						=	Bridge I	nspe	ction							
Bridge File Num	ridge File Number 84039 -1 Bridge							Form Type			SG					
Year Built/Year Supstr		2000/200	00						Lot No.			4				
Bridge or Town Name KANANASKIS G							· · · · · · · · · · · · · · · · · · ·			Garry Roberts						
				NANASKIS RIVER,							BR CLS A					
		2.13.56,	WATERC	RS-ST					Assistant Name Assistant Class							
Located On MUNICIPAL;TRAIL-PED, ON 50				0000	TR											
Water Body Cl./Year						· ·	Dection			06-Dec-2011						
Navigabil. Cl./Year									Erin Roberts							
Legal Land Loca	ation	NW SEC	26 TWP	22 RGE	9 W5	5M		Data Entry Date			29-Jan-2012					
Longitude, Latitu	ıde	-115:09:0	,					Reviewer Name Review Date			Tom Carey					
Road Authority		Alberta T	•	•	T)						Nomo	21-Dec-2011 Tim Davies				
Contract Main. A		UNDEFI	NED CMA	4					ot. Revie				,			
Clear Roadway/	Skew	2.6 /							ot. Revie low-Up l		ale	06-Feb-2012	<u>-</u>			
AADT/Year									ow-op i	Бу						
Road Classificat	ion							_								
Detour Length (I	<u> </u>	1			1											
Allowable Load	(t): Sin	gle			Sem	i				Train				> On Critic >Critical M		S
Design Loading:														> Primary	Span	
						Po	osting I	nforn	nation							
Required Vert. Clearance Posting (m)																
Posted Vertical				No												
Posted: Lane				ance	(Y/N)		Lane	SB	0	n Bridge (m)		In Advance	(Y/N)			
Remarks Not required.																
Required Load Posting (t)			Single			Semi				Truc	k Train					
Posted Loading (t)		Single					Semi			Truc	k Train					
Posted:	Lane WB		At Junction (In Advance (Y/N)		No	At Bi	ridge (Y/N)	No				
Posted:	Lane EB			At Junction (Y/N		Y/N)	No		In Adva	ance	(Y/N)	No	At Bi	ridge (Y/N)	No	
Remarks	Not required.															
Hazard Marker A	At Bridge (Y/N) No															
Remarks			Not req													
Other Sign Types		Rapid S	Span WO	-2057												
Utility Attachmer	nte					Ut	ilities (l	Loca	ted at)							
Telephone								Gas								
Power									nicipal							
Others				 1e					Problem (Y/N) No							
Remarks	2 00110		i bilago.					1110		/11)	110					
Romanto							Approa	ich R	oad							
						Last	Now		olanatio	n of (Condi	tion				
Horizontal Alignment				5	5		Bridge is for pedestrian & golf cart traffic on the Kananaskis			iskis Go	lf					
Vertical Alignment				5 5			Course. At the 16th hole on Mt Lorette course. Alignments adequate for use.									
Roadway Width (m) 3.000						Alig	minents	auec	juale f							
Approach Bump			5	5	1											
Guardrail (Y/N)			Yes					3.5	m of ste	el ap	proach	rail.				
Guardrail						8	8	1								
Length (m)			3.500													
Current Standa	ard (Y/	N)	Yes													
Termination Ty			None													
Drainage						7	7									
Ŭ																

Alberta Transportation

Bridge Inspection & Maintenance System (Web 2005)

