| Bridge File Number 7207 *1 Bridge Culvert Form Type CUL1 | | | | | | Brido | e Culve | ert Inspe | ection | | | | | |
|--|--------------------------------|----------------|-----------|----------------|----------|--|------------|-----------|-----------------------------|-------------|----------------|----------------|-------|--|
| Var Built | Bridge File Nun | nber | 72707 - | 1 Bridge Culve | rt | | | | | | CUL1 | | | |
| Inspector Name Bidan Plentsch Inspector Name Bidan Plentsch Inspector Name Bidan Plentsch Inspector Class | | | | | | | | | | | | | | |
| Located Over | Bridge or Town Name RYCROFT | | | FT | г | | | | | | | | | |
| Marter Rody CL/Year Assistant Name Brian Cote | | | | | | | | | | | | | | |
| Assistant Class | | | | | | | | | | | | | | |
| Navigabli | Located On | | 49:06 C | 1 3.302 | | | | Assista | nt Class | | | | | |
| Legal Land Location SW SEC 13 TWP 78 RGE 5 W6M Data Entry Data Theresa (authority) Longitude, Latitude -118-38-49, 55-45-08 Reviewer Name Arnold Assenheimer Ar | Water Body Cl. | /Year | | | | | | | | 07-Jul-2011 | | | | |
| Legal Land Location Logal Land Location | Navigabil. Cl./Y | ear | | | | | | · | | | Theresa Lacus | sta | | |
| Longitude Latitude 118-38-49, 554-50-8 Review Name Arnold Assenheimer Review Date 13-Jul-2011 | Legal Land Loc | ation | SW SEC | C 13 TWP 78 R | GE 5 W | SM | | | | 16-Aug-2011 | | | | |
| Contract Main. Area CMA05 | Longitude, Latit | ude | -118:38: | 49, 55:45:08 | | | | | | | | neimer | | |
| Contract Main, Area CMAO5 | | | Alberta | Transportation | (AIT) | | | Review | | | | | | |
| Clear Roadway/Skew 11 / -28 dag. (LHF) | Contract Main. | Area | CMA05 | | | | | | | Name | | n | | |
| AADTYNear 1,080 / 2010 (A) Follow-Up By Fol | Clear Roadway | /Skew | 11 / -28 | deg. (LHF) | | | | | | | | | | |
| Road Classification RAU-211.8-110 Detour Length (km) 3 Bridge Culvert Information Number of Culverts 1 Pipe # Barrel Span Rise (or Dia.) Type Length Corr. Profile PI_Slab Thickness Shape Thickness | AADT/Year | | · · | | | | | | | | | | | |
| Special Features | Road Classifica | ation | RAU-21 | 1.8-110 | | | | | ' ' | | | | | |
| Number of Culverts | Detour Length (| (km) | 3 | | | | | | | | | | | |
| Pipe # Barrel | | | ation | | | | | | | | | | | |
| MAIN | | erts_ | | | I | | | | | | | 1 | | |
| MAIN | Pipe # | Barrel | | Span | Rise (or | Dia.) | Туре | | Length | | Corr. Profile | | Shape | |
| Special Features Special Features Comment Utility Attachments Telephone N. & S. r/w Gas Power 3 line, N. r/w Municipal Others Remarks Approach Road / Embankment Last Now Explanation of Condition Horizontal Alignment 7 7 7 Twp Rd 51, 50 m E. and accesses in the 3 corners. Yertical Alignment 7 7 7 Sideslope (_:1) (Height of Cover(m): 1) Guardrail (Y/N) Approach Road / Embankment General Rating 7 7 Approach Road / Embankment General Rating 7 7 Upstream End Culvert Component Last Now Explanation of Condition Last Now Explanation of Condition 1 post broken at SE corner. Approach Road / Embankment General Rating 7 7 Upstream End Culvert Component Last Now Explanation of Condition Direction S End Treatment (Concrete, Steel, CONCRETE Others, None) Headwall 7 7 Collar 7 7 Due to severe angle of the pipe, the us W. side concrete slope protection has a special added retaining wall to prevent soil from entering the u/s invert. | 1 | MAIN | | | 5540 | | SP | | 50.6 | | 152X51 | | ROUND | |
