Bridge Culvert Inspection															
Bridge File Nur	nber	79926	-1 Bridge Culve	rt			Form Type			CULM					
Year Built 1996							Lot No			4					
Bridge or Town Name HAYS							Inspec	tor Name		Jason Rusu					
Located Over		BRP - I	IRRIGATION C,	WATER	CRS-IC	2	Inspec	tor Class		BR CLS A					
Located On		524:04	C1 35.603				Assista	ant Name							
Water Body Cl.	/Year						Assista	tant Class							
Navigabil. Cl./Y	'ear						Inspec	tion Date		17-Mar-2012					
Legal Land Loc	ation	SW SE	C 6 TWP 13 R	GE 12 W4	М		Data E	ntry By		Lauren Korte					
Longitude, Latit	tude	-111:38	3:07, 50:02:57				Data E	ntry Date		11-Apr-2012					
Road Authority		Alberta	Transportation	(AIT)			Review	ver Name		Garry Roberts					
Contract Main.	Area	CMA24	ļ				Review	Review Date 23-Mar-2012							
Clear Roadway/Skew 12.8 / 40		0 deg. (RHF)				Dept. F	Dept. Reviewer Name Tim Davies								
AADT/Year		410 / 20	011 (A)	11 (A)				Dept. Review Date		17-Apr-2012					
Road Classifica	ation	RCU-2	09-110				Follow	-Up By							
Detour Length	(km)	32													
Bridge Culvert		ation													
Number of Culv	/erts		2			ı				I					
Pipe #	Barrel	Span Rise (or 2400				Dia.) Type		Length		Corr. Profile	Pl./Slab Thickness	Shape			
1	MAIN		-	2400		MP		50		75X25		ROUND			
2	MAIN		-	2400		MP		50		75X25		ROUND			
Special Feature	es														
Special Feature	es Comi	ment													
					Uti	ilities (L	ocated	at)							
Utility Attachme	ents														
Telephone	North	Ditch.					Gas								
Power							Munici	pal							
Others							Proble	m (Y/N)	Ю						
Remarks															
				oproac			ankment								
					Last		1	nation of C	ondi	tion					
					6	6	Curve	to West.							
					8	8									
Roadway Width	n (m)		9.700			_									
Embankment					8	8									
Sideslope (_:1)		4.0												
(Height of Co	ver(m) :	1.3)													
Guardrail (Y/N)			Yes												
Approach Roa	d / Eml	bankme	nt General Rat	ing	6	6									
						Upstre	am End								
Culvert Compo	onent				Last			nation of C	ondi	tion					
		e: Prima	ary Span)												
Direction							NW.								
End Treatment (Concrete, Steel, Others, None)															
Headwall			Х	Х											
Collar			Х	Х											
Wingwalls			Х	X											
Horizontal Alignment Vertical Alignment Roadway Width (m) Embankment Sideslope (:1)															

79926 -1 Bridge Culvert

			Upstre	am End
Culvert Component		Last	Now	Explanation of Condition
(Pipe #: 1, Span Type: Primary	/ Span)			
Cutoff Wall		Х	X	
Bevel End		8	8	
Heaving (mm) 0				
Invert Above/Below Stream Bed BELOW				
Above/Below (mm) 450				
Scour Protection		N	7	
(Type : RIP RAP)				
(Avg. Rock Size(mm) : 450)				
Scour/Erosion		N	7	
Beavers (Y/N)	No			
Upstream End General Rating		8	7	
		Brid	dge Cu	Ivert Barrel
Culvert Component		Last	Now	Explanation of Condition
(Pipe #: 1, Primary Span, Locat	tion Code: MAIN, Spa	n (mm	ı):	, Rise (mm): 2400, Type: MP)
Barrel Last Accessible Date	03-Mar-2009			West. Thin ice and 700mm deep water- hazardous to enter.
