13194 -1 Bridge Culvert

Bridge File Number 1398 + 1 Bridge Culvert Form Type CUL1						Brida	e Culve	ert Insp	ection							
Year Built 1988	Bridge File Nun	nber	13194 -	1 Bridge Culve	~~~					CUL1						
Bridge or Town Name Corated One					<u> </u>			7.								
Located Over	Bridge or Town Name BEISEKER															
MAIN Control Main Main										· ·	<u> </u>					
Decided On	Located Over			MATERORS ST							BR CL3 A					
Inspection Date 15-Jun-2012	Located On 72:10 C1 12.091															
Data Entry By Kelsey Roberts Legal Land Location SE SEC 14 TWP 28 RGE 28 W4M Data Entry Date 10-Jul-2012	Water Body Cl.	/Year									15 Jun 2012					
Legal Land Location Set SEC 14 TWP 28 RGE 28 W4M Longitude, Latifude 113.944, 15.123.13 Reviewer Name Joel Wozney	Navigabil. Cl./Y	ear						·			te					
Longitude Latitude 113-49-41, 512-31-3 Reviewer Name Joel Wozney	Legal Land Loc	ation	SE SEC	2 14 TWP 28 R	GE 28 W	4M				-						
Aborta Transportation (AIT)	Longitude, Latit	ude	-113:49	:41, 51:23:13				•								
Contract Main. Area	Road Authority		Alberta	Transportation	(AIT)					•						
11.2/10 deg. (RHF)	Contract Main.	Area	CMA29	·												
AADT/Year	Clear Roadway	/Skew	11.2 / 1	0 deg. (RHF)			·									
Road Classification	-							· ·		ite	12-Jul-2012					
Detour Length (km) 7 7 7	Road Classifica	ation		. ,				Follow	-ор ву							
Spring S	Detour Length	(km)														
Number of Culverts			ation													
MAIN	Number of Culv	erts		1												
Utility Attachments	Pipe #	Barrel		Span	Rise (or	Dia.) Type			Length		Corr. Profile		Shape			
Utility Attachments	1	MAIN		-	6470		SP		64.6		152X51	5.0,5.0,5.0	ROUND			
Utility Attachments	Special Feature	es					'	10110								
Utilities (Located at)	Special Feature	es Comi	ment													
Vilility Attachment South row and crosses 100m west Municipal																
Telephone						Uti	lities (L	_ocated	at)							
Numicipal Problem (Y/N) No	-															
Problem (Y/N) No	-															
Remarks Remarks Road / Embankment Road / Embankment Explanation of Condition		South	row and	crosses 100m	west											
Approach Road / Embankment								Proble	m (Y/N)	No						
Horizontal Alignment	Remarks				Δ.	201000	h Doo	d / Emb	ankmant							
Horizontal Alignment					A											
Vertical Alignment 6 6 HILL TO EAST & WEST Merge lanes over culvert Roadway Width (m) 11.200 4:1 TO 3:1 @ BOTTOM Embankment Sideslope (_:1) 3.0 4:1 TO 3:1 @ BOTTOM Sideslope (_:1) 3.0 4:1 TO 3:1 @ BOTTOM (Height of Cover(m): 4.5) 2 split posts at South. 1 broken post with 2 missing bolts at North. Approach Road / Embankment General Rating 6 6 Culvert Component Direction Last Now Explanation of Condition Direction Northers, None) NORTH Headwall 8 8 Collar 8 7 Isolated transverse cracks Wingwalls X X X	Horizontal Align	ment														
Embankment 6 6 6 Sideslope (_:1) 3.0 (Height of Cover(m): 4.5) Guardrail (Y/N) Yes 2 2 split posts at South. 1 broken post with 2 missing bolts at North. Approach Road / Embankment General Rating 6 6 Culvert Component Last Now Explanation of Condition Direction N NORTH End Treatment (Concrete, Steel, Others, None) Headwall 8 8 Collar 8 7 Isolated transverse cracks Wingwalls X X							HILL TO EAST & WEST									
Sideslope (_:1) 3.0	Roadway Width	Roadway Width (m) 11.200														
