						e Culve	ert Inspection		01115					
Bridge File Number 13630 -1 Bridge Culvert							Form Type		CULE					
Year Built 1953						Lot No.			2					
Bridge or Town Name WILDWOOD  Located Over TRIBUTARY TO LOBSTICK RIV			/ED			Inspector Name		Todd Warsha	WSKI					
Located Over		8.11.84.	8 11 8/ 51 7 \MATEDODQ_QT				Inspector Class Assistant Name		BR CLS B					
Located On 16A:08 C1 1.309						Assistant Name Assistant Class								
Water Body Cl./Year						Inspection Date			27-Aug-2012					
Navigabil. Cl./Y	'ear					Data Entry By			Theresa Lacu	eta				
Legal Land Loc	ation	SW SEC	C 28 TWP 53 R	GE 8 W5	E 8 W5M			Data Entry Date		10-Sep-2012	sia			
		-115.07.30 53.36.15				Reviewer Name		Eric Carcoux						
Road Authority		Alberta <sup>-</sup>	Transportation	(AIT)			Review Date							
Contract Main.	Area	CMA12					Dept. Reviewer Name		30-Aug-2012					
Clear Roadway	/Skew	12 / -30	deg. (LHF)				Dept. Reviewer Name  Dept. Review Date		18-Sep-2012					
AADT/Year		140 / 20	11 (A)							10-3ep-2012				
Road Classifica	ation	RLU-20	8-110				JIOW	Follow-Up By						
Detour Length	(km)	3												
Bridge Culvert	Inform	ation												
Number of Culv	/erts		1											
Pipe #	Barrel		Span	Rise (or Dia.)		Туре		Length		Corr. Profile	PI./Slab Thickness	Shape		
1	MAIN		2400	2400		BP	36.9				SQUARE			
1	D/S	:	2400	2400		BP		17				SQUARE		
Special Feature	es													
Special Feature	es Comi	ment												
					114	ilitica /I	_ocated	<b>24</b> \						
Utility Attachme	nte				Οι	ilities (L	_ocaleu	al)						
Telephone	1110						Gas							
Power	3 wire	s North r	·/w					Municipal						
Others	0 11110	01101111	,						No					
Remarks							1 10000	( ( ( ) ( ) ( )						
				Aı	oproa	ch Road	d / Emb	ankment						
					Last	Now	Explanation of Condition							
Horizontal Align	nment				7	7	Access 100m NE. Horizontal curve 300m West. Crest 600m We					st 600m West.		
Vertical Alignm	ent				7	7 7								
Roadway Width	n (m)		12.000											
Embankment			6	6	Ditch drainage culvert			SE & NW corners, concrete gutters both sides						
Sideslope (	:1)		2.0			of road 25m long.		J.		, : : 9				
(Height of Co		8.5)												
Guardrail (Y/N) Yes					1 damaged section/post on N side, 8 damaged sections				ons on South.					
Approach Roa	d / Eml	oankmer	nt General Rat	ing	7	7								
						Upstre	am End							
Culvert Component				Last	Now	Explar	Explanation of Condition							
Direction					S									
End Treatment (Concrete, Steel, CONCRETE Others, None)														
Headwall			5	6	Minor spall at corners.									
Collar				Х	Х									
	Wingwalls					1								
Wingwalls					6	6	Scallin	g and few	concr	ete spalls.				

Culvert Component				Upstre	am End
Bavel End	Culvert Component		Last	Now	Explanation of Condition
Heaving (mm)	Cutoff Wall		N	N	
Invert Above/Below (mm)   300   30	Bevel End		6	6	
Above/Below (mm) 300 Socur Protection 6 4 About 2m3 of rock has washed into barrel. (Type : RP RP) (Avg. Rock Size(mm) : 300) Scour/Erosion 7 4  Beavers (V/N) No Scour at SE ditch drain.  Upstream End General Rating 5 4  Bridge Curvert Barrel  Culvert Component Last Now Explanation of Condition (Pipe #: 1, Primary Span, Location Code: MAIN, Span (mm); 2400, Rise (mm); 2400, Type: BP)  Special Features Special Feature (Type :) Special Feature	Heaving (mm)				
Scour Protection   6	Invert Above/Below Stream Bed	BELOW			
Crype: RIP RAP    CAVg. Rock Size(mm): 300	Above/Below (mm)	300			
A	Scour Protection		6	4	
Scour/Erosion   7	(Type : RIP RAP)				Loss of fill at SE corner.
Beavers (Y/N)	(Avg. Rock Size(mm) : 300)				
Upstream End General Rating    Bridge Culvert Barrel     Last   Now   Explanation of Condition     Pipe #: 1, Primary Span, Location Code: MAIN, Span (mm): 2400, Rise (mm): 2400, Type: BP)   Barrel Last Accessible Date   04-Oct-2010     Special Features	Scour/Erosion		7	4	
Bridge Cuvert Barrel   Last   Now   Explanation of Condition	Beavers (Y/N)	No			Scour at SE ditch drain.
