.2 of the BIM Inspection Manual.

Alberta Transportation
Technical Standards Branch
Class B Bridge Inspection Course
BIM
Bridge Inspection and Maintenance

Inspection Forms

Maintenance (Similar)

- Bridges

Alberta Transportation — Bridge Inspection & Maintenance System (Web 2017)

Maintenance Recommendations						
Completed Work						
Planned Work						
	Work Type	Status	Rec. Year	Target Year	Inspector Comments	Department Comments
	CONCRETE GIRDER INSPECTION					
	REPAIR/REPLACE BRIDGE RAIL					
	SEAL CURBS					
	PATCH DECK					
	SEAL DECK					
	OVERLAY DECK					
	REPAIR/REPLACE DECK JOINTS					
	STRAIGHTEN/REPLACE MEMBERS					
	WASHING					
	CORE TIMBER CAPS/CORBELS					
	REPAIR/REPLACE TIMBER CAPS					
	REPAIR ABUTMENT SCOUR/EROSION					
	PLACE ADDITIONAL RIP RAP					
	REMOVE DRIFT ACCUMULATION					
	INSTALL STRUTS					

- Culverts

Alberta Transportation — Bridge Inspection & Maintenance System (Web 2017)

Maintenance Recommendations						
Completed Work						
Planned Work						
	Work Type	Status	Rec. Year	Target Year	Inspector Comments	Department Comments
	PLACE ADDITIONAL RIP RAP					
	REMOVE DRIFT ACCUMULATION					

Alberta Transportation
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Inspection Forms

AT Management Section (Identical)

Structural Condition Rating (Last/Now) (%)	55.6/55.6	Sufficiency Rating (Last/Now) (%)	52.6/49.4	Est. Repl. Yr	2030	Maint. Reqd. (Y/N)	Yes
Special Comments for Next Inspection	Abut seats require cleaning / washing to allow full inspection of abuts and bearings.	Department Comments					
Previous Inspector's Name	Garry Roberts	Previous Assistant's Name	Jon Davies				
Next Inspection Date	20-Mar-2018	Previous Inspection Date	11-Sep-2014				
Inspection Cycle (Default) (months)	21						
Comment							

Alberta Transportation
Technical Standards Branch
Class B Bridge Inspection Course
BIM
Bridge Inspection and Maintenance

Inspection Form Types

- Culvert form types:
  - CUL1 Form
    - single culverts of all types
    - single culvert extended with same size and material type
    - one barrel section
    - therefore - 1 inlet, 1 barrel and 1 outlet
  - CULM Form
    - multiple pipes or cells
    - two cell concrete box extended with steel
    - two or more barrel sections
    - therefore - multiple inlets, multiple barrels & multiple outlets
  - CULE Form
    - single culvert extended with different material or pipe size
    - two or more barrel sections
    - therefore – 1 inlet, multiple barrels and 1 outlet
  - Custom Forms to suit number & types of barrel sections.

Form Features

- Tailored to the span type or types of the particular structure.
- Contain full descriptions and full comments, no codes are required.
- Shows inventory data needed for a proper inspection.
- Provides the design and allowable loads and critical member.
- Allows for condition rating of elements and explanation.

Form Features

- Allows for general rating of each major category.
- Provides a list of typical maintenance items.
- Provides for special comments or instructions for the next inspection.
- Provides for programming, scheduling, cost estimation, authorization and tracking of maintenance.
- Repeats previous inspection data for inspector's information.
- Provides for 2 levels of inspection.

Form Features

- Provides sufficiency rating and structural condition ratings based on inspection data.
- Clearly indicates if a bridge element is not accessible or not applicable.
- A logical sequence to facilitate the inspection process.

Data Fields

- Shaded Fields
  - Element and data labels
  - Inventory Information (confirm, revise, or add if missing)
  - Element descriptions (type, size, etc.)
- Unshaded Fields
  - Element ratings
  - Inspection measurements
  - Explanations of condition

BIM System Fills In Shaded Area Inspector Confirms, Corrects, or Adds

	Bridge Inspection
Bridge File Number	
Year Built	
Bridge or Town Name	
Located Over	
Located On	
Water Body Cl./Year	
Navigabil. Cl./Year	
Legal Land Location	
Longitude, Latitude	Future
Road Authority	
Contract Main. Area	
Clear Roadway/Skew	
AADT/Year	
Road Classification	
Detour Length (km)	

Hi-Lited Section to be Filled in by Inspector

Alberta Transportation — Bridge Inspection & Maintenance System (Web 2005) — 81800 NW-1 Bridge

