Design Loading: HS20> Printigal Membe 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 Not req. Hazard Marker At Bridge (Y/N) No Remarks Other Sign Types Curve Utilities (Located at) Utility Attachments Telephone w. side along u/s of curb Gas Power Municipal Others Telus conduit broken. Swing rope attached to conduit. Approach Road Last Now Explanation of Condition Horizontal Alignment 6 6 6 CANAL SERVICE ROAD @ END OF BRIDGE. Roadway Width (m) 9.100 Approach Bump 7 7 Guardrail (Y/N) Yes TURNED OUT 3.0m RADIUS, 2 1/2 SECTIONS OF FLEXBE	Bridge Inspection																
Inspector Name	Bridge File Num	lge File Number 75876 -1 Bridge								Form Type			PSR				
Bridge or Town Name HILL SPRING Inspector Class BR CLS A									Lot No.			1					
Located Over PFR - IRRIGATION C, WATERCRS-IC Located On	·									Inspector Name			Jason Rusu				
Assistant Class								0.10		Inspector Class			BR CLS A				
Masigabil. Cl/Year Navigabil. Cl/Year Navigabil. Cl/Year Navigabil. Cl/Year Navigabil. Cl/Year Navigabil. Cl/Year Data Entry By Kelsey Roberts								S-IC	,	Assistant Name							
Navigabil. CL/Year Legal Land Location SW SEC 25 TWP 4 RGE 28 W4M Longitude, Latitude 1-13:39:20, 49:19:24 Road Authority Alberta Transportation (AIT) Review Name Garry Roberts 10-Jul-2012 Contract Main. Area CMA25 Dept. Review Date 10-Jul-2012 Dept. Review Date 10-Jul-2012 Dept. Review Date 10-Jul-2012 Dept. Review Date 10-Jul-2012 Dept. Review Date 10-Jul-2012 Dept. Review Date 10-Jul-2012 Dept. Review Date 10-Jul-2012 Dept. Review Date 10-Jul-2012 Dept. Review Date 10-Jul-2012 Dept. Review Date 10-Jul-2012 Dept. Review Date 10-Jul-2012 Dept. Review Date 10-Jul-2012 Dept. Review Date 10-Jul-2012 Dept. Review Date 10-Jul-2012 Dept. Review Date 10-Jul-2012 Dept. Review Date 10-Jul-2012 Dept. Review Date 10-Jul-2012 Dept. Review Date 10-Jul-2012 D										Assistant Class							
Legal Land Location										•			11-Jun-2012				
Longitude, Latitude			SW	SEC	25 T\//D	4 PGE 2	Ω \Λ/ΔΙ\Δ						,				
Review Date			+-				-O VV-1VI			_							
Contract Main. Area CMA25 Dept. Review Pale In-Juli2012		uc					Γ)						·				
Clear Roadway/Skew 9.1 /		Area			апороти	20011 (7 01 1	' /			-							
AADT/Year 370 / 2011 (A) Expt. Noview Date 30-301-2012																	
Road Classification		<u> </u>			1 (A))	30-Jul-2012			
Detour Length (km) 3		tion								Follow-Up By							
Allowable Load (t): Single CS1 42 GIRDER Semi CS2 54 GIRDER > On Critical Specifical Member Single Semi Single Semi Truck Train Posted Loading (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 Remarks Not req.	Detour Length (I	km)	3														
Required Load Posting (t) Required Load Posting (t) Single Semi Truck Train Posted: Lane NB At Junction (Y/N) No In Advance (Y/N) No At Bridge (Y/N) No Remarks Not req. Hazard Marker At Bridge (Y/N) Remarks Other Sign Types Curve Utility Attachments Telephone Ns. side along u/s of curb Power Others Telus conduit broken. Swing rope attached to conduit. Approach Road Horizontal Alignment Vertical Alignment Foadway Width (m) Approach Bump Guardrail (Y/N) Guardrail Length (m) Current Standard (Y/N) No Single Semi Truck Train			ingle	CS1 GIRD	42 ER		Semi								> On Critical Spans >Critical Member		
Required Load Posting (t) Single Semi Truck Train	Design Loading:													> Primary Span			