Special Features			_	
Special Feature				
(Type:)				
Special Feature				
(Type:)				
Roof		7	N	Shape looks good.
Measured Rise (mm)	2375			
Measured At Ring No.	3			- Fatire ata
Sag (mm) 25				Estimate.
Percent Sag	1			
Sidewall		7	N	
Measured Span (mm)	2425			
Measured At Ring No. 3				Estimate.
Deflection (mm) 25				
Percent Deflection	1			
Floor		N	N	Ice.
Bulge (mm)	0			
Measured At Ring No.				
Abrasion (Y/N)				
Circumferential Seams		7	N	
Separation (mm) 50				
Longitudinal Seams		X	X	
Total No. of Cracked Rings 0				
Total No. of Rings with Two OCracked Seams				
Min. Remaining Steel Between Cracks (mm)				
Proper Lap (Y/N)				
Longitudinal Stagger (Y/N)				
Coating		7	7	Viewed from ends.
Corrosion By Soil (Y/N)	No			
Corresion By Water (V/N)	No			

		Brid	dge Cu	Ivert Barrel
Culvert Component		Last	Now	Explanation of Condition
(Pipe #: 1, Primary Span, Loca	tion Code: MAIN, Spa	n (mm	ı):	, Rise (mm): 2400, Type: MP)
Camber POS/ZERO/NEG	ZERO			
Ponding (Y/N)	No			
Fish Passage Adequacy		Х	X	
Baffle		Х	X	
(Type:)				
Waterway Adequacy		9	9	
Icing (Y/N)	No			
Silting (Y/N)	No			
Drift (Y/N)	No			
Barrel General Rating		7	N	
	1			ream End
Culvert Component		Last	Now	Explanation of Condition
(Pipe # : 1, Span Type: Primary	/ Span)			
Direction	I			SW.
End Treatment (Concrete, Steel, Others, None)	STEEL			
Headwall		Х	X	
Collar		Х	X	
Wingwalls		X	X	
(Shape:)		1	1	
Cutoff Wall		Х	X	
Bevel End	I	7	7	
Heaving (mm)	0			
Invert Above/Below Stream Bed				
Above/Below (mm)	450			
Scour Protection		N	7	
(Type : RIP RAP)				
(Avg. Rock Size(mm) : 450)			T _	
Scour/Erosion	T	N	7	
Beavers (Y/N)	No			
Downstream End General Ratio	ng	8	7	
				am End
Culvert Component			Now	Explanation of Condition
(Pipe # : 2, Span Type: Second	lary Span)			
Direction				NE.
End Treatment (Concrete, Steel, Others, None)	STEEL			
Headwall		Х	X	
Collar		Х	X	
Wingwalls		X	X	
(Shape:)				
Cutoff Wall		X	X	

79926 -1 Bridge Culvert

Cutvert Component				Upstre	am End
Bevel End	Culvert Component		Last	Now	Explanation of Condition
Heaving (mm)	(Pipe # : 2, Span Type: Second	lary Span)			
Invert Above/Below (mm)	Bevel End		N	8	
Above/Below (mm)	Heaving (mm)	0			
Scour Protection	Invert Above/Below Stream Bed BELOW				
Type : RIP RAP (Avg. Rock Size(mm) : 450)	Above/Below (mm)	450			
Avg. Rock Size(mm) : 450 ScourfErosion N 7	Scour Protection		N	7	
ScouriFicosion	(Type : RIP RAP)				
Delayers (Y/N)	(Avg. Rock Size(mm) : 450)				
Culvert Component	Scour/Erosion		N	7	
Bridge Culvert Barrel Last Now Explanation of Condition	Beavers (Y/N)	No			
Culvert Component (Pipe # : 2, Secondary Span, Location Code: MAIN, Span (mm): Rise (mm): 2400, Type: MP) Barrel Last Accessible Date 03-Mar-2009 East pipe. Special Features Special Feature (Type :) Special Feature	Upstream End General Rating		8	7	