| Utility Attachments | | | | BARREL ELBO | | | - | | | | | | | |
| Utility Attachments Telephone N. & S. r/w Power 3 line, N. r/w Others Remarks Approach Road / Embankment Two Road / Emban | • | | | | | | | | | | | | | |
| Utility Attachments | , | | | | | | | | | | | | | |
| Telephone | | | | | | Uti | ilities (L | ocated | at) | | | | | |
| Now Sine Now | | | | | | | | I | | | | | | |
| Problem (Y/N) No | | | | | | | | | | | | | | |
| Remarks Approach Road / Embankment Last Now Explanation of Condition | | 3 line, N. r/w | | | | | | | | | | | | |
| Approach Road / Embankment Last Now Explanation of Condition Twp Rd 51, 50 m E. and accesses in the 3 corners. Vertical Alignment 7 7 Roadway Width (m) 11.800 Embankment 7 7 Sideslope (_:1) (Height of Cover(m): 1) Guardrail (Y/N) Yes 1 post broken at SE corner. Approach Road / Embankment General Rating 7 7 Direction S End Treatment (Concrete, Steel, CONCRETE Others, None) Headwall 7 7 Collar 7 7 Due to severe angle of the pipe, the u/s will be prevent soil from entering the u/s invert. Wingwalls X X | | | | | | | | Probler | n (Y/N) | No | | | | |
| Horizontal Alignment | Remarks | | | | | | | | | | | | | |
| Horizontal Alignment 7 7 7 Vertical Alignment 7 7 7 Roadway Width (m) 11.800 Embankment 7 7 7 Sideslope (_:1) (Height of Cover(m):1) Guardrail (Y/N) Yes 1 post broken at SE corner. Approach Road / Embankment General Rating 7 7 Direction S End Treatment (Concrete, Steel, Others, None) Headwall 7 7 7 Collar 7 7 Due to severe angle of the pipe, the Ws Wis die concrete slope protection has a special added retaining wall to prevent soil from entering the u/s Wingwalls X X X | | | | | A | | | | | `andi | ion | | | |
| Vertical Alignment 7 7 Roadway Width (m) 11.800 Embankment 7 7 Sideslope (:1) 3 (Height of Cover(m) : 1) Guardrail (Y/N) Yes 1 post broken at SE corner. Approach Road / Embankment General Rating 7 7 Direction S End Treatment (Concrete, Steel, Others, None) Headwall 7 7 Collar 7 7 Wingwalls 7 7 Due to severe angle of the pipe, the w's will to prevent soil from entering the w's invert. Wingwalls | Horizontal Align | ment | | | | | | | | | | the 3 corners | | |
| Roadway Width (m) Embankment 7 7 Sideslope (_:1) (Height of Cover(m): 1) Guardrail (Y/N) Yes 1 post broken at SE corner. Approach Road / Embankment General Rating 7 7 Approach Road / Embankment General Rating To Upstream End Culvert Component Last Now Explanation of Condition Direction S End Treatment (Concrete, Steel, Others, None) Headwall 7 7 Collar 7 7 Due to severe angle of the pipe, the u's W. side concrete slope protection has a special added retaining wall to prevent soil from entering the u/s invert. Wingwalls X X | | | | | | | | IWPIX | a 51, 50 iii | ı L. aii | u accesses iii | ille 3 comers. | | |
| Embankment 7 7 Sideslope (_:1) (Height of Cover(m):1) Guardrail (Y/N) Yes 1 post broken at SE corner. Approach Road / Embankment General Rating 7 7 Culvert Component Last Now Explanation of Condition Direction S End Treatment (Concrete, Steel, Others, None) Headwall 7 7 Collar 7 7 Due to severe angle of the pipe, the u/s W. side concrete slope protection has a special added retaining wall to prevent soil from entering the u/s invert. Wingwalls X X | | | | 11 800 | | ' | | | | | | | | |