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 Not req. Hazard Marker At Bridge (Y/N) No Remarks Other Sign Types Curve Utilities (Located at) Utility Attachments Telephone w. side along u/s of curb Power Others Telus conduit broken. Swing rope attached to conduit. Approach Road Last Now Explanation of Condition Horizontal Alignment Vertical Alignment Truck Train No At Bridge (Y/N) No At Bridge (Y/								Ро	sting Ir	nformation							
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 Not req. Hazard Marker At Bridge (Y/N) No Remarks Other Sign Types Curve Utilities (Located at) Utility Attachments Telephone w. side along u/s of curb Power Others Telephone W. side along u/s of curb Power Others Telus conduit broken. Swing rope attached to conduit. Approach Road Last Now Explanation of Condition Horizontal Alignment Foodway Width (m) Approach Bump Approach Bump Approach Bump Turned Out 3.0m RADIUS, 2 1/2 SECTIONS OF FLEXBE EACH CORNER. BEST RAIL DESIGN DUE TO SERVICE ROAD Current Standard (Y/N) No At Bridge (Y/N) No At Bridge (Y/N) No At Bridge (Y/N) No At Bridge (Y/N) No At Bridge (Y/N) No At Bridge (Y/N) No At Bridge (Y/N) No At Bridge (Y/N) No At Bridge (Y/N) No At Bridge (Y/N) No At Bridge (Y/N) No At Bridge (Y/N) No At Bridge (Y/N) No	Required Load Posting (t) Single								Sei	mi				Truck Train			
Posted: Lane SB At Junction (Y/N) No In Advance (Y/N) No At Bridge (Y/N) No Remarks Not req. Hazard Marker At Bridge (Y/N) No Remarks Other Sign Types Curve Utilities (Located at) Utility Attachments Telephone w. side along u/s of curb Power Others Telephone w. side along u/s of curb Power Others Telus conduit broken. Swing rope attached to conduit. Approach Road Last Now Explanation of Condition Horizontal Alignment Foadway Width (m) Approach Bump Approach Bu	Posted Loading	(t)			Single						1						
Remarks Not req. Hazard Marker At Bridge (Y/N) No Remarks Other Sign Types Curve Utility Attachments Telephone w. side along u/s of curb Power Others Remarks Telus conduit broken. Swing rope attached to conduit. Approach Road Last Now Explanation of Condition Horizontal Alignment Vertical Alignment Total Alignment		Lane		NB At Junctio			· · · · · · · · · · · · · · · · · · ·	_									
Hazard Marker At Bridge (Y/N) No Remarks Other Sign Types Curve Utilities (Located at) Utility Attachments Telephone w. side along u/s of curb Power Others Telus conduit broken. Swing rope attached to conduit. Approach Road Last Now Explanation of Condition Horizontal Alignment Vertical Alignment Foadway Width (m) Approach Bump Quardrail (Y/N) Guardrail Length (m) Current Standard (Y/N) No Utilities (Located at) Utilities (Located at) Gas Gas Approach Road Approach Road CANAL SERVICE ROAD @ END OF BRIDGE. TURNED OUT 3.0m RADIUS, 2 1/2 SECTIONS OF FLEXBE EACH CORNER. BEST RAIL DESIGN DUE TO SERVICE RATE BRIDGE ENDS. Type 6 Not thriebeam				SB At Junction (l)	No	ln A	Advan	nce (Y/N)		NO At Bridge (Y/N) No		No	
Remarks Other Sign Types Curve Utility Attachments Telephone w. side along u/s of curb Power Others Remarks Telus conduit broken. Swing rope attached to conduit. Approach Road Last Now Explanation of Condition Horizontal Alignment Found Alignment Foun																	
Other Sign Types Curve Utilities (Located at) Utility Attachments Telephone w. side along u/s of curb Power Others Remarks Telus conduit broken. Swing rope attached to conduit. Approach Road Last Now Explanation of Condition Horizontal Alignment Vertical Alignment Vertical Alignment Roadway Width (m) Approach Bump Guardrail (Y/N) Guardrail Length (m) T.600 Current Standard (Y/N) No Gas Municipal Problem (Y/N) Yes Explanation of Condition CANAL SERVICE ROAD @ END OF BRIDGE. TURNED OUT 3.0m RADIUS, 2 1/2 SECTIONS OF FLEXBE EACH CORNER. BEST RAIL DESIGN DUE TO SERVICE RAT BRIDGE ENDS. Type 6 Not thriebeam																	