(Pipe # : 2, Secondary Span, Location Code: MAIN, Span (mm): Rise (mm): 2400, Type: MP) Barrel Last Accessible Date 03-Mar-2009 East pipe. Special Feature (Type :) Special Feature (Type :) Special Feature (Type :) Feature Roof 7 N N Measured Rise (mm) 2330 Estimate. Sag (mm) 70 Fercent Sag Sidewall 7 N Estimate. Measured Span (mm) 2470 Estimate. Measured At Ring No. 1 Estimate. Deflection (mm) 70 Fercent Deflection 2 Floor N N Ice covered. Bulge (mm) 0 Measured At Ring No. Abrasion (Y/N) Circumferential Seams 7 N N Separation (mm) 50 Conditional Seams Total No. of Cracked Rings 0 Cracked Seams Min. Remaining Steel Between Cracks (mm) 0 Coating Coating 7 7 7 Coating 7 7 7 </td <td></td> <td></td> <td>Brid</td> <td>dge Cu</td> <td>lvert Barrel</td>			Brid	dge Cu	lvert Barrel
Barrel Last Accessible Date 03-Mar-2009 East pipe.	Culvert Component				
Special Feature	(Pipe # : 2, Secondary Span, Lo	cation Code: MAIN, S	Span (r	nm):	, Rise (mm): 2400, Type: MP)
Special Feature	Barrel Last Accessible Date	03-Mar-2009			East pipe.
Special Feature	Special Features				
Type : Special Feature Crype : Special Feature Crype : Crype :					
Special Feature (Type:)					
Type : Roof					
Roof	•				
Measured Rise (mm) 2330 Measured At Ring No. 1 Sag (mm) 70 Percent Sag 2 Sidewall 7 N Measured Span (mm) 2470 Measured At Ring No. 1 Deflection (mm) 70 Percent Deflection 2 Floor N N N Bulge (mm) 0 Measured At Ring No. Abrasion (Y/N) Circumferential Seams 7 N Separation (mm) 50 Longitudinal Seams X X Total No. of Rings with Two Cracked Rings 0 Total No. of Rings with Two Cracked Seams 0 Min. Remaining Steel Between Cracks (mm) 0 Proper Lap (Y/N) 0 Longitudinal Stagger (Y/N) 0 Coating 7 7 Corrosion By Soil (Y/N) No			7	N	
Measured At Ring No. 1		2330			
Sag (mm) 70 Percent Sag 2 Sidewall 7 N		1			Estimate.
Percent Sag 2		70			
Measured Span (mm) 2470 Measured At Ring No. 1 Deflection (mm) 70 Percent Deflection 2 Floor N N N Bulge (mm) 0 Measured At Ring No. Abrasion (Y/N) Circumferential Seams 7 N Separation (mm) 50 Longitudinal Seams X X Total No. of Cracked Rings 0 Total No. of Rings with Two Cracked Seams 0 Min. Remaining Steel Between Cracks (mm) 0 Proper Lap (Y/N) 0 Longitudinal Stagger (Y/N) 7 Coating 7 7 Corrosion By Soil (Y/N) No	• • •	2			
Measured Span (mm) 2470 Measured At Ring No. 1 Deflection (mm) 70 Percent Deflection 2 Floor N N N Bulge (mm) 0 Measured At Ring No. Abrasion (Y/N) Circumferential Seams 7 N Separation (mm) 50 Longitudinal Seams X X Total No. of Cracked Rings 0 Total No. of Rings with Two Cracked Seams 0 Min. Remaining Steel Between Cracks (mm) 0 Proper Lap (Y/N) 0 Longitudinal Stagger (Y/N) 7 Coating 7 7 Corrosion By Soil (Y/N) No	Sidewall		7	N	
Measured At Ring No. 1 Deflection (mm) 70 Percent Deflection 2 Floor N N N Ice covered. Bulge (mm) 0 Measured At Ring No. Abrasion (Y/N) Circumferential Seams 7 N Separation (mm) 50 Longitudinal Seams X X Total No. of Cracked Rings 0 Total No. of Rings with Two Cracked Seams Min. Remaining Steel Between Cracks (mm) Proper Lap (Y/N) Longitudinal Stagger (Y/N) Coating 7 7 Corrosion By Soil (Y/N) No		2470			
Deflection (mm) 70 Percent Deflection 2 Ploor		1			Estimate.
