Bridge frie Number     2013 - 2 Bridge Culvert     Form Type     QLL1 - U       Year Buil/L     2003     Impector Name     QUOREEK LAKE     Impector Class     R CLS A       Gridge of Twm Name     BUCREEK LAKE     Impector Class     R CLS A     Impector Class     R CLS A       Located O     76110 CI 4.325     XMATERCRES ST     Assistant Name     R CLS A     Impector Class     R CLS A       Navigability     Notifier Class     S SEC 30 TWP 46 RGE S WM     Data Entry Dute     06-96-30:2     Impector Class       Longlidue Latti U     114.42:52,52:59:35     Impector Class     R CLP 2017     Impector Class     S Sec 30 TWP 46 RGE S WM     Data Entry Dute     02-96-2012     Impector Class       Class Rodukary/Ske     7,370 dag     Control Mini. MR     Address Miclos     S Sec 30 TWP 46 RGE S WM     Dept. Review Name     Address Miclos     Impector Class     R Review Date     R Review Name     R Review Name <td< th=""><th></th><th></th><th></th><th></th><th>Brida</th><th>e Culve</th><th>ert Insp</th><th>ection</th><th></th><th></th><th></th></td<>					Brida	e Culve	ert Insp	ection					
Year Buil Weig BUCKLAKE CREEK LKGE UNDER STARY TO BUCKLAKE CREEK INSPECTOR Anno Inspector Class BR CLS ABridge or Tow NameOwen Salava Inspector Class BR CLS ALocated OnT1818/TARY TO BUCKLAKE CREEK INSPECTOR STARY TO BUCKLAKE CREEK INSPECTOR ANNO INSPECTOR STARY TO BUCKLAKE CREEK INSPECTOR STARY TO BUCKLAKE CREEK INSPECTOR ANNO INSPECTOR STARY TO BUCKLAKE CREEK INSPECTION STARY TO BUCKLAKE CREEK INSPECTATION STARY TO BU					Dirag	e ean			CUL1				
Bridge or Town Name         BURDEREK LAKE         Image cor Class         Oven Salava         Image cor Class         Mereador Class         BR CLS A         Image cor Class         Mereador Class         BR CLS A         Image cor Class         Mereador Class         BR CLS A         Image cor Class         BR CLS A         Image cor Class         Mereador Class         BR CLS A         Image cor Class         Image cor Class         BR CLS A         Image cor Class         Image cor	Year Built		0					•••					
lacated Over field Test To BUTARY TO BUCKLAKE CREEK. Inspector Class B BC LS A solatam Manne Assistant Manne Mangabi. C.//Year Manne Assistant Manne Manne Mangabi. C.//Year Manne Assistant Manne Manne Mangabi. C.//Year Manne Assistant Manne Manne Manne Mangabi. C.//Year Manne Assistant Manne Ma	Bridge or Town Nam	e BUCREE					Inspec	tor Name					
Located On         761:10 C1 4.825         Assistant Value         Assistant Valu	Located Over	TRIBUT	ARY TO BUC		REEK,		· · ·						
Water Body CL/Year         Assignation Using Section SE Sect 30 TWP 46 RGE 5 W5M         Inspection Date         06-Jan-2012         User Section	Located On			(3-31									
Integration Carle of each of the object of the obj	Water Body CI./Year												
Legal Land Location SE SEC 30 TWP 46 RGE 5 W5M bata Entry By Marka Claves. Longitude Latitude 114/42:52, 52:59:35 KeV 2012 Reviewer Name Jason Saly CPG-2012 Reviewer Name Jas							· · ·						
Longitude, Latitude 114:42:52, 52:59:35 Review Name Jason Saly Zason Sa		SE SEC	30 TWP 46 R	GE 5 W5	M								
Road Authority         Alberta Transportation (AIT)         Moving Hall         Add/T solution           Contract Main, Area         CMA17         Review Data         28-Jan-2012           Contract Main, Area         CMA17         Review Data         28-Jan-2012           Cantract Main, Area         CMA17         Barle         Barle         Dept. Review Data         09-Fab-2012           AADT/Year         320 / 2010 (A)         Special Features         OP-Fab-2012         OP-Fab-2012           Stridge Culvert Information         Special Features         Special Features         OP-Fab-2012         OP-Fab-2012           Special Features		-114:42:	52. 52:59:35										