Culvert Component   Last   Now   Explanation of Condition	Upstream End General Rating		5	4	
Culvert Component   Last   Now   Explanation of Condition			Brid	dae Cu	  vert Barrel
Pipe # : 1, Primary Span, Location Code: MAIN, Span (mm): 2400, Rise (mm): 2400, Type: BP)	Culvert Component				
Barrel Last Accessible Date 04-Oct-2010  Special Features Special Feature (Type :) Special Feature (Type :) Special Feature (Type :) Special Feature (Type :)  Roof 5 N Narrow map cracking on 5%Oct, 2010  Measured Rise (mm) Measured At Ring No. Sag (mm) 0 Percent Sag Sidewall 5 N Narrow longitudinal & vertical cracks, every 5mOct, 2010  Measured Span (mm) 0 Measured At Ring No. Deflection (mm) 0 Percent Deflection Floor N N N Too much water to view.  Bulge (mm) 0 Measured At Ring No. Abrasion (Y/N) No Circumferential Seams 5 N Concrete breaking out of North circumferential seamOct, 2010 Separation (mm) 50 Longitudinal Seams X X Total No. of Rings with Two Cracked Seams Min. Remaining Steel Between Cracks (mm) Proper Lap (Y/N) Longitudinal Stagger (Y/N) Coarrosion By Soil (Y/N) Coarrosion By Soil (Y/N) Corrosion By Soil (Y/N)	•	tion Code: MAIN. Sp:			<del>-</del>
Special Feature  Special Feature (Type :) Special Feature (Type :) Special Feature (Type :) Roof  Measured Rise (mm) Measured At Ring No. Sag (mm) O Percent Sag Sidewall Side			<u> </u>	.,. <u>_</u>	
Special Feature	Darrel Last Accessible Date	04-061-2010			
Type :   Special Feature	Special Features				
Special Feature (Type :)  Roof	Special Feature				
Type : )   Roof	(Type:)			_	
Roof	Special Feature				
Measured Rise (mm) Measured At Ring No. Sag (mm) OPercent Sag Sidewall Sidewall Measured Span (mm) Measured At Ring No. Deflection (mm) OPercent Deflection Floor Rulge (mm) Measured At Ring No. Abrasion (Y/N) No Circumferential Seams Total No. of Rings with Two Cracked Seams Min. Remaining Steel Between Cracks (mm) Proper Lap (Y/N) Longitudinal Stagger (Y/N) Coating Coating Corrosion By Soil (Y/N) Corrosion By Soil (Y/N) Corrosion By Soil (Y/N)  No Narrow longitudinal & vertical cracks, every 5mOct, 2010  Narrow	(Type:)				
Measured At Ring No. Sag (mm) Percent Sag  Sidewall Sidew	Roof		5	N	Narrow map cracking on 5%Oct,2010
Sag (mm) Percent Sag  Sidewall 5 N Narrow longitudinal & vertical cracks, every 5mOct, 2010  Measured Span (mm) Measured At Ring No. Deflection (mm) 0 Percent Deflection  Floor N N N Bulge (mm) 0 Measured At Ring No. Abrasion (Y/N) No  Circumferential Seams 5 N Concrete breaking out of North circumferential seamOct, 2010  Separation (mm) 50 Longitudinal Seams 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 X X Corrosion By Soil (Y/N) Corrosion By Soil (Y/N) Corrosion By Soil (Y/N) Corrosion By Water (Y/N)	Measured Rise (mm)				
Percent Sag   Sidewall   5 N   Narrow longitudinal & vertical cracks, every 5mOct, 2010	Measured At Ring No.				