Floor		70			
Bulge (mm) 0 Measured At Ring No. Abrasion (Y/N) Circumferential Seams 7 N Separation (mm) 50 Longitudinal Seams X X Total No. of Cracked Rings 0 Total No. of Rings with Two Cracked Seams Min. Remaining Steel Between Cracks (mm) Proper Lap (Y/N) Longitudinal Stagger (Y/N) Coating 7 7 Corrosion By Soil (Y/N) No	` ,	2			
Bulge (mm) 0 Measured At Ring No. Abrasion (Y/N) Circumferential Seams 7 N Separation (mm) 50 Longitudinal Seams X X Total No. of Cracked Rings 0 Total No. of Rings with Two Cracked Seams Min. Remaining Steel Between Cracks (mm) Proper Lap (Y/N) Longitudinal Stagger (Y/N) Coating 7 7 Corrosion By Soil (Y/N) No	Floor		N	N	Ice covered.
Measured At Ring No. Abrasion (Y/N) Circumferential Seams 7 N Separation (mm) 50 Longitudinal Seams X X Total No. of Cracked Rings 0 Total No. of Rings with Two Cracked Seams Min. Remaining Steel Between Cracks (mm) Proper Lap (Y/N) Longitudinal Stagger (Y/N) Coating 7 7 Corrosion By Soil (Y/N) No		0			
Abrasion (Y/N) Circumferential Seams 7 N Separation (mm) 50 Longitudinal Seams X X Total No. of Cracked Rings 0 Total No. of Rings with Two Cracked Seams Min. Remaining Steel Between Cracks (mm) Proper Lap (Y/N) Longitudinal Stagger (Y/N) Coating 7 7 Corrosion By Soil (Y/N) No					
Separation (mm) 50 Longitudinal Seams X X X Total No. of Cracked Rings 0 Total No. of Rings with Two Cracked Seams 0 Min. Remaining Steel Between Cracks (mm) Proper Lap (Y/N) Longitudinal Stagger (Y/N) Coating 7 7 Corrosion By Soil (Y/N) No					
Longitudinal Seams X X Total No. of Cracked Rings 0 Total No. of Rings with Two 0 Cracked Seams Min. Remaining Steel Between Cracks (mm) Proper Lap (Y/N) Longitudinal Stagger (Y/N) Coating 7 7 Corrosion By Soil (Y/N) No	Circumferential Seams		7	N	
Longitudinal Seams X X Total No. of Cracked Rings 0 Total No. of Rings with Two Cracked Seams Min. Remaining Steel Between Cracks (mm) Proper Lap (Y/N) Longitudinal Stagger (Y/N) Coating 7 7 Corrosion By Soil (Y/N) No	Separation (mm)	50			
Total No. of Cracked Rings 0 Total No. of Rings with Two Cracked Seams 0 Min. Remaining Steel Between Cracks (mm) Proper Lap (Y/N) Longitudinal Stagger (Y/N) Coating 7 7 Corrosion By Soil (Y/N) No	Longitudinal Seams		Х	Х	
Total No. of Rings with Two Cracked Seams Min. Remaining Steel Between Cracks (mm) Proper Lap (Y/N) Longitudinal Stagger (Y/N) Coating 7 7 Corrosion By Soil (Y/N) No		0			
Min. Remaining Steel Between Cracks (mm) Proper Lap (Y/N) Longitudinal Stagger (Y/N) Coating 7 Corrosion By Soil (Y/N) No	Total No. of Rings with Two	0			
Proper Lap (Y/N) Longitudinal Stagger (Y/N) Coating 7 7 Corrosion By Soil (Y/N) No	Min. Remaining Steel	0			