Contract Main. Area         CMA17         Prover Data         Contract Main. Area         CMA17           Clear Roadway/Skew         7.3 / 0 deg.         Dept. Review Name         Andrew Smikles				(AIT)					· · ·				
Clear Rodway/Skev     7.3 / 0 deg.     Dept. Review Date     Op-Feb-2012       AADT/Year     320 / 2010 (A)     Follow-Up By     Op-Feb-2012       AADT/Year     RU     20     Follow-Up By     Op-Feb-2012       Bridge Culvertion     RU     RU     Follow-Up By     Op-Feb-2012       Bridge Culvertion     RU     Span     Rise (or Dia)     Type     Length     Corr. Profile     Pl/Slab     Shape       1     MAIN     -     2700     MP     36.7     125X26     2.8     ROUND       Special Features     Special Fe	Contract Main. Area		<b>!</b>										
AADT/Year320 / 2010 (A)Depr. Review DateOutput Regin (A)Depr. Review DateReduct LassificationRCU-208C-90BarrelISpanRise (or Dia.)TypeLengthCorr. ProfilePL/StabShapeBarrelSpanRise (or Dia.)TypeLengthCorr. ProfilePL/StabShapeSpecial FeaturesSpecial FeaturesSubter Vector ScoreSpecial FeaturesSpecial FeaturesUtilities (Located at)Utilities (Located at)Utilities (Located at)MunicipalPowerSpecial FeaturesSpecial FeaturesSpecial FeaturesSpecial FeaturesUtilities (Located at)Utilities (Located at)Utilities (Located at)Utilities (Located at)Vector // Context // C	Clear Roadway/Skev	v 7.3/0 de	eg.										
Road Classification       RCU-208G-90       Point W-0P BY         Detout Length (km)       20       20       Second Part Part Part Part Part Part Part Part	AADT/Year								09-Feb-2012				
Bridge Quivert Information       I         Number of Culverts       1         Pipe #       Barrel       Span       Rise (or Dia.)       Type       Length       Corr. Profile       PI/slab       Shape         1       MAIN       -       2700       MP       36.7       125X26       2.8       ROUND         Special Features       Corr. Profile       PI/slab       Thickness       ROUND         Special Features       Corr. Profile       PI/slab       ROUND         Special Features       Corr. Profile       PI/slab       ROUND         Special Features       Comment       Sast       Corr. Profile       PI/slab         Utility Attachments        Sast       Municipal       ROUND         Others       Problem (Y/N)       No       Problem (Y/N)       No         Remarks       Kadway Width (m)       T.300       Tintersection 80m NW. Hill to South, limited sight distance.         Vertical Alignment       6       6       6       6         Sideslope (_:1)       2.0        4:1 over pipe.          (Height of Cover(m) : 1.8)       Nov       Explanation of Condition         Outer Cononent       Last       Nov       Explanation of Cond	Road Classification						FOIIOW	-ор ву					
Number of Cul-set1Pipe #BaralSpanRise (or Jua)TCorr. ProfilePlySiasSpanSpan1MAIN-270°MISpanSpa	Detour Length (km)	20					1						
Pipe # BarrelBarrelSpanRise (or Dia.)TypeLengthCorr. ProfilePL/Slab ThicknessShape1MAIN-2700MP36.7125X262.8ROUNDSpecial FeaturesSpecial FeaturesSpecial FeaturesSpecial Features2.8ROUNDSpecial FeaturesUtility AttachmentsUtility AttachmentsSpecial FeaturesSpecial FeaturesSpecial FeaturesUtility AttachmentsTelephoneWest r/w.GasSpecial FeaturesOthersOthersConcert Not Special FeaturesConcert Not Special FeaturesConcert Not Special FeaturesOthersConcert Not Special FeaturesConcert Not Special FeaturesConcert Not Special FeaturesConcert Not Special FeaturesOthersConcert Not Special FeaturesConcert Not Special Features	Bridge Culvert Info	rmation											
I         MAIN         -         2700         MP         36.7         125X26         2.8         ROUND           Special Features         Special Features         Special Features         2.8         ROUND         Special Features	Number of Culverts	1											