Sideslope (_:1) 3.0	Embonios					6	6	4:1 TO 2:1 @ BOTTOM								
(Height of Cover(m) : 4.5) Guardrail (Y/N) Approach Road / Embankment General Rating Culvert Component Direction End Treatment (Concrete, Steel, Others, None) Headwall Cullar By Stream End Now Explanation of Condition NORTH NORTH Solution NORTH Isolated transverse cracks Wingwalls X X					О	ď	4.1 TO 3.1 @ BOTTOM									
Guardrail (Y/N) Yes 2 split posts at South. 1 broken post with 2 missing bolts at North. Direction End Treatment (Concrete, Steel, Others, None) Headwall Collar 8 7 Isolated transverse cracks Vingwalls 2 split posts at South. 1 broken post with 2 missing bolts at North. End Fend Fend Concrete Steel, Concrete 1 broken post with 2 missing bolts at North. Explanation of Condition NORTH Isolated transverse cracks			. 4.5)	3.0												
Approach Road / Embankment General Rating 6 6 Upstream End Culvert Component Last Now Explanation of Condition Direction N NORTH End Treatment (Concrete, Steel, Others, None) CONCRETE Others, None) 8 8 Collar 8 7 Isolated transverse cracks Wingwalls X X			. 4.3)	Yes				2 split posts at South.								
Culvert Component Last Now Explanation of Condition Direction N NORTH End Treatment (Concrete, Steel, Others, None) CONCRETE Headwall 8 8 Collar 8 7 Isolated transverse cracks Wingwalls X X	Approach Road / Embankment General Rating				6	6	1 MORGH POST WITH 2 HISSHING DOILS AT MORTH.									
Culvert Component Last Now Explanation of Condition Direction N NORTH End Treatment (Concrete, Steel, Others, None) CONCRETE Headwall 8 8 Collar 8 7 Isolated transverse cracks Wingwalls X X							Unstre	l am En∉								
Direction N NORTH End Treatment (Concrete, Steel, Others, None) CONCRETE Others, None) 8 8 Collar 8 7 Isolated transverse cracks Wingwalls X X	Culvert Compo	onent								Condi	tion					
End Treatment (Concrete, Steel, Others, None) Headwall Collar 8 7 Isolated transverse cracks Wingwalls X X							111011									
Collar 8 7 Isolated transverse cracks Wingwalls X X	End Treatment	(Concre	ete, Stee	ONCRETE												
Wingwalls X X	Headwall				8	8										
- J	Collar					8	7	Isolate	d transver	se cra	cks					
(Shape:)	Wingwalls					Х	X									
	(Shape:)															

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Upstream End										
Culvert Component		Last	Now	Explanation of Condition						
Cutoff Wall		N	N	Buried						
Bevel End		8	8							
Heaving (mm)	0		_							
Invert Above/Below Stream Bed	BELOW									
Above/Below (mm)	1500									
Scour Protection		8	8							
(Type : RIP RAP)		1								
(Avg. Rock Size(mm) : 800)										
Scour/Erosion		8	8							
Beavers (Y/N)	No									
Upstream End General Rating		8	8							
		Ivert Barrel								
Culvert Component		Last	Now	Explanation of Condition						
(Pipe # : 1, Primary Span, Loca	tion Code: MAIN, Spa	ın (mm	1):	, Rise (mm): 6470, Type: SP)						
Barrel Last Accessible Date	04-Oct-2010			Water too deep to enter, viewed from both ends.						
Special Features										
Special Feature										
(Type:)										
Special Feature										
(Type:)										
Roof		7	N	No visible distortion						
Measured Rise (mm)				TOO LARGE TO MEASURE P.R. 7						
Measured At Ring No.				1 /						
Sag (mm)										
Percent Sag										
Sidewall		7	N	P.R. 7						
Measured Span (mm)										
Measured At Ring No.										