				Δ	oproa	ich Road
				Last	Now	Explanation of Condition
Approach Road General Rating			5	5		
PP						
						structure
Bridge Com	-				Now	Explanation of Condition
		ans, Lengths	(m): 28.6, A-	Ident Nu	mber:)
Special Fea					1	
Special Feat	ure					
(Type :)					1	-
Special Feat	ure					-
(Type :)						
Wearing Sur		p Detail Rating				
	N (%)	1 (%)	2 (%)	3 (%)		-
Last						-
Now	0.0	0.0	0.0	0	.0	
Wearing Sur	face			6	7	Transverse cracks @ concrete construction joints.
	ype : ACP)					_
(Thickness	s(mm) : 50)					
Deck Top	Deck Top			N	N	ACP over concrete deck.
Deck Rideability			7	7		
Deck Joints				7	X	Open gap - ACP filled.
Temperatu	ire (deg. C)					
(Expansio	· · · · · · · · · · · · · · · · · · ·					
(Fixed Typ						
Gap Size (Gap	Location			
25 East abutment						-
20			abutment			-
					-	
						-
						-
						-
Deck Draina	-			9	9	
Drains Clo	gged (Y/N)	No			1	
Curbs/Media	an			X	X	
(Curb Type	e : Standard)					
Scaling (P	ercent Area)					
Bridge Rail				9	8	Steel HSS rail & posts.
(Type : BR	IDGE TUBE)					40 x 150 timber bottom rail.
Bridge Rail F	Posts			9	8	
(Type : PC	ST STEEL;P	OST STEEL)				Weathering steel.
Bridge Rail/Posts Coating			Х	Х		
(Type :)						
Sidewalk				X	X	
Girder/Bean	n				1	
Cover Plat	е			Х	X	
Flange				9	8	
Web				9	8	
Stiffeners				9	8	
Splice				9	8	
Weld				9	8	

Alberta Transportation

			Supers	tructure
Bridge Component		Last		Explanation of Condition
(Primary Span : WG, 1 Spans, Le	engths(m): 28.6, A-Id			
Diaphragms/Cross Frame		9	8	
Paint Condition		Х	Х	Weathering steel
(Colour Description :)				
(Colour Code :)				
Touchup Required (Y/N)	No			
Bearings		7	7	
Temperature (deg. C)	-5		_	
(Expansion Type :)				Fixed both ends.
(Fixed Type : REINFORCED PA	AD BEARING)			
Coating Adequate (Y/N)	Yes			
Functioning (Y/N)	Yes			
Deck Underside		8	8	Deck cast in segments with grout @ construction joints.
Stains (Percent Area)	0			
Span Alignment Problems				
Vertical (Y/N)	No			
Horizontal (Y/N)	No			
Superstructure General Rating		7	7	
		_		ructure
Bridge Component		Last	Now	Explanation of Condition
Abutments		Last		
Bearing Seats/Caps			8	
(Type : CONCRETE)				
Backwalls/Breastwalls			8	
Wingwalls			8	
Piles		N	N	
Paint/Coating		Х	Х	
Abutment Stability		9	8	
Scour/Erosion		9	8	
Piers/Bents				
(Type:)				-
Bearing Seats/Caps		X	X	
(Type:)				
(Total Number of Bearing Piles :)		X		-
Pier Shaft/Piles			X	
Bracing/Struts/Sheathing			X	
Nose Plate		Х	Х	
Paint/Coating		Х	X	
(Colour Description :)				
(Colour Code :)		1		
Pier Stability		Х	X	
Scour		Х	Х	
Debris (Y/N)	No			