Special Features       Utilities (Located at)         Utility Attachments       Gas         Telephone       West r/w.         Ower       Municipal         Others       Problem (Y/N)         Remarks       Approach Road / Embankment         Kendard (Y/N)       No         Embankment       Ga         Guerdrain (Y/N)       No         Approach Road / Embankment General Rating       Ga         Culvert Component       Last         Differs, None)       STEEL         Others, None)       STEEL         Outers (Shape : )       X         X       X	Pipe # Barre	el S	Span	Rise (or	Dia.)	Туре		Length	Corr. Profile		Shape		
Special Features Comment         Utility Attachments         Telephone       West r/w.         Gas         Problem (Y/N)       No         Problem (Y/N)       No         Problem (Y/N)       No         Remarks         Problem (Y/N)       No         Remarks         Problem (Y/N)       No         Remarks       Problem (Y/N)       No         Remarks       Problem (Y/N)       No         Remarks       Problem (Y/N)       No         Remarks       Problem (Y/N)       No         Remarks       Problem (Y/N)       No         Problem (Y/N)       No         Problem (Y/N)       No         Problem (Y/N)       No         Problem (Y/N)	1 MAI	J -		2700		MP		36.7	125X26	2.8	ROUND		
Special Features Comment         Utility Attachments         Telephone       West r/w.         Gas         Problem (Y/N)       No         Problem (Y/N)       No         Problem (Y/N)       No         Remarks         Problem (Y/N)       No         Remarks         Problem (Y/N)       No         Remarks       Problem (Y/N)       No         Remarks       Problem (Y/N)       No         Remarks       Problem (Y/N)       No         Remarks       Problem (Y/N)       No         Remarks       Problem (Y/N)       No         Problem (Y/N)       No         Problem (Y/N)       No         Problem (Y/N)       No         Problem (Y/N)	Special Features							1	1				
Power     Image: Second S	Utility Attachments				Uti	ilities (l	_ocated	at)					
Others       Problem (Y/N)       No         Remarks	Telephone We	st r/w.											
Approach Road / Embankment         Approach Road / Embankment         Horizontal Alignment       7       7       7         Vertical Alignment       6       6       6         Roadway Width (m)       7.300       T' intersection 80m NW. Hill to South, limited sight distance.         Embankment       6       6         Sideslope (_:1)       2.0       6         (Height of Cover(m) : 1.8)       6       6         Guardrail (Y/N)       No       Ferd       End         Approach Road / Embankment General Rating       6       6         Direction       E       E       E         Culvert Component       Last       Now       Explanation of Condition         Direction       E       E       E       E         Fratment (Concrete, Steel, STEEL.       STEEL       V       X       X         Collar       X       X       X       X         Wingwalls       X       X       X       X         (Shape : )       -       -       -	Power												
Approach Road / Embankment         Last       Now       Explanation of Condition         Horizontal Alignment       7       7         Vertical Alignment       6       6         Roadway Width (m)       7.300	Others						Proble	m (Y/N) No					
Last Horizontal AlignmentLast TNow Explanation of ConditionHorizontal Alignment777Vertical Alignment7.3001'T intersection 80m NW. Hill to South, limited sight distance.Roadway Width (m)7.30066Sideslope (_:1)2.0(Height of Cover(m) : 1.8)0Guardrail (Y/N)NoIApproach Road / EmbankmentGeneral Rating66Culver ComponentLastNowExplanation of ConditionDirectionEEnd Treatment (Concrete, Stele, None)STEELXXHeadwallXX-CollarXX-(shape : )(shape : )Ingeneric : 1XX-	Remarks												