| Sideslope (_:1) (Height of Cover(m): 1) Guardrail (Y/N) Yes 1 post broken at SE corner. Image: Concept | Roadway Widti | 1 (111) | | 11.000 | | | | | | | | | | |
| (Height of Cover(m): 1) Guardrail (Y/N) Yes 1 post broken at SE corner. Approach Road / Embankment General Rating 7 7 Upstream End Culvert Component Last Now Explanation of Condition Direction S End Treatment (Concrete, Steel, Others, None) Headwall 7 7 Collar 7 Due to severe angle of the pipe, the u/s W. side concrete slope protection has a special added retaining wall to prevent soil from entering the u/s invert. Wingwalls X X | Embankment | | | | | 7 7 | | | | | | | | |
| (Height of Cover(m): 1) Guardrail (Y/N) Yes 1 post broken at SE corner. Approach Road / Embankment General Rating 7 7 Upstream End Culvert Component Last Now Explanation of Condition Direction S End Treatment (Concrete, Steel, Others, None) Headwall 7 7 Collar 7 Due to severe angle of the pipe, the w/s W. side concrete slope protection has a special added retaining wall to prevent soil from entering the u/s invert. Wingwalls X X | Sideslope (:1) | | | | | | 3 | | | | | | | |
| Approach Road / Embankment General Rating 7 7 Upstream End Culvert Component | (Height of Co | ver(m) : | : 1) | | | | | | | | | | | |
| Upstream End Culvert Component Last Now Explanation of Condition Direction S End Treatment (Concrete, Steel, Others, None) CONCRETE Headwall 7 7 Collar 7 7 Due to severe angle of the pipe, the u/s W. side concrete slope protection has a special added retaining wall to prevent soil from entering the u/s invert. Wingwalls X X | Guardrail (Y/N) | | | Yes | | | | | 1 post broken at SE corner. | | | | | |
| Upstream End Culvert Component Last Now Explanation of Condition Direction S End Treatment (Concrete, Steel, Others, None) CONCRETE Headwall 7 7 Collar 7 7 Due to severe angle of the pipe, the u/s W. side concrete slope protection has a special added retaining wall to prevent soil from entering the u/s invert. Wingwalls X X | Apprecab Des | d/End | oonlers s | t Consuct D-1 | ina | 7 | 7 | | | | | | | |
| Culvert Component Last Now Explanation of Condition Direction S End Treatment (Concrete, Steel, Others, None) CONCRETE Headwall 7 7 Collar 7 7 Due to severe angle of the pipe, the u/s W. side concrete slope protection has a special added retaining wall to prevent soil from entering the u/s invert. Wingwalls X X | Approach Roa | a / Emi | oankmer | it General Kat | ing | ' | ' | | | | | | | |
| Culvert Component Last Now Explanation of Condition Direction S End Treatment (Concrete, Steel, Others, None) CONCRETE Headwall 7 7 Collar 7 7 Due to severe angle of the pipe, the u/s W. side concrete slope protection has a special added retaining wall to prevent soil from entering the u/s invert. Wingwalls X X | | | | | | | Upstre | am End | | | | | | |
| End Treatment (Concrete, Steel, Others, None) Headwall 7 7 Collar 7 Due to severe angle of the pipe, the u/s W. side concrete slope protection has a special added retaining wall to prevent soil from entering the u/s invert. Wingwalls X X | Culvert Compo | onent | | | | Last | Now | Explan | ation of C | Condi | tion | | | |