Bridge ComponentIdatNowExplanation of ConditionSubstructure General Rating98ChannelVertre(U/S Direction : S)VertreExplanation of ConditionChannel77(U/S Direction : N)Vertre98Bank Stability977Bank Stability0VertreStope Protection08.0VertreDrift (Y/N)No1Stope Protection08.0VertreStope Protection098(Type : RIP RAP; RIP RAP)98Gridebank/Spurs98(Fish Compensation Measure 1 : Vertre98Frish Compensation Measure 2 : Vertre77Grade SeparationXXTraffic Safety FeaturesXXStope ProtectionXXTypeAXGrade SeparationXXTrafic Safety FeaturesXXType : RIP RAP; RIP RAPVertreVertreType : RIP RAP; RIP RAPXXType : RIP RAP; RIP RAPXX<				Subst	ructure
Channel Explanation of Condition Channel Explanation of Condition (U/S Direction : N) (U/S Direction : N) Alignment 7 7 Bank Stability 9 8 HWM (m below Top of Curb) 208.0	Bridge Component		Last	Now	Explanation of Condition
Image: state s	Substructure General Rating		9	8	
Image: state s			S	Structu	re Usage
Channel VI Striection : S) (U/S Direction : N) VI VI Alignment 7 7 Bank Stability 9 8 HWM (m below Top of Curb) 208.0 VIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII				1	
(D/S Direction : N)Alignment77Alignment77Bank Stability98HWM (m below Top of Curb)208.0 $$	Channel				
Alignment77Bank Stability98HWM (m below Top of Curb)208.0 $$ Drift (Y/N)No $$ Slope Protection98(Type : RIP RAP; RIP RAP)98(Type : RIP RAP; RIP RAP)XXAdequacy of Opening98(Fish Compensation Measure 1 : NONE)98(Fish Compensation Measure 2 : NONE)77Channel General Rating777Grade SeparationXXXRoad AlignmentXXXTraffic Safety FeaturesXXXTraffic Safety FeaturesXXXType $$ XXSlope ProtectionXXTypeXXBank StabilityXXDrainageXX	(U/S Direction : S)				
Bank Stability98HWM (m below Top of Curb)208.0	(D/S Direction : N)				
HWM (m below Top of Curb) 208.0 208.0 Drift (Y/N)No 3 Slope Protection n 3 (Type: RIP RAP; RIP RAP) X X Guidebank/Spurs X X Adequacy of Opening y 8 (Fish Compensation Measure 1: NONE) y 8 (Fish Compensation Measure 2: NONE) 7 7 Channel General Rating 7 7 Road Alignment X X No X X Traffic Safety Features X X Type X X Slope Protection X X Type: RIP RAP; RIP RAP; X X Bank Stability X X Drainage X X	Alignment		7	7	
Drift (Y/N) No Slope Protection 9 Slope Protection 9 (Type : RIP RAP; RIP RAP) Guidebank/Spurs X Adequacy of Opening 9 9 8 (Fish Compensation Measure 1 : NONE) (Fish Compensation Measure 2 : NONE) Channel General Rating 7 <td< td=""><td>Bank Stability</td><td></td><td>9</td><td>8</td><td></td></td<>	Bank Stability		9	8	
Slope Protection 9 8 (Type : RIP RAP; RIP RAP) X X Guidebank/Spurs X X Adequacy of Opening 9 8 (Fish Compensation Measure 1 : NONE) 9 8 (Fish Compensation Measure 2 : NONE) 7 7 Channel General Rating 7 7 Grade Separation X X Road Alignment X X Traffic Safety Features X X Type X X Slope Protection X X (Type : RIP RAP; RIP RAP) X X Bank Stability X X Drainage X X	HWM (m below Top of Curb)	208.0			
(Type : RIP RAP; RIP RAP;Guidebank/SpursXXAdequacy of Opening98(Fish Compensation Measure 1 : NONE) (Fish Compensation Measure 2 : NONE)7Channel General Rating77Channel General Rating77Grade Separation Road AlignmentXXTraffic Safety Features TypeXXStope Protection (Type : RIP RAP; RIP RAP)XXBank StabilityXXDrainageXXX <td< td=""><td>Drift (Y/N)</td><td>No</td><td></td><td></td><td></td></td<>	Drift (Y/N)	No			
Guidebank/Spurs X X X Adequacy of Opening 9 8 (Fish Compensation Measure 1 : NONE) (Fish Compensation Measure 2 : NONE) Totaffic Compensation Measure 2 : NONE) Channel General Rating 7 7 Grade Separation 7 7 Road Alignment X X Traffic Safety Features X X Type X X Slope Protection X X (Type : RIP RAP; RIP RAP) X X Bank Stability X X Drainage X X	Slope Protection				
Adequacy of Opening98(Fish Compensation Measure 1 : NONE) (Fish Compensation Measure 2 : NONE)77Channel General Rating77Grade Separation Road AlignmentXXTraffic Safety Features TypeXXSlope Protection 	(Type : RIP RAP; RIP RAP)				
Image Image Image (Fish Compensation Measure 1 : NONE) (Fish Compensation Measure 2 : NONE) Total (Fish Compensation Measure 2 : NONE) 7 7 Channel General Rating 7 7 Grade Separation X X Road Alignment X X Traffic Safety Features X X Type X X Slope Protection X X (Type : RIP RAP; RIP RAP) X X Bank Stability X X Drainage X X				Х	
(Fish Compensation Measure 2 : NONE) 7 7 Channel General Rating 7 7 Grade Separation X X Road Alignment X X Traffic Safety Features X X Type X X Slope Protection X X (Type : RIP RAP; RIP RAP) X X Bank Stability X X Drainage X X	Adequacy of Opening		9	8	
Channel General Rating 7 7 Grade Separation K X Road Alignment X X Traffic Safety Features X X Type X X Slope Protection X X (Type : RIP RAP; RIP RAP) X X Bank Stability X X Drainage X X	(Fish Compensation Measure 1	: NONE)			
Grade Separation X X Road Alignment X X Traffic Safety Features X X Type X X Slope Protection X X (Type : RIP RAP; RIP RAP) X X Bank Stability X X Drainage X X	(Fish Compensation Measure 2	: NONE)			
Road Alignment X X Traffic Safety Features X X Type X X Slope Protection X X (Type : RIP RAP; RIP RAP) X X Bank Stability X X Drainage X X	Channel General Rating		7	7	
Traffic Safety Features X X X Type Image Image Image Image Slope Protection X X X Type : RIP RAP; RIP RAP) X X Bank Stability X X Drainage X X	Grade Separation				
Type X X Slope Protection X X (Type : RIP RAP; RIP RAP) X X Bank Stability X X Drainage X X				X	
Slope Protection X X (Type : RIP RAP; RIP RAP) X X Bank Stability X X Drainage X X	Traffic Safety Features			Х	River crossing only
(Type : RIP RAP; RIP RAP) Bank Stability X Drainage X	Туре				
Bank Stability X X Drainage X X				X	
Drainage X X	(Type : RIP RAP; RIP RAP)				
	Bank Stability			X	
Grade Separation General Rating 7 7	Drainage		Х	Х	
	Grade Separation General Ra	ting	7	7	