Horizontal Alignment       T				A									
Vertical Alignment         6         6           Roadway Width (m)         7.300	Harizantal Alianman												
Roadway Width (m)     7.300     Image: Constraint of Constraint of Condition       Embankment     6     6       Sideslope (_:1)     2.0     Image: Constraint of Condition       (Height of Cover(m) : 1.8)     Image: Constraint of Condition     Image: Constraint of Condition       Guardrail (Y/N)     No     Image: Constraint of Condition       Approach Road / Embankment General Rating     6     6       Culvert Component     Last     Now     Explanation of Condition       Direction     E     Image: Constraint of Condition       End Treatment (Concrete, Steel, Others, None)     STEEL     Image: Constraint of Condition       Headwall     X     X     X       Collar     X     X     X       Wingwalls     X     X     X       (Shape : )     Image: Constraint of Condition     Image: Constraint of Condition													
Sideslope (:1)       2.0	Roadway Width (m)		7.300		0	0							
Sideslope (:1)       2.0	Embankment				6	6							
(Height of Cover(m) : 1.8)Guardrail (Y/N)NoImage: Second state stat			2.0			-	4:1 ove	er pipe.					
Guardrail (Y/N)       No       Image: Constraint of the system of		) : <b>1.8</b> )											
Last Now Explanation of Condition   Direction E   End Treatment (Concrete, Steel, STEEL STEEL   Others, None) X   Headwall X   Collar X   Wingwalls X   (Shape : ) X	Guardrail (Y/N)	,,	No										
Culvert ComponentLastNowExplanation of ConditionDirectionEEnd Treatment (Concrete, Steel, STEELIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	Approach Road / E	mbankmen	t General Rat	ing	6	6							
Culvert ComponentLastNowExplanation of ConditionDirectionEEnd Treatment (Concrete, Steel, STEELIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII						Unstre	∣ am End						
Direction E End Treatment (Concrete, Steel, STEEL STEEL X X X Headwall X X X Collar X X X Wingwalls V X X X X X X X X X X X X X X X X X X	Culvert Component								tion				
Others, None)   Headwall   X	Direction				E								
Headwall     X     X       Collar     X     X       Wingwalls     X     X       (Shape : )	End Treatment (Con Others, None)	crete, Steel,	, STEEL										
Wingwalls     X     X       (Shape : )     Image: Constraint of the second s	Headwall				X	Х							
(Shape : )	Collar			X	Х								
	Wingwalls			Х	X								
Cutoff Wall X X													
	Cutoff Wall				Х	Х							

Alberta Transportation

	Upstream End									
Culvert Component		Last	Now	Explanation of Condition						
Bevel End		9	7							
Heaving (mm)	0									
Invert Above/Below Stream Bed	BELOW									
Above/Below (mm)	300									
Scour Protection		9 N		Snow covered.						
(Type : <b>RIP RAP</b> )										
(Avg. Rock Size(mm) : 250)										
Scour/Erosion		9	N							
Beavers (Y/N)	Yes			Possible dam 20m u/s.						
Upstream End General Rating	1	9	7							
		Brid	dae Cu	lvert Barrel						
Culvert Component			Now	Explanation of Condition						
(Pipe # : 1, Primary Span, Loca	tion Code: MAIN, Spa			, Rise (mm): 2700, Type: MP)						
Barrel Last Accessible Date	06-Jan-2012		,							
Special Features										
Special Feature				_						
(Type : )										
Special Feature				_						
(Туре : )										
Roof		N	7							
Measured Rise (mm)										
Measured At Ring No.										
Sag (mm)				Est. 2%						
Percent Sag										
Sidewall		N	7							
Measured Span (mm)	2780			At midspan.						
Measured At Ring No.										
Deflection (mm)	80			2.9%						
Percent Deflection	3									
Floor		N	N	Under 1.2m ice.						