| Others, None) Headwall 7 7 Collar 7 Due to severe angle of the pipe, the u/s W. side concrete slope protection has a special added retaining wall to prevent soil from entering the u/s invert. Wingwalls X X | Direction | | | | | S | | | | | | | | |
| Collar 7 7 Due to severe angle of the pipe, the u/s W. side concrete slope protection has a special added retaining wall to prevent soil from entering the u/s invert. Wingwalls X X | End Treatment Others, None) | (Concre | ete, Stee | I, CONCRETE | | | | | | | | | | |
| u/s W. side concrete slope protection has a special added retaining wall to prevent soil from entering the u/s invert. Wingwalls X X | Headwall | | | | | 7 | 7 | | | | | | | |
| | Collar | | | 7 | 7 | u/s W. side concrete slope protection has a special added retaining wall to prevent soil from entering the u/s | | | | | | | | |
| | Wingwalls | | | | | Х | X | | | | | | | |
| | | | | | | | | | | | | | | |

72707 -1 Bridge Culvert

| | | | Unotro | om End |
|---|-------------|--------|--------|---|
| Culvert Component | | Last | Now | am End Explanation of Condition |
| Culvert Component Cutoff Wall | | 6 | 6 | Partially exposed. Rated exposed portion. |
| Cuton wan | | 0 | 0 | ranially exposed. Rated exposed portion. |
| Bevel End | | 7 | 7 | |
| Heaving (mm) | 0 | | | |
| Invert Above/Below Stream Bed | | | | |
| Above/Below (mm) | 0 | | | |
| Scour Protection | | 7 | 7 | |
| (Type : RIP RAP) | | | | |
| (Avg. Rock Size(mm) : 300) | | | | |
| Scour/Erosion | | 7 | 7 | |
| | T | | | |
| Beavers (Y/N) | No | | | |
| Upstream End General Rating | | 7 | 7 | |
| | | | · | |
| | | | | Ivert Barrel |
| Culvert Component | | | Now | Explanation of Condition |
| (Pipe # : 1, Primary Span, Local | | an (mm |): | , Rise (mm): 5540, Type: SP) |
| Barrel Last Accessible Date | 18-Mar-2008 | | | Only first 2 rings accessible - water to high. |
| Special Features | | | | |
| Special Feature | | 7 | 7 | Inspected from ends. |
| (Type : BARREL ELBOW) | | ' | | inspected nom ends. |
| Special Feature | | | | |
| (Type:) | | | | |
| Roof | | 7 | 7 | Upward deflection |
| | 5632 | / | / | |
| Measured At Ding No. | 2 | | | Viewed from ends |
| Measured At Ring No. | 92 | | | |
| Sag (mm) Percent Sag | 2 | | | |
| Sidewall | | 7 | 7 | (At al. annum. E40E 2.40/ deflection, 20000444) |
| | 5477 | / | / | (At cl, span = 5405, 2.4% deflection 20000111) |
| Measured Span (mm) Measured At Ring No. | 2 | | | |
| Deflection (mm) | 63 | | | Inward deflection |
| Percent Deflection | 1 | | | |
| | I I | | | |
| Floor | 0 | N | N | |
| Bulge (mm) | 0 | | | |
| Measured At Ring No. | Vac | | | |
| Abrasion (Y/N) | Yes | _ | | |
| Circumferential Seams | 0 | 7 | N | |
| Separation (mm) | 0 | 7 | | |
| Longitudinal Seams | | 7 | N | |
| Total No. of Cracked Rings | 0 | | | |
| Total No. of Rings with Two Cracked Seams | | | | |
| Min. Remaining Steel Between Cracks (mm) | | | | 1N stagger. |
| Proper Lap (Y/N) | Yes | | | |
| Longitudinal Stagger (Y/N) | Yes | | | |
| Coating | | 4 | 4 | Pitting rust along floor, visible @ u/s end. |
| Corrosion By Soil (Y/N) | Yes | | | |
| Corrosion By Water (Y/N) | Yes | | | |
| Camber POS/ZERO/NEG | NEG | | | |
| Carrison 1 GO/ZEITO/INEG | 1.120 | | | |

| | | Bric | dge Cu | Ivert Barrel |
|---|----------------------|--------|--------|---|
| Culvert Component | | Last | Now | Explanation of Condition |