Longitudinal Stagger (Y/N) Coating 7 7 Corrosion By Soil (Y/N) No	` '				
Coating 7 7 Corrosion By Soil (Y/N) No					
Corrosion By Soil (Y/N) No			7	7	
		No			1
COMOSION BY WATER (Y/N) NO	Corrosion By Water (Y/N)	No			
Camber POS/ZERO/NEG ZERO					

		Brid	dge Cu	Ivert Barrel
Culvert Component		Last	Now	Explanation of Condition
(Pipe #: 2, Secondary Span, Lo	cation Code: MAIN, S	Span (r	nm):	, Rise (mm): 2400, Type: MP)
Ponding (Y/N)	No			
Fish Passage Adequacy		Х	Х	
Baffle		Х	Х	
(Type:)				
Waterway Adequacy		9	9	
Icing (Y/N)	No			
Silting (Y/N)	No			
Drift (Y/N)	No			
Barrel General Rating		7	N	
		D	ownstr	ream End
Culvert Component				Explanation of Condition
(Pipe # : 2, Span Type: Second	larv Span)		11011	
Direction	,			SE.
End Treatment (Concrete, Steel, Others, None)	STEEL			, o
Headwall		Х	Х	
Collar		Х	Х	
Wingwalls		Х	Х	
(Shape:)		1		
Cutoff Wall		Х	X	
Bevel End		8	8	
Heaving (mm)	0			
Invert Above/Below Stream Bed	BELOW			
Heaving (mm) 0				
Scour Protection		N	7	
(Type : RIP RAP)				
(Avg. Rock Size(mm) : 450)		1		
Scour/Erosion		N	7	
Beavers (Y/N)	No			
Downstream End General Ratin	ng	8	7	
		S	Structu	re Usage
			Now	Explanation of Condition
Channel (U/S and D/S)				
Alignment			8	
Bank Stability		N	5	Some scour U/S @ SW from silt deposition that directs flow to bank.
HWM (m below Top of Culvert)	1.2			
Drift (Y/N)	No			
Channel Bottom Degrading/Aggrading	AGGRADING			
Beavers (Y/N)	No			
(Fish Compensation Measure 1 :	NONE)			
(Fish Compensation Measure 2 :				
Channel General Rating		8	8	

79926 -1 Bridge Culvert

			Maintenance	Recommen	dations					
Inspector Recommendations	Year	Inspect	tor Comments		Department Com		Target Year	Est. Cost	Cat #	
SHOTCRETE REPAIRS										
PLACE ADDITIONAL RIP RAP										
REMOVE DRIFT ACCUMULATION										
INSTALL CONCRETE/STEEL LINING	i									
INSTALL STRUTS										
INSTALL CONCRETE COLLAR/CUTO	OFF									
REPAIR SEAMS										
OTHER ACTION										
OTHER ACTION										
OTHER ACTION										
OTHER ACTION										
Structural Condition Rating (Last/N (%)	ow) 77.8/	77.8/55.6 Sufficiency Rat (%)		t/Now)	85.8/72.0	Est. Repl. Yr	2040 Maint. Re		qd. (Y/N)	No
Special Comments for Next Inspection					Department Comments					
Maintenance Reviewed By					Date		E	Estimated Tota	I 0	
Proposed Long-Term Strategy										
On 3-Year Program (Y/N)										
Proposed Action										
Previous Inspector's Name	Tim Davies			Previous	Assistant's Name					
Next Inspection Date	17-Jun-2015			Previous	Inspection Date	03-Mar-2009				
Inspection Cycle (Default) (months)	39									
Comment										