Utilities (Located at) Utility Attachments Telephone w. side along u/s of curb Gas Power Others Problem (Y/N) Yes Remarks Telus conduit broken. Swing rope attached to conduit. Approach Road Last Now Explanation of Condition Horizontal Alignment 6 6 6 Vertical Alignment 7 7 Roadway Width (m) 9.100 Approach Bump 7 7 Guardrail (Y/N) Yes TURNED OUT 3.0m RADIUS, 2 1/2 SECTIONS OF FLEXBE EACH CORNER. BEST RAIL DESIGN DUE TO SERVICE RAT BRIDGE ENDS. Type 6 Not thriebeam																	
Utility Attachments Telephone w. side along w/s of curb Power Others Remarks Telus conduit broken. Swing rope attached to conduit. Approach Road Last Now Explanation of Condition Horizontal Alignment CANAL SERVICE ROAD @ END OF BRIDGE. Vertical Alignment 7 7 Roadway Width (m) Approach Bump 7 7 Guardrail (Y/N) Yes TURNED OUT 3.0m RADIUS, 2 1/2 SECTIONS OF FLEXBE EACH CORNER. BEST RAIL DESIGN DUE TO SERVICE RAT BRIDGE ENDS. Length (m) 7.600 Type 6 Not thriebeam	Other Sign Type	es			Curve			1141	litios (l	ocatod	2 t)						
Telephone w. side along u/s of curb Power Others Remarks Telus conduit broken. Swing rope attached to conduit. Approach Road Last Now Explanation of Condition Horizontal Alignment 6 6 6 CANAL SERVICE ROAD @ END OF BRIDGE. Vertical Alignment 7 7 Roadway Width (m) Approach Bump 7 7 Guardrail (Y/N) Yes TURNED OUT 3.0m RADIUS, 2 1/2 SECTIONS OF FLEXBE EACH CORNER. BEST RAIL DESIGN DUE TO SERVICE R AT BRIDGE ENDS. Type 6 Not thriebeam	Utility Attachme	nts						Oti	iities (L	_ocateu	at)						
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Approach Road Last Now Explanation of Condition Horizontal Alignment 6 6 6 Vertical Alignment 7 7 Roadway Width (m) 9.100 Approach Bump 7 7 Guardrail (Y/N) Yes TURNED OUT 3.0m RADIUS, 2 1/2 SECTIONS OF FLEXBE EACH CORNER. BEST RAIL DESIGN DUE TO SERVICE RAT BRIDGE ENDS. Type 6 Not thriebeam										Problem (Y/N) Yes							
Approach Road Last Now Explanation of Condition Horizontal Alignment 6 6 6 Vertical Alignment 7 7 Roadway Width (m) 9.100 Approach Bump 7 7 Guardrail (Y/N) Yes TURNED OUT 3.0m RADIUS, 2 1/2 SECTIONS OF FLEXBE EACH CORNER. BEST RAIL DESIGN DUE TO SERVICE RAT BRIDGE ENDS. Type 6 Not thriebeam		Telu	s cond	duit bro	oken. Sv	ving rope	attache	d to	condui	it.	,						
Horizontal Alignment 6 6 CANAL SERVICE ROAD @ END OF BRIDGE. 7 7 Roadway Width (m) 9.100 Approach Bump 7 7 Guardrail (Y/N) Yes TURNED OUT 3.0m RADIUS, 2 1/2 SECTIONS OF FLEXBE EACH CORNER. BEST RAIL DESIGN DUE TO SERVICE RAT BRIDGE ENDS. Length (m) 7.600 Current Standard (Y/N) No Type 6 Not thriebeam											d						
Vertical Alignment 7 7 Roadway Width (m) 9.100 Approach Bump 7 7 Guardrail (Y/N) Yes TURNED OUT 3.0m RADIUS, 2 1/2 SECTIONS OF FLEXBE EACH CORNER. BEST RAIL DESIGN DUE TO SERVICE RAT BRIDGE ENDS. Length (m) 7.600 Current Standard (Y/N) No Type 6 Not thriebeam							La	st	Now	Explanation of Condition							
Roadway Width (m) Approach Bump 7 Guardrail (Y/N) Yes TURNED OUT 3.0m RADIUS, 2 1/2 SECTIONS OF FLEXBE EACH CORNER. BEST RAIL DESIGN DUE TO SERVICE RAT BRIDGE ENDS. Length (m) Current Standard (Y/N) No Type 6 Not thriebeam	Horizontal Align	ment						6	6	CANAL	CANAL SERVICE ROAD @ END OF BRIDGE.				IDGE.		