			Maintenance	Recommend	lations					1
Inspector Recommendations	Year	Inspect	tor Comments		Department Comn	nents		Target Year	Est. Cost	Cat #
REPAIR/REPLACE BRIDGE RAIL										
GALVANIZE/PAINT BRIDGE RAIL										
RETROFIT BRIDGE RAIL										
SEAL CURBS										
PATCH DECK										
SEAL DECK										
OVERLAY DECK										
REPAIR/REPLACE DECK JOINTS										
RESET/ PAINT BEARINGS										
REPAINT SUPERSTRUCTURE										
STRAIGHTEN/REPLACE MEMBERS										
WASHING										
SHOTCRETE REPAIRS										
REPAIR ABUTMENT SCOUR/EROSI	NC									
PLACE ADDITIONAL RIP RAP										
REMOVE DRIFT ACCUMULATION										
OTHER ACTION										
OTHER ACTION										
OTHER ACTION										
OTHER ACTION										
Structural Condition Rating (Last/No (%)	ow) 88.9/	83.3	Sufficiency Rating (Las (%)	st/Now)	62.7/60.9	Est. Repl. Yr	2053	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)										
Proposed Action										
Previous Inspector's Name Tom C				Draviaua	s Assistant's Name					
Previous Inspector's Name	Tom Carey			Previous	Assistants Name					
Previous Inspector's Name Next Inspection Date	Tom Carey 06-Mar-2015				Inspection Date	22-Oct-2008				
						22-Oct-2008				