Bridge Inspection			
Bridge File Number	81800 NW-1 Bridge	Form Type	CON
Year Built/Year Supstr	1993/1993	Lot No.	2
Bridge or Town Name	CALGARY BEDD	Inspector Name	Garry Roberts
Located Over	2:15 R1 42.207;2:15 L1 42.314	Inspector Class	BR CLS A
Located On	772:01 R1 0.886	Assistant Name	Jon Davies
Water Body Cl./Year		Assistant Class	BR CLS B
Navigabil. Cl./Year		Inspection Date	11-Sep-2014
Legal Land Location	SE SEC 15 TWP 25 RGE 1 W5M	Arrive Time	11:20
Longitude, Latitude	-114:02:54, 51:07:34	Depart Time	13:15
Road Authority	Alberta Transportation (AIT)	Data Entry By	Nancy Remus-Everitt
Contract Main. Area	DEERFOOT/STONEY	Data Entry Date	29-Sep-2014
Clear Roadway/Skew	12.2 / 5 deg. (RHF)	Reviewer Name	Ash Morjaria
AADT/Year	22,309 / 2001 (E)	Review Date	18-Sep-2014
Road Classification	RLU-208-100	Dept. Reviewer Name	Tim Davies
Detour Length (km)	999	Dept. Review Date	03-Oct-2014
		Follow-Up By	

- Lot Number

  1 = Major maintenance, Assessments, Critical elements rated 3 or less, Level 2, or reduced cycle

  2 = Minor or routine maintenance

  3 = All structures not managed by AT

  4 = No action or Monitoring

- Lot number is assigned by Reviewer
- Certification status of inspector checked by system.

Example of Y/N Field

Floor		7	7
Bulge (mm)	0		
Measured At Ring No.			
Abrasion (Y/N)	No		
Circumferential Seams		8	8
Separation (mm)	60		
Longitudinal Seams		X	X
Total No. of Cracked Rings			
Total No. of Rings with Two Cracked Seams			
Min. Remaining Steel Between Cracks (mm)			
Proper Lap (Y/N)			
Longitudinal Stagger (Y/N)			
Coating		7	7
Corrosion By Soil (Y/N)	No		
Corrosion By Water (Y/N)	No		
Camber POS/ZERO/NEG	ZERO		
Ponding (Y/N)	No		

Page 2 of 4

Alberta Transportation | Bridge Inspection & Maintenance System (Web 2005) | 08605 -2 Bridge Culvert

Bridge Culvert Barrel

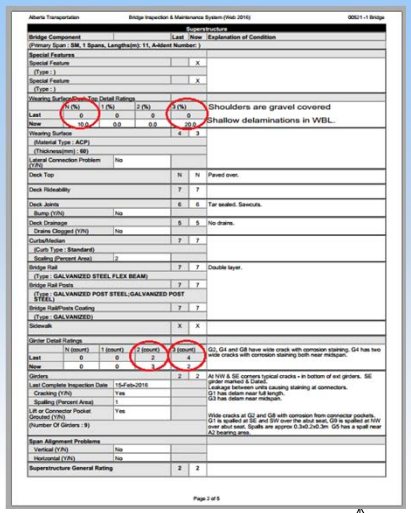
Culvert Component		Last	Now	Explanation of Condition
(Pipe # : 1, Primary Span, Location Code: MAIN, Span (mm): , Rise (mm): 3000, Type: MP)				
Fish Passage Adequacy		7	7	
Baffle		X	X	
(Type :)				
Waterway Adequacy		7	7	Approx. 1.1m deep silt at first 3m of pipe.
Icing (Y/N)	No			
Silting (Y/N)	Yes			
Drift (Y/N)	No			
Barrel General Rating		8	8	

Example of Y/N Supporting Comments Required

Structure Usage

		Last	Now	Explanation of Condition
Channel (U/S and D/S)				
Alignment		5	5	
Bank Stability		5	5	
HWM (m below Top of Culvert)				(High water 1.2m above streambed @ outlet.) No visible HWM.
Drift (Y/N)	Yes			Drift on floor of R1-R4
Channel Bottom Degrading/Aggrading	DEGRADING			At D/S only
Beavers (Y/N)	Yes			Beavers at both U/S and D/S
(Fish Compensation Measure 1 : NONE)				
(Fish Compensation Measure 2 : NONE)				
Channel General Rating		5	5	

Example of Filling in Data Fields and Detailed Rating Boxes – Superstructure

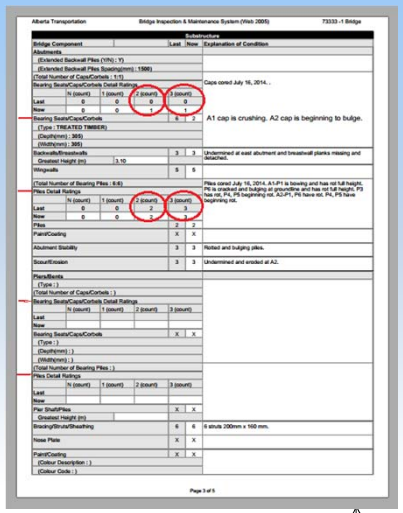


Alberta Transportation | Bridge Inspection & Maintenance System (Web 2016) | 90521 -1 Bridge