Bulge (mm)										
Measured At Ring No.										
Abrasion (Y/N)										
Circumferential Seams		N	7							
Separation (mm)				1						
Longitudinal Seams		Х	X							
Total No. of Cracked Rings				1						
Total No. of Rings with Two Cracked Seams										
Min. Remaining Steel Between Cracks (mm)										
Proper Lap (Y/N)										
Longitudinal Stagger (Y/N)										
		0	7	Surface creation to 2/2 depth						
Coating	No	9	7	Surface erosion to 2/3 depth.						
Corrosion By Soil (Y/N)	No			-						
Corrosion By Water (Y/N)	Yes									
Camber POS/ZERO/NEG	ZERO									
Ponding (Y/N)	No									

Alberta Transportation

Bridge Inspection & Maintenance System (Web 2005)

Bridge Culvert Barrel									
Culvert Component			Now	Explanation of Condition					
(Pipe # : 1, Primary Span, Locat	tion Code: MAIN, Spa	n (mm	):	, Rise (mm): 2700, Type: MP)					
Fish Passage Adequacy		7	7						
Baffle			N						
(Type:)									
Waterway Adequacy		7	7	Unknown					
Icing (Y/N)	No								
Silting (Y/N)	No								
Drift (Y/N)	No			1					
Barrel General Rating		8	7						
			ownet	eam End					
Culvert Component		1	Now	Explanation of Condition					
Direction		W	INOW						
	Treatment (Concrete, Steel, STEEL								
Headwall	<u> </u>	Х	X						
Collar		X	X						
Wingwalls		Х	X						
(Shape: )									
Cutoff Wall		X	X						
Bevel End		9	7						
Heaving (mm)	0								
Invert Above/Below Stream Bed BELOW									
Above/Below (mm)	Above/Below (mm) 300								
Scour Protection		9	N	Snow covered.					
(Type : <b>RIP RAP</b> )				-					
(Avg. Rock Size(mm) : <b>250</b> )									
Scour/Erosion		9	N						
Beavers (Y/N)	No								
Downstream End General Ratir	l Ig	9	7						
		C	truotu	re Usage					
			Now	Explanation of Condition					
Channel (U/S and D/S)		Last	140 **						
Alignment		5	5	D/S bend to NE.					
Bank Stability		7	7						
HWM (m below Top of Culvert)				HWM not visible.					
Drift (Y/N)	No								
Channel Bottom Degrading/Aggrading				Unknown. Possible dam 20m u/s - breached.					
Beavers (Y/N) Yes									
(Fish Compensation Measure 1 :	NONE)								
(Fish Compensation Measure 2 :	· · · · · · · · · · · · · · · · · · ·								
Channel General Rating		5	5						
Ŭ									

Maintenance Recommendations											
Inspector Recommendations		Year Inspector Comments			Department Comm	Target Year	Est. Cost	Cat #			
SHOTCRETE REPAIRS											
PLACE ADDITIONAL RIP RAP											
REMOVE DRIFT ACCUMULATION											
INSTALL CONCRETE/STEEL LINING											
INSTALL STRUTS											
INSTALL CONCRETE COLLAR/CUTO	FF										
REPAIR SEAMS											
OTHER ACTION											
OTHER ACTION											
OTHER ACTION											
OTHER ACTION											
Structural Condition Rating (Last/No (%)	w)	88.9/77.8 Sufficiency Rating (La (%)		ow) 8	34.2/75.1	Est. Repl. Yr	st. Repl. Yr 2060		qd. (Y/N)	No	
Special Comments for Next Inspection											
Maintenance Reviewed By					Date		E	Estimated Total	0		
Proposed Long-Term Strategy											
On 3-Year Program (Y/N)											
Proposed Action											
Previous Inspector's Name	Dave La	ave Lam Previo			s Assistant's Name						
Next Inspection Date 06-Ap		6-Apr-2015 Pre			us Inspection Date 15-Sep-2005						
Inspection Cycle (Default) (months) 39											
Comment											