| (Pipe #: 1, Primary Span, Loca | tion Code: MAIN, Spa | ın (mm |): | , Rise (mm): 5540, Type: SP) |
| Ponding (Y/N) | No | | | |
| Fish Passage Adequacy | | 7 | 7 | |
| Baffle | | N | N | |
| (Type:) | | | | |
| Waterway Adequacy | | 8 | 8 | |
| Icing (Y/N) No | | | | |
| Silting (Y/N) | No | | | |
| Drift (Y/N) | No | | | |
| Barrel General Rating | | 7 | N | Last rated 7 on 18-Mar-2008 |
| g | | - | | |
| | | | | ream End |
| Culvert Component | | Last | Now | Explanation of Condition |
| Direction | 1 | N | | |
| End Treatment (Concrete, Steel, Others, None) | CONCRETE | | | |
| Headwall | | 7 | 7 | |
| Collar | | 7 | 7 | |
| Wingwalls | | Х | Х | |
| (Shape:) | | | | |
| Cutoff Wall | | N | N | |
| Bevel End | | 7 | 7 | |
| Heaving (mm) | 0 | | | |
| Invert Above/Below Stream Bed | BELOW | | | |
| Above/Below (mm) | 1800 | | | |
| Scour Protection | | 7 | 7 | |
| (Type : RIP RAP) | | | | |
| (Avg. Rock Size(mm) : 300) | | | | |
| Scour/Erosion | | 7 | 7 | |
| Beavers (Y/N) | No | | | |
| Downstream End General Ratio | ng | 7 | 7 | |
| | | s | tructu | re Usage |
| | | | Now | Explanation of Condition |
| Channel (U/S and D/S) | | | | |
| Alignment | | 5 | 5 | |
| Bank Stability | | 4 | 4 | Severe ditch erosion has formed entering main channel 25m u/s of culvert in field 4m deep x 5m wide x 50m long from runoff from south ditch. SE bank almost vertical 10m u/s due to slumping casued by toe erosionphoto |
| HWM (m below Top of Culvert) | | | | HWM not visible. |
| Drift (Y/N) | No | | | |
| Channel Bottom | DEGRADING | | | |
| Degrading/Aggrading | | | | |
| Beavers (Y/N) | No | | | |
| (Fish Compensation Measure 1 : | · | | | |
| (Fish Compansation Measure 2. | NONE) | | | |

| Structure Usage | | | | | | | | |
|------------------------|-----------------------------------|---|--|--|--|--|--|--|
| | Last Now Explanation of Condition | | | | | | | |
| Channel General Rating | | 4 | | | | | | |

| | | | Maintena | nce Recommen | dations | | | | | |
|---|-------------|---------------------|-----------------------------------|--------------|------------------------|------------------|----------------|---------------|-----------|---------------|
| Inspector Recommendations | Year | Inspecto | r Comments | | Department Com | ments | | 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 | 2011 | Repair g | uardrail. | | | | | | | |
| OTHER ACTION | | | | | | | | | | |
| OTHER ACTION | | | | | | | | | | |
| OTHER ACTION | | | | | | | | | | |
| Structural Condition Rating (Last/N (%) | ow) 77.8/5 | 5.6 | Sufficiency Rating (Last/Now) (%) | | 77.4/67.4 | Est. Repl. Yr | 2042 Maint. Re | | qd. (Y/N) | Yes |
| Special Monitor ditch and be Comments for Next Inspection | ank erosion | | | | Department Comments | | | | | |
| Maintenance Reviewed By | | | | | Date | | E | stimated Tota | 1 0 | |
| Proposed Long-Term Strategy | | | | | | | | | | |
| On 3-Year Program (Y/N) | | | | | | | | | | |
| Proposed Action | | | | | | | | | | |
| Previous Inspector's Name | Shane Hall | Shane Hall Previous | | | | Assistant's Name | | | | |
| Next Inspection Date | 07-Apr-2013 | | | Previous | Inspection Date | 28-Oct-2009 | | | | |
| Inspection Cycle (Default) (months) | 21 | | | | | | | | | |
| | | | | | | | | | | $\overline{}$ |