Sidewall 5 N Narrow longitudinal & vertical cracks, every 5mOct, 2010  Measured Span (mm) 0 Deflection (mm) 0 Percent Deflection  Floor N N N Bulge (mm) 0 Measured At Ring No. Abrasion (Y/N) No  Circumferential Seams 5 N Concrete breaking out of North circumferential seamOct,2010  Separation (mm) 50  Longitudinal Seams X 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 X X X Corrosion By Soil (Y/N) Corrosion By Soil (Y/N) Corrosion By Water (Y/N)	Sag (mm)	0			
Measured Span (mm)  Measured At Ring No.  Deflection (mm)  Percent Deflection  Floor  N N N  Bulge (mm)  Measured At Ring No.  Abrasion (Y/N)  Circumferential Seams  Separation (mm)  Longitudinal Seams  Total No. of Cracked Rings  Min. Remaining Steel Between Cracks (mm)  Proper Lap (Y/N)  Longitudinal Stagger (Y/N)  Coating  Corrosion By Soil (Y/N)  Corrosion By Soil (Y/N)  Corrosion By Water (Y/N)	Percent Sag				
Measured At Ring No.  Deflection (mm)  Percent Deflection  Floor  Rulge (mm)  Measured At Ring No.  Abrasion (Y/N)  No  Circumferential Seams  5 N Concrete breaking out of North circumferential seamOct,2010  Separation (mm)  Longitudinal Seams  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  X X X  Corrosion By Soil (Y/N)  Corrosion By Water (Y/N)	Sidewall		5	N	Narrow longitudinal & vertical cracks, every 5mOct, 2010
Deflection (mm) 0 Percent Deflection  Floor N N N Bulge (mm) 0 Measured At Ring No. Abrasion (Y/N) No  Circumferential Seams 5 N Separation (mm) 50  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 X X X Corrosion By Soil (Y/N) Corrosion By Water (Y/N)  Corrosion By Water (Y/N)	Measured Span (mm)				
Percent Deflection  Floor	Measured At Ring No.				
Floor	Deflection (mm)	0			
Bulge (mm) 0 Measured At Ring No. Abrasion (Y/N) No  Circumferential Seams 5 N Concrete breaking out of North circumferential seamOct,2010 Separation (mm) 50  Longitudinal Seams X 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 X X  Corrosion By Soil (Y/N)  Corrosion By Water (Y/N)	Percent Deflection				
Measured At Ring No. Abrasion (Y/N) No  Circumferential Seams Separation (mm) So  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 X X  X  X  X  Corrosion By Soil (Y/N) Corrosion By Water (Y/N)	Floor		N	N	Too much water to view.
Abrasion (Y/N) No  Circumferential Seams 5 N Concrete breaking out of North circumferential seamOct,2010  Separation (mm) 50  Longitudinal Seams X 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 X X X  Corrosion By Soil (Y/N)  Corrosion By Water (Y/N)	Bulge (mm)	0			
Circumferential Seams  Separation (mm)  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  Corrosion By Soil (Y/N)  Corrosion By Water (Y/N)	Measured At Ring No.				
Separation (mm) 50  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 X X  Corrosion By Soil (Y/N)  Corrosion By Water (Y/N)	Abrasion (Y/N)	No			
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  X X  X  X  Corrosion By Soil (Y/N)	Circumferential Seams		5	N	Concrete breaking out of North circumferential seamOct,2010
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  X X  Corrosion By Soil (Y/N)  Corrosion By Water (Y/N)	Separation (mm)	50			
Total No. of Rings with Two Cracked Seams  Min. Remaining Steel Between Cracks (mm)  Proper Lap (Y/N)  Longitudinal Stagger (Y/N)  Coating X X  Corrosion By Soil (Y/N)  Corrosion By Water (Y/N)	Longitudinal Seams		Х	Х	
Min. Remaining Steel Between Cracks (mm)  Proper Lap (Y/N)  Longitudinal Stagger (Y/N)  Coating X X  Corrosion By Soil (Y/N)  Corrosion By Water (Y/N)	Total No. of Cracked Rings				
Min. Remaining Steel Between Cracks (mm)  Proper Lap (Y/N)  Longitudinal Stagger (Y/N)  Coating X X  Corrosion By Soil (Y/N)  Corrosion By Water (Y/N)	Total No. of Rings with Two Cracked Seams				
Proper Lap (Y/N)  Longitudinal Stagger (Y/N)  Coating X X  Corrosion By Soil (Y/N)  Corrosion By Water (Y/N)	Min. Remaining Steel				
Longitudinal Stagger (Y/N)  Coating X X  Corrosion By Soil (Y/N)  Corrosion By Water (Y/N)	` ,				
Coating X X  Corrosion By Soil (Y/N)  Corrosion By Water (Y/N)					
Corrosion By Soil (Y/N)  Corrosion By Water (Y/N)			X	X	
Corrosion By Water (Y/N)					1
		ZERO.			

		Bric	lge Cul	vert Barrel					
Culvert Component			Now	Explanation of Condition					
(Pipe #: 1, Primary Span, Loca	tion Code: MAIN, Spa	n (mm	): 2400	, Rise (mm): 2400, Type: BP)					
Ponding (Y/N)	Yes			800mm deep.					
Fish Passage Adequacy		5	5						
Baffle		Х	Х						
(Type:)									
Waterway Adequacy		5	5						
Icing (Y/N)	No								
Silting (Y/N)	No								
Drift (Y/N)	No								
Barrel General Rating		5	N	GR was '5' from Oct, 2010.					