Superstructure

Bridge Component		Last	Now	Explanation of Condition
(Primary Span : SM, 1 Spans, Length(m): 11, A-Abint Number:)				
Special Features				
Special Feature			X	
(Type :)				
Special Feature			X	
(Type :)				
Wearing Surface/Crash Top Detail Ratings	N (%) / 1 (%) / 2 (%) / 3 (%)			
Last	0 / 0 / 0 / 0			Shoulders are gravel covered
Now	10.0 / 0.0 / 0.0 / 20.0			Shallow delaminations in WBL.
Wearing Surface		4	3	
(Material Type : ACP)				
(Thickness(mm) : 60)				
Lateral Connection Problem (Y/N)	No			
Deck Top		N	N	Paved over.
Deck Rideability		7	7	
Deck Joints		6	6	Tar sealed. Sawcuts.
Bump (Y/N)	No			
Deck Drainage		5	5	No drains.
Drains Clogged (Y/N)	No			
Curbs/Median		7	7	
(Curb Type : Standard)				
Scaling (Percent Area)	2			
Bridge Rail		7	7	Double layer.
(Type : GALVANIZED STEEL FLEX BEAM)				
Bridge Rail Posts		7	7	
(Type : GALVANIZED POST STEEL,GALVANIZED POST STEEL)				
Bridge Rail/Posts Coating		7	7	
(Type : GALVANIZED)				
Sidewalk		X	X	
Girder Detail Ratings	N (count) / 1 (count) / 2 (count) / 3 (count)			
Last	0 / 0 / 2 / 4			G2, G4 and G8 have wide crack with corrosion staining. G4 has two wide cracks with corrosion staining both near midspan.
Now	0 / 0 / 3 / 7			
Girders		2	2	At N/W & SE corners typical cracks - in bottom of ext girders. SE girder marked & Dated.
Last Complete Inspection Date	15-Feb-2016			Leakage between units causing staining at connectors.
Cracking (Y/N)	Yes			G1 has delam near full length.
Spalling (Percent Area)	1			G3 has delam near midspan.
Lift or Connector Pocket Grouted (Y/N)	Yes			
(Number Of Girders : 9)				Wide cracks at G2 and G8 with corrosion from connector pockets. G1 is spalled at SE and SW over the abut seat, G9 is spalled at N/W over abut seat. Spalls are approx 0.3x0.2x0.3m. G5 has a spall near A2 bearing area.
Span Alignment Problems				
Vertical (Y/N)	No			
Horizontal (Y/N)	No			
Superstructure General Rating		2	2	

Example of Filling in Data Fields and Detailed Rating Boxes – Substructure



Alberta Transportation | Bridge Inspection & Maintenance System (Web 2005) | 73333 -1 Bridge

Substructure

Bridge Component		Last	Now	Explanation of Condition
Abutments				
(Extended Backwall Piles (Y/N) : Y)				
(Extended Backwall Piles Spacing(mm) : 1500)				
Total Number of Caps/Corbels : 1/1				
Bearing Seats/Caps/Corbels Detail Ratings	N (count) / 1 (count) / 2 (count) / 3 (count)			
Last	0 / 0 / 0 / 0			Caps cored July 16, 2014. .
Now	0 / 0 / 0 / 1			
Bearing Seats/Caps/Corbels		6	2	A1 cap is crushing. A2 cap is beginning to bulge.
(Type : TREATED TIMBER)				
(Depth(mm) : 305)				
(Width(mm) : 305)				
Backwalls/Breastwalls		3	3	Undermined at east abutment and breastwall planks missing and detached.
Greatest Height (m)	3.10			
Wingwalls		8	8	
(Total Number of Bearing Piles : 6/6)				
Piles Detail Ratings	N (count) / 1 (count) / 2 (count) / 3 (count)			
Last	0 / 0 / 2 / 3			Piles cored July 16, 2014. A1-P1 is bowing and has rot full height. P6 is cracked and bulging at groundline and has rot full height. P3 has rot. P4, P5 beginning rot. A2-P1, P6 have rot. P4, P5 have beginning rot.
Now	0 / 0 / 3 / 3			
Piles		2	2	
Paint/Coating		X	X	
Abutment Stability		3	3	Rotted and bulging piles.
Scour/Erosion		3	3	Undermined and eroded at A2.
Piers/Bents				
(Type :)				
(Total Number of Caps/Corbels :)				
Bearing Seats/Caps/Corbels Detail Ratings	N (count) / 1 (count) / 2 (count) / 3 (count)			
Last				
Now				
Bearing Seats/Caps/Corbels		X	X	
(Type :)				
(Depth(mm) :)				
(Width(mm) :)				
(Total Number of Bearing Piles :)				
Piles Detail Ratings	N (count) / 1 (count) / 2 (count) / 3 (count)			
Last				
Now				
Pier Shaft/Piles		X	X	
Greatest Height (m)				
Bracing/Struts/Sheathing		6	6	6 struts 200mm x 160 mm.
Nose Plate		X	X	
Paint/Coating		X	X	
(Colour Description :)				
(Colour Code :)				

Detail Ratings

Superstructure:

- Wearing surface / deck top
- TT stringers and PCS girders

Substructure:

- Timber caps
- Timber piles

- Provided when ratings are 3, 2, 1, and N
- Record 0 in Detailed Rating boxes if element is rated 4 or more.
- Some Detailed Ratings boxes require % of total area (i.e. Wear Surface/Deck Top
- Some Detailed Ratings boxes require “Count” of total numbers (i.e. Caps, Piles)