

| Bridge Culvert Inspection | | | |
|---------------------------|---|---------------------|-----------------|
| Bridge File Number | 13630 -1 Bridge Culvert | Form Type | CULE |
| Year Built | 1953 | Lot No. | 2 |
| Bridge or Town Name | WILDWOOD | Inspector Name | Todd Warshawski |
| Located Over | TRIBUTARY TO LOBSTICK RIVER, 8.11.84.51.7, WATERCRS-ST | Inspector Class | BR CLS B |
| Located On | 16A:08 C1 1.309 | Assistant Name | |
| Water Body Cl./Year | | Assistant Class | |
| Navigabil. Cl./Year | | Inspection Date | 27-Aug-2012 |
| Legal Land Location | SW SEC 28 TWP 53 RGE 8 W5M | Data Entry By | Theresa Lacusta |
| Longitude, Latitude | -115:07:39, 53:36:15 | Data Entry Date | 10-Sep-2012 |
| Road Authority | Alberta Transportation (AIT) | Reviewer Name | Eric Carcoux |
| Contract Main. Area | CMA12 | Review Date | 30-Aug-2012 |
| Clear Roadway/Skew | 12 / -30 deg. (LHF) | Dept. Reviewer Name | Brent Herrick |
| AADT/Year | 140 / 2011 (A) | Dept. Review Date | 18-Sep-2012 |
| Road Classification | RLU-208-110 | Follow-Up By | |
| Detour Length (km) | 3 | | |

Bridge Culvert Information

| | | | | | | | | |
|--------------------------|--------|------|----------------|------|--------|---------------|--------------------|--------|
| Number of Culverts | 1 | | | | | | | |
| Pipe # | Barrel | Span | Rise (or Dia.) | Type | Length | Corr. Profile | Pl./Slab Thickness | Shape |
| 1 | MAIN | 2400 | 2400 | BP | 36.9 | | | SQUARE |
| 1 | D/S | 2400 | 2400 | BP | 17 | | | SQUARE |
| Special Features | | | | | | | | |
| Special Features Comment | | | | | | | | |

Utilities (Located at)

| | | | |
|---------------------|--------------------|---------------|----|
| Utility Attachments | | | |
| Telephone | | Gas | |
| Power | 3 wires North r/w. | Municipal | |
| Others | | Problem (Y/N) | No |
| Remarks | | | |

Approach Road / Embankment

| | Last | Now | Explanation of Condition |
|--|----------|----------|---|
| Horizontal Alignment | 7 | 7 | Access 100m NE. Horizontal curve 300m West. Crest 600m West. |
| Vertical Alignment | 7 | 7 | |
| Roadway Width (m) | 12.000 | | |
| Embankment | 6 | 6 | Ditch drainage culvert SE & NW corners, concrete gutters both sides of road 25m long. |
| Sideslope (__:1) | 2.0 | | |
| (Height of Cover(m) : 8.5) | | | |
| Guardrail (Y/N) | Yes | | 1 damaged section/post on N side, 8 damaged sections on South. |
| Approach Road / Embankment General Rating | 7 | 7 | |

Upstream End

| Culvert Component | Last | Now | Explanation of Condition |
|---|----------|-----|-----------------------------------|
| Direction | S | | |
| End Treatment (Concrete, Steel, Others, None) | CONCRETE | | |
| Headwall | 5 | 6 | Minor spall at corners. |
| Collar | X | X | |
| Wingwalls (Shape :) | 6 | 6 | Scalling and few concrete spalls. |

| Upstream End | | | | |
|--|-------------|----------|----------|---|
| Culvert Component | | Last | Now | Explanation of Condition |
| Cutoff Wall | | N | N | |
| Bevel End | | 6 | 6 | |
| Heaving (mm) | | | | |
| Invert Above/Below Stream Bed | BELOW | | | |
| Above/Below (mm) | 300 | | | |
| Scour Protection | | 6 | 4 | About 2m3 of rock has washed into barrel. Loss of fill at SE corner. |
| (Type : RIP RAP) | | | | |
| (Avg. Rock Size(mm) : 300) | | | | |
| Scour/Erosion | | 7 | 4 | |
| Beavers (Y/N) | No | | | Scour at SE ditch drain. |
| Upstream End General Rating | | 5 | 4 | |
| Bridge Culvert Barrel | | | | |
| Culvert Component | | 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 | | | | |
| 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 5m. -Oct, 2010 |
| Measured Span (mm) | | | | |
| Measured At Ring No. | | | | |
| Deflection (mm) | 0 | | | |
| Percent Deflection | | | | |
| Floor | | 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 seam. -Oct,2010 |
| 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) | | | | |
| Camber POS/ZERO/NEG | ZERO | | | |

