indige familie Number of 1982 - 18 indige Culvari. Inspector Name VEGA maninga 1982 - 1992 -	Bridge Culvert Inspection																
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ACP over pipe, previously sealed. Roadway Width (m) 8.000 Bankment 4 5 Sideslope (:1) 3.0 4 (Height of Cover(m) : 0.8) 3.0 Guardrail (Y/N) No 6 Approach Road / Embankment 6 6 Culvert Component Last Now Explanation of Condition Direction W Explanation of Condition Direction W K End X X	Vertical Alignm	nent				7	7										
Embankment 4 5 Sideslope (:1) 3.0						Potholes in SB ACP near c/l - partially filled. Wide transverse crack in ACP over pipe, previously sealed.											
Sideslope (:1) 3.0 (Height of Cover(m) : 0.8) Guardrail (Y/N) No Approach Road / Embankment General Rating 6 6 6 Culvert Component Last Direction W End Treatment (Concrete, Steel, STEEL V Headwall X	Roadway Widt	h (m)		8.000													
Sideslope (:1) 3.0 (Height of Cover(m) : 0.8) Guardrail (Y/N) No Approach Road / Embankment General Rating 6 6 6 Culvert Component Last Direction W End Treatment (Concrete, Steel, STEEL V Headwall X	Embankment					4	5										
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Guardrail (Y/N) No Image: Market Sector Sec			: 0.8)			1											
Culvert Component Last Now Explanation of Condition Direction W End Treatment (Concrete, Steel, Dthers, None) STEEL V X																	
Culvert Component Last Now Explanation of Condition Direction W W End Treatment (Concrete, Steel, STEEL V V Headwall X X	Approach Roa	Approach Road / Embankment General Rating			6	6											
Culvert Component Last Now Explanation of Condition Direction W W End Treatment (Concrete, Steel, STEEL V V Headwall X X							Upstre	am <u>End</u>									
Direction W End Treatment (Concrete, Steel, STEEL Headwall X X	Culvert Comp	onent								Condi	tion						
Dthers, None) X X Headwall X X	Direction			W													
	End Treatment (Concrete, Steel, STEEL Others, None)																
Collar X X	Headwall			Х	Х												
	Collar				Х	Х											

Alberta Transportation

			Upstre	am End						
Culvert Component		Last	Now	Explanation of Condition						
Wingwalls		X	X							
(Shape :)										
Cutoff Wall		Х	Х							
Bevel End		7	7							
Heaving (mm)	100									
Invert Above/Below Stream Bed	BELOW									
Above/Below (mm)	450									
Scour Protection		6	6	Well vegetated.						
(Type : RIP RAP)										
(Avg. Rock Size(mm) : 200)										
Scour/Erosion		6	6							
Beavers (Y/N)	No		1							
Upstream End General Rating	·	6	6							
		Bric	lae Cu	lvert Barrel						
Culvert Component		Last		Explanation of Condition						
(Pipe # : 1, Primary Span, Locat	tion Code: MAIN, Spa			, Rise (mm): 2200, Type: MP)						
Barrel Last Accessible Date	16-Feb-1995			Not accessible. 0.8 m water. Viewed from ends, shape & condition						
				look o.k.						
Special Features	1		1							
Special Feature										
(Type :)										
Special Feature										
(Туре :)										
Roof		7	7							
Measured Rise (mm)										
Measured At Ring No.										
Sag (mm)	0									
Percent Sag										
Sidewall		7	7							
Measured Span (mm)										
Measured At Ring No.										
Deflection (mm)	0									
Percent Deflection										
Floor		N	N	(Silt accumulation on floor. 2001/08/13) Rocks washed into bevel						
Bulge (mm)				floor.						
Measured At Ring No.										
Abrasion (Y/N)										
Circumferential Seams		6	4	70 mm gap at 1st seam from U/S endfill material exposed through						
Separation (mm) 70				seam.						
Longitudinal Seams			Х							
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)										

Alberta Transportation

Bridge Inspection & Maintenance System (Web 2005)

Bridge Culvert Barrel									
Culvert Component				Explanation of Condition					
(Pipe # : 1, Primary Span, Locat	tion Code: MAIN, Spa	n (mm):	, Rise (mm): 2200, Type: MP)					
Coating		6	6	Superficial corrosion at normal water level.					
Corrosion By Soil (Y/N)	No								
Corrosion By Water (Y/N)	Yes								
Camber POS/ZERO/NEG	ZERO								
Ponding (Y/N)	No								
Fish Passage Adequacy		Х	Х	x					
Baffle		Х	Х						
(Type :)									
Waterway Adequacy		7	7						
Icing (Y/N)	No								
Silting (Y/N)	No								
Drift (Y/N)	No								
Barrel General Rating		N	N	Previously rated "6" from 16/Feb/1995.					
		D	ownsti	ream End					
Culvert Component			Now	Explanation of Condition					
Direction	1	E							
End Treatment (Concrete, Steel, Others, None)	STEEL								
Headwall	1	Х	X						
Collar		Х	Х						
Wingwalls		х	Х						
(Shape :)									
Cutoff Wall		X	Х						
Bevel End		7	7						
Heaving (mm)	100								
Invert Above/Below Stream Bed	BELOW								
Above/Below (mm)	450								
Scour Protection	1	6	6	Well vegetated.					
(Type : RIP RAP)		1	-						
(Avg. Rock Size(mm) : 200)									
Scour/Erosion		6	6						
Beavers (Y/N)	No								
Downstream End General Ratin	ng	7	6						
		s	Structu	re Usage					
			Now	Explanation of Condition					
Channel (U/S and D/S)									
Alignment			6	Channel bends at U/S end.					
Bank Stability			8						
HWM (m below Top of Culvert)			1	HWM not visible.					
Bank Stability HWM (m below Top of Culvert) Drift (Y/N)	No	9	8	HWM not visible.					

Structure Usage										
		Last	Now	Explanation of Condition						
Channel Bottom Degrading/Aggrading	NONE									
Beavers (Y/N)	No									
(Fish Compensation Measure 1 :	NONE)									
(Fish Compensation Measure 2 :	NONE)									
Channel General Rating		6	6							

Maintenance Recommendations												
Inspector Recommendations	<u> </u>	Year	Inspector Comments		Department Com	Target Year	Est. Cost	Cat #				
SHOTCRETE REPAIRS												
PLACE ADDITIONAL RIP RAP												
REMOVE DRIFT ACCUMULATION												
INSTALL CONCRETE/STEEL LINING												
INSTALL STRUTS												
INSTALL CONCRETE COLLAR/CUTC	DFF											
REPAIR SEAMS												
OTHER ACTION												
OTHER ACTION												
OTHER ACTION												
OTHER ACTION												
Structural Condition Rating (Last/No.	ow) t	55.6/55.	6 Sufficiency Rating (Last/No (%)	ow) 6	65.7/64.8	Est. Repl. Yr 2030		Maint. Reqd. (Y/N)		No		
Special Comments for Next Inspection					Department Comments							
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	Dave Lam P			Previous Assistant's Name							
Next Inspection Date 14-N		-2014	F	Previous I	vious Inspection Date 06-May-2008							
Inspection Cycle (Default) (months) 39												
Comment												