Deflection (mm)										
Percent Deflection										
Floor		N	N	1100mm deep water						
Bulge (mm)		- '`		Troomin doop water						
Measured At Ring No.										
Abrasion (Y/N)										
Circumferential Seams		7	N	P.R. 7						
Separation (mm) 0			11	1						
Longitudinal Seams	U	7	N	P.R. 7						
Total No. of Cracked Rings 0		,	IN	1 .K. 7						
Total No. of Rings with Two	0									
Cracked Seams				1N stagger						
Min. Remaining Steel Between Cracks (mm)	0									
Proper Lap (Y/N) Yes										
Longitudinal Stagger (Y/N)	Yes									
Coating		7	N	P.R. 7						
Corrosion By Soil (Y/N)	No									
Corrosion By Water (Y/N)	No									
Camber POS/ZERO/NEG	ZERO									

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		Brid		lvert Barrel
Culvert Component		Last	Now	Explanation of Condition
(Pipe # : 1, Primary Span, Locat	tion Code: MAIN, Spa	n (mm	<u>):</u>	, Rise (mm): 6470, Type: SP)
Ponding (Y/N)	Yes			1.0m water
Fish Passage Adequacy		7	7	
Baffle		Х	Х	
(Type:)				
Waterway Adequacy		7	7	
Icing (Y/N)	No			
Silting (Y/N)	No			
Drift (Y/N)	No			
Barrel General Rating		7	N	P.R. 7
		D	ownstr	ream End
Culvert Component		Last	Now	Explanation of Condition
Direction		S		South
End Treatment (Concrete, Steel, Others, None)	CONCRETE			
Headwall		7	7	
Collar		7	7	Isolated transverse cracks
Wingwalls		Х	Х	
(Shape:)				
Cutoff Wall		N	N	Buried
Bevel End		8	8	
Heaving (mm)	0			
Invert Above/Below Stream Bed	BELOW			
Above/Below (mm)	1500			
Scour Protection		7	7	
(Type : RIP RAP)				
(Avg. Rock Size(mm): 800)				
Scour/Erosion		7	7	
Beavers (Y/N)	No			
Downstream End General Ratio	ng	7	7	
		S	tructu	re Usage
		Last	Now	Explanation of Condition
Channel (U/S and D/S)				
Alignment		7	7	45 DEG. BEND @ D/S. 20m
Bank Stability		7	7	
HWM (m below Top of Culvert)				No visible HWM
Drift (Y/N)	No			
Channel Bottom Degrading/Aggrading	DEGRADING			
Beavers (Y/N)	No			
(Fish Compensation Measure 1 :	NONE)			
(Fish Compensation Measure 2 :				
Channel General Rating			7	

				Maintenance Re	commend	lations						
Inspector Recommendations	Ye	Year Inspector Comments				Department Comments					Est. Cost	Cat #
SHOTCRETE REPAIRS			·									
PLACE ADDITIONAL RIP RAP												
REMOVE DRIFT ACCUMULATION												
INSTALL CONCRETE/STEEL LINING	;											
INSTALL STRUTS												
INSTALL CONCRETE COLLAR/CUTO	OFF											
REPAIR SEAMS												
OTHER ACTION												
OTHER ACTION												
OTHER ACTION												
OTHER ACTION												
Structural Condition Rating (Last/N (%)	ow) 77.	77.8/55.6 Sufficiency Rati		cy Rating (Last/I	Now)	75.6/64.9	Es	t. Repl. Yr	2048	Maint. Re	qd. (Y/N)	No
Special Comments for Next Inspection						Department Comments						
Maintenance Reviewed By						Date			ı	Estimated Tota	I 0	
Proposed Long-Term Strategy												
On 3-Year Program (Y/N)												
Proposed Action												
Previous Inspector's Name	Garry Roberts Pre					s Assistant's Name						
Next Inspection Date	15-Mar-20	14			Previous	Inspection Date		04-Oct-2010				
Inspection Cycle (Default) (months)	21					·						
Comment												