		Bric	ige Cul	lvert Barrel					
Culvert Component		Last	Now	Explanation of Condition					
(Pipe #: 1, Primary Span, Loca	tion Code: D/S, Span	(mm):	2400, F	Rise (mm): 2400, Type: BP)					
Barrel Last Accessible Date	06-Oct-2003			Viewed from ends. Water 1.0m deep.					
Special Features									
Special Feature									
(Type:)									
Special Feature									
(Type:)									
Roof		N	N	(Map cracking on 5%. 22/Mar/2007)					
Measured Rise (mm)				Limited view from ends. Portion viewed appears to be in good condition.					
Measured At Ring No.				oonalion.					
Sag (mm)	0								
Percent Sag									
Sidewall		N	N	(Narrow longitudinal & vertical cracks, every 5m. 22/Mar/2007)					
Measured Span (mm)				Limited view from ends. Portion viewed appears to be in good condition.					
Measured At Ring No.									
Deflection (mm)	0								
Percent Deflection									
Floor		N	N	Ice covered.					
Bulge (mm)	0								
Measured At Ring No.									
Abrasion (Y/N)	No								
Circumferential Seams		N	N	(Concrete breaking out of North circumferential seam. 24/Oct/1998)					
Separation (mm)									
Longitudinal Seams		N	N						
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		Х	N						
Corrosion By Soil (Y/N)									
Corrosion By Water (Y/N)									
Camber POS/ZERO/NEG									

Bridge Culvert Barrel								
Culvert Component		Last	Now	Explanation of Condition				
(Pipe #: 1, Primary Span, Loca	tion Code: D/S, Span	(mm):	2400, F	Rise (mm): 2400, Type: BP)				
Ponding (Y/N)	Yes			800mm				
Fish Passage Adequacy		Х	X					
Baffle		N	Х					
(Type:)								
Waterway Adequacy		N	N					
Icing (Y/N)	No							
Silting (Y/N)	No							
Drift (Y/N)	Yes							
Barrel Extension General Ratin	ıg	N	N	(Previous G.R. "6" from 06/June/2005)				
		D	ownstr	ream End				
Culvert Component		Last	Now	Explanation of Condition				
Direction		N						
End Treatment (Concrete, Steel, Others, None)	CONCRETE							
Headwall		8	8					
Collar		Х	Х					
Wingwalls		7	7					
(Shape: )								
Cutoff Wall		N	N					
Bevel End		6	6					
Heaving (mm)								
Invert Above/Below Stream Bed	BELOW							
Above/Below (mm)	100							
Scour Protection		4	5	Riprap/fill is settled along bevel.				
(Type : RIP RAP)								
(Avg. Rock Size(mm) : 350)								
Scour/Erosion		4	5					
Beavers (Y/N)	No							
Downstream End General Ratio	ng	4	5					
		S	Structu	re Usage				
		Last	Now	Explanation of Condition				
Channel (U/S and D/S)		5						
Alignment			5	80 degree bend 5m U/S. 90 degree bend 25m D/S.				
Bank Stability		5	5	Banks eroding U/S. Rock placed on bank D/S.				
HWM (m below Top of Culvert)				HWM not visible.				
Drift (Y/N)	Yes							
Channel Bottom Degrading/Aggrading	NONE			Beaverdam 20m d/s.				
Beavers (Y/N)	Yes							
(Fish Compensation Measure 1 :	·							
(Fish Compensation Measure 2 :	NONE)							
Channel General Rating		5	5					

			Maintenance Reco	mmendations	6					
Inspector Recommendations	Year	Year Inspector Comments			artment Comm	Target Year	Est. Cost	Cat #		
SHOTCRETE REPAIRS		•		·						
PLACE ADDITIONAL RIP RAP										
REMOVE DRIFT ACCUMULATION										
INSTALL CONCRETE/STEEL LINING	}									
INSTALL STRUTS										
INSTALL CONCRETE COLLAR/CUT	OFF									
REPAIR SEAMS										
OTHER ACTION	2012	Repair rail pos	t - 9 sections.							
OTHER ACTION										
OTHER ACTION										
OTHER ACTION										
Structural Condition Rating (Last/N (%)	ow) 55.6/55	Suffic (%)	Sufficiency Rating (Last/Now) (%)		5.6	Est. Repl. Yr	2038	Maint. Re	qd. (Y/N)	Yes
Special Condition of pipe d Monitor scour/eros	oes not warrant ion issues.	dewatering.		Depa Com	artment ments					
Maintenance Reviewed By				Date			E	stimated Tota	I 0	
Proposed Long-Term Strategy										
On 3-Year Program (Y/N)										
Proposed Action										
Previous Inspector's Name	Kris Bosters		Р	revious Assista	ant's Name					
Next Inspection Date	27-May-2014		P	revious Inspec	tion Date	05-Oct-2010				
Inspection Cycle (Default) (months)	21									