| Bridge Culvert Barrel | | | | |
|--|-------------|----------|----------|---|
| Culvert Component | | Last | Now | Explanation of Condition |
| (Pipe # : 1, Primary Span, Location Code: MAIN, Span (mm): 2400, Rise (mm): 2400, Type: BP) | | | | |
| Ponding (Y/N) | Yes | | | 800mm deep. |
| Fish Passage Adequacy | | 5 | 5 | |
| Baffle | | X | X | |
| (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. |
| Bridge Culvert Barrel | | | | |
| Culvert Component | | Last | Now | Explanation of Condition |
| (Pipe # : 1, Primary Span, Location Code: D/S, Span (mm): 2400, 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) Limited view from ends. Portion viewed appears to be in good condition. |
| Measured Rise (mm) | | | | |
| Measured At Ring No. | | | | |
| Sag (mm) | 0 | | | |
| Percent Sag | | | | |
| Sidewall | | N | N | (Narrow longitudinal & vertical cracks, every 5m. 22/Mar/2007) Limited view from ends. Portion viewed appears to be in good condition. |
| Measured Span (mm) | | | | |
| 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 | | X | 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, Location Code: D/S, Span (mm): 2400, Rise (mm): 2400, Type: BP) | | | | |
| Ponding (Y/N) | Yes | | | 800mm |
| Fish Passage Adequacy | | X | X | |
| Baffle | | N | X | |
| (Type :) | | | | |
| Waterway Adequacy | | N | N | |
| Icing (Y/N) | No | | | |
| Siltng (Y/N) | No | | | |
| Drift (Y/N) | Yes | | | |
| Barrel Extension General Rating | | N | N | (Previous G.R. "6" from 06/June/2005) |
| Downstream End | | | | |
| Culvert Component | | Last | Now | Explanation of Condition |
| Direction | | N | | |
| End Treatment (Concrete, Steel, Others, None) | CONCRETE | | | |
| Headwall | | 8 | 8 | |
| Collar | | X | X | |
| 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 Rating | | 4 | 5 | |
| Structure Usage | | | | |
| | | Last | Now | Explanation of Condition |
| Channel (U/S and D/S) | | | | |
| Alignment | | 5 | 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 : NONE) | | | | |
| (Fish Compensation Measure 2 : NONE) | | | | |
| Channel General Rating | | 5 | 5 | |

| Maintenance Recommendations | | | | | | | |
|---|--|--|---------------------------|-----------------|-----------|-------------------|-----|
| Inspector Recommendations | Year | Inspector Comments | Department Comments | Target Year | Est. Cost | Cat # | |
| SHOTCRETE REPAIRS | | | | | | | |
| PLACE ADDITIONAL RIP RAP | | | | | | | |
| REMOVE DRIFT ACCUMULATION | | | | | | | |
| INSTALL CONCRETE/STEEL LINING | | | | | | | |
| INSTALL STRUTS | | | | | | | |
| INSTALL CONCRETE COLLAR/CUTOFF | | | | | | | |
| REPAIR SEAMS | | | | | | | |
| OTHER ACTION | 2012 | Repair rail post - 9 sections. | | | | | |
| OTHER ACTION | | | | | | | |
| OTHER ACTION | | | | | | | |
| OTHER ACTION | | | | | | | |
| Structural Condition Rating (Last/Now) (%) | 55.6/55.6 | Sufficiency Rating (Last/Now) (%) | 55.6/55.6 | Est. Repl. Yr | 2038 | Maint. Req. (Y/N) | Yes |
| Special Comments for Next Inspection | Condition of pipe does not warrant dewatering. Monitor scour/erosion issues. | | 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 | Kris Bosters | | Previous Assistant's Name | | | | |
| Next Inspection Date | 27-May-2014 | | Previous Inspection Date | 05-Oct-2010 | | | |
| Inspection Cycle (Default) (months) | 21 | | | | | | |
| Comment | | | | | | | |