Approach Bump 7 7 Guardrail (Y/N) Yes TURNED OUT 3.0m RADIUS, 2 1/2 SECTIONS OF FLEXBE EACH CORNER. BEST RAIL DESIGN DUE TO SERVICE RAT BRIDGE ENDS. Length (m) 7.600 Current Standard (Y/N) No Type 6 Not thriebeam	Vertical Alignme	ent						7	7								
Approach Bump 7 7 Guardrail (Y/N) Yes TURNED OUT 3.0m RADIUS, 2 1/2 SECTIONS OF FLEXBE EACH CORNER. BEST RAIL DESIGN DUE TO SERVICE RAT BRIDGE ENDS. Type 6 Not thriebeam	Roadway Width	(m)			9.100												
Guardrail 7 7 Length (m) 7.600 Current Standard (Y/N) No FACTOR AT BRIDGE ENDS. Type 6 Not thriebeam							7 7										
Current Standard (Y/N) Current Standard (Y/N) Current Standard (Y/N) Current Standard (Y/N) No AT BRIDGE ENDS. Type 6 Not thriebeam								TURNED OL		RNED OUT 3.0m RADIUS, 2 1/2 SECTIONS OF FLEXBEAM @							
Length (m)7.600Type 6Current Standard (Y/N)NoNot thriebeam	Guardrail							7 7		EACH CORNER. BEST RAIL DESIGN DUE TO SERVICE ROADS							
Current Standard (Y/N) No Not thriebeam	Length (m)				7.600												
Termination Type Flare End	Current Standard (Y/N)			No													
	Termination Type			Flare End													
Drainage 7 7	Drainage							7	7								
Approach Road General Rating 6 6	Approach Road	d Gen	neral F	Rating				6	6								

					9	Supers	tructure						
Bridge Comp	onent						Explanation of Condition						
	n : FC, 3 Spar	ns, Lend	aths(m	n): 18.3-21.3-1			•						
Special Feat			,	,	,								
Special Featu						X							
(Type:)													
Special Featu	ıre					X							
(Type:)	<u></u>												
	ace/Deck Top	Detail R	atings										
Wearing Carre	N (%)	1 (%)	.agc	2 (%)	3 (%)								
Last	0	0		0	0								
Now	0.0	0.0		0.0		0.0							
Wearing Surf		0.0		0.0	6	6	Some map crks						
(Material Ty					0		Long crks-sealed						
(Thickness)	•						1 predominant longitudinal crack in N/B Sp.2						
	ection Problem) V	es				T predominant longitudinal crack in 14/2 Gp.2						
(Y/N)	ection Froblen	1	69										
Deck Top					N	N							
'													
Deck Rideabi	lity				7	7							
Deck Joints					7	7	abut. #1 and #2						
Temperatur	re (deg. C)	10	0				fiber board piers #1 and #2						
(Expansion	Type : FINGE	R PLAT	TES)				pier #1 and #2 covered with asphalt						
(Fixed Type	: ASPHALTI	C FIBRE	BOA	ARD)			sealant						
Gap Size (r	nm)		Gap L	ocation									
80			abut. #	#1									
			pier #	1									
			pier #2	2									
69 abut. #2													
Deck Drainag	je				7	7							
Drains Clog		N	lo_										
Curbs/Mediar					7	7							
	: Standard)												
Scaling (Pe		1											
Bridge Rail					4	6	Bolt has been replaced						
	RTICAL BAR)						İ						
Bridge Rail P					6	6	PEELING OF PAINT, SOME CORROSION AT SCRAPES.						
	ST STEEL;PO	ST STE	EL)				1						
Bridge Rail/P		_	,		4	4							
(Type : PAI							1						
Sidewalk					Х	Х							
Girder Detail Ratings													
N (count) 1 (count) 2 (count)				2 (count)	3 (cou	ınt)							
Last	0	0		0	0								
Now	0	0		0		0							
Girders						6	Minor shoe plate cracks						
Cracking (Y/N) Yes							1						
Spalling (Percent Area) 0							6/span						
(Number Of Girders : 18)							1						
	Diaphragms/Cross Frame					7							
Diaphiagina/O1055 Maille					7	_ ′							

			Supers	tructure					
Bridge Component				Explanation of Condition					
(Primary Span : FC, 3 Spans,	Lengths(m): 18.3-21			_					
Bearings		6	6	Surface					
Temperature (deg. C)	18			Corrosion @ abut bearings from drainage					
(Expansion Type : ROLLER	BEARING)	·		roller bearing at A1, A2, & P2 pinned bearing at P1					
(Fixed Type : PINNED BEAL	· · · · · · · · · · · · · · · · · · ·								
Coating Adequate (Y/N)	No								
Functioning (Y/N)	Yes								
Deck Underside		7	7						
Stains (Percent Area)	0								
Span Alignment Problems	-								
Vertical (Y/N)	No								
Horizontal (Y/N)	No								
Superstructure General Rati		6	6						
Caporon dotaro Conordi Nati	···ອ		<u> </u>						
				ructure					
Bridge Component		Last	Now	Explanation of Condition					
Abutments									
Bearing Seats/Caps		7	7						
(Type : CONCRETE)									
Backwalls/Breastwalls		7	7						
M/in muchlin		7	7						
Wingwalls		7	7						
Piles		N	N	Buried					
Paint/Coating		5	5						
Abutment Stability		8	8						
Abdition Stability									
Scour/Erosion		8	8						
Piers/Bents									
(Type : PIER-COLUMN)									
Bearing Seats/Caps		7	7	7.8 m HEIGHT					
(Type : CONCRETE)									
(Total Number of Bearing Piles	s : 3:3)								
Pier Shaft/Piles	,	7	7						
Bracing/Struts/Sheathing		Х	Х						
Nose Plate		X	X						
Paint/Coating		7	7	slurry-parged					
(Colour Description :)		1	,	Stained-active leakage @ S pier					
(Colour Description :)									
Pier Stability		7	7						
i lei Stability		/	′						
Scour		7	7						
Debris (Y/N)	No								
Substructure General Rating	<u> </u>	7	7						
Capati dotale Gelielai Natiliț	1		'						

Structure Usage											
		Last		Explanation of Condition							
Channel											
(U/S Direction : W)			West								
(D/S Direction : E)			East								
Alignment		7	7								
Bank Stability		7	7								
HWM (m below Top of Curb)	2.0			(970825)							
Drift (Y/N)	ft (Y/N) No										
Slope Protection		7	7	COBBLES TO CLASS 1m AT TOE OF HEAD- SLOPES.							
(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								

75876 -1 Bridge

					Maintenance	Recommend	dations						
Inspector Recommendations			Year	Inspecto	or Comments		Department Cor	Target Year	Est. Cost	Cat #			
REPAIR/REPLACE BRIDGE RAIL													
GALVANIZE/PAINT BRIDGE RAIL													
SEAL CURBS													
PATCH DECK													
SEAL DECK													
OVERLAY DECK			2013	Concrete	e overlay								
REPAIR/REPLACE DECK JOINTS			2013	Water pr	roof joints @ piers								
RESET/ PAINT BEARINGS			2013	Recoat b	bearings								
WASHING													
SHOTCRETE REP	AIRS												
REPAIR ABUTMEN	NT SCOUR/EROSI	ON											
PLACE ADDITIONA	AL RIP RAP												
REMOVE DRIFT ACCUMULATION													
OTHER ACTION			2012		for lateral stressing								
OTHER ACTION			2012	Remove	rope from utility conduit								
OTHER ACTION													
OTHER ACTION													
OTHER ACTION													
OTHER ACTION													
Structural Condition Rating (Last/Now) (%)			72.2/72.	2	Sufficiency Rating (Las	t/Now)	75.4/75.4	Est. F	Repl. Yr	2035	Maint. Red	ąd. (Y/N)	Yes
Special Comments for Next Inspection							Department Comments						
Maintenance Revie	ewed By						Date				Estimated Total	0	
Proposed Long-Term Strategy										,			
On 3-Year Program (Y/N)													
Proposed Action													
Previous Inspector's Name Gal		Garry Roberts					Previous Assistant's Name						
		11-Sep				Previous	vious Inspection Date 09-Sep-2009						
		39					,						
Comment	, ()												

Bridge Inspection & Maintenance System (Web 2005)