

Bridge Culvert Inspection				
Bridge File Number	80751 -1 Bridge Culvert		Form Type	CUL1
Year Built	1985		Lot No.	4
Bridge or Town Name	CHAUVIN		Inspector Name	Jason Saly
Located Over	TRAIL-ANIMAL, OVER SP		Inspector Class	BR CLS A
Located On	17:04 C1 13.502		Assistant Name	
Water Body Cl./Year			Assistant Class	
Navigabil. Cl./Year			Inspection Date	26-Jun-2012
Legal Land Location	NW SEC 2 TWP 43 RGE 1 W4M		Data Entry By	Marcia Chavez
Longitude, Latitude	-110:03:12, 52:40:42		Data Entry Date	13-Jul-2012
Road Authority	Alberta Transportation (AIT)		Reviewer Name	John O'Brien
Contract Main. Area	UNDEFINED CMA		Review Date	05-Jul-2012
Clear Roadway/Skew	13.5 /		Dept. Reviewer Name	Andrew Smikles
AADT/Year	930 / 2011 (A)		Dept. Review Date	19-Jul-2012
Road Classification	RAU-213.4-120		Follow-Up By	
Detour Length (km)	5			

**Bridge Culvert Information**

Number of Culverts	1							
Pipe #	Barrel	Span	Rise (or Dia.)	Type	Length	Corr. Profile	Pl./Slab Thickness	Shape
1	MAIN	-	2200	MP	28	125X26	2.8	ROUND
Special Features								
Special Features Comment								

**Posting Information**

Required Vert. Clearance Posting (m)											
Posted Vertical Clearance (Y/N)											
Posted:	Lane	NB	On Bridge (m)		In Advance (Y/N)		Lane	SB	On Bridge (m)		In Advance (Y/N)
Remarks	Not required.										

**Utilities (Located at)**

Utility Attachments											
Telephone	Buried in W. ditch.					Gas					
Power						Municipal					
Others						Problem (Y/N)	No				
Remarks											

**Approach Road / Embankment**

		Last	Now	Explanation of Condition
Horizontal Alignment		9	8	Crest curve 100m S sag curve 150m N. Long even grade to S est 4%, limited sight distance.
Vertical Alignment		4	4	
Roadway Width (m)	13.500			
Embankment		7	7	Breaks off at about 2:1 at ends of pipe. As measured at U/S end.
Sideslope (__:1)	4.0			
(Height of Cover(m) : 1)				
Guardrail (Y/N)	No			
<b>Approach Road / Embankment General Rating</b>		<b>4</b>	<b>7</b>	

**Upstream End**

Culvert Component		Last	Now	Explanation of Condition
Direction		W		
End Treatment (Concrete, Steel, Others, None)	NONE			
Headwall		X	X	

Upstream End				
Culvert Component		Last	Now	Explanation of Condition
Collar		X	X	
Wingwalls		X	X	
(Shape : )				
Cutoff Wall		X	X	
Bevel End		X	X	Square end.
Heaving (mm)	0			
Invert Above/Below Stream Bed	BELOW			
Above/Below (mm)	200			
Scour Protection		7	7	
(Type : <b>NATURAL</b> )				
(Avg. Rock Size(mm) : )				
Scour/Erosion		7	7	
Beavers (Y/N)	No			
<b>Upstream End General Rating</b>		<b>7</b>	<b>7</b>	

Bridge Culvert Barrel				
Culvert Component		Last	Now	Explanation of Condition
<b>(Pipe # : 1, Primary Span, Location Code: MAIN, Span (mm): , Rise (mm): 2200, Type: MP)</b>				
Barrel Last Accessible Date	27-Jun-2012			
<b>Special Features</b>				
Special Feature				
(Type : )				
Special Feature				
(Type : )				
Roof		5	4	Damage to roof at E end fo pipe; possibly from a tractor mower, not under load.
Measured Rise (mm)				
Measured At Ring No.				Roof est.
Sag (mm)	10			
Percent Sag				
Sidewall		7	7	Span at W end=2180mm=20mm Span at Midpipe=2195mm=5mm Span at E end=2188mm=12mm
Measured Span (mm)	2210			
Measured At Ring No.				
Deflection (mm)	10			
Percent Deflection				
Floor		N	N	Concrete & dirt covered. (Concrete is cracked. 01Sep2010).
Bulge (mm)	0			
Measured At Ring No.				
Abrasion (Y/N)	No			
Circumferential Seams		4	4	Material infiltrating at both seams. Not a problem @ this time.
Separation (mm)	60			
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)				

Bridge Culvert Barrel				
Culvert Component		Last	Now	Explanation of Condition
(Pipe # : 1, Primary Span, Location Code: MAIN, Span (mm): , Rise (mm): 2200, Type: MP)				
Coating		7	6	
Corrosion By Soil (Y/N)	No			
Corrosion By Water (Y/N)	No			
Camber POS/ZERO/NEG	ZERO			
Ponding (Y/N)	No			
Fish Passage Adequacy		X	X	
Baffle		X	X	
(Type : )				
Waterway Adequacy		X	X	(Due to location relative to prevailing winds major snow accumulations occur inside barrel - 910919).
Icing (Y/N)	No			
Silting (Y/N)	No			
Drift (Y/N)	No			
<b>Barrel General Rating</b>		<b>5</b>	<b>4</b>	
Downstream End				
Culvert Component		Last	Now	Explanation of Condition
Direction		E		
End Treatment (Concrete, Steel, Others, None)	NONE			
Headwall		X	X	
Collar		X	X	
Wingwalls		X	X	
(Shape : )				
Cutoff Wall		X	X	
Bevel End		X	X	
Heaving (mm)	0			
Invert Above/Below Stream Bed	BELOW			
Above/Below (mm)	200			
Scour Protection		7	7	
(Type : <b>NATURAL</b> )				
(Avg. Rock Size(mm) : )				
Scour/Erosion		7	7	
Beavers (Y/N)	No			
<b>Downstream End General Rating</b>		<b>7</b>	<b>7</b>	
Structure Usage				
		Last	Now	Explanation of Condition
<b>Grade Separation</b>				
Road Alignment		8	8	Transverse cracking.
Roadway Surface		6	6	
(Type : )				Concrete.
Icing (Y/N)	No			
Traffic Safety Features		X	X	
Type	None			

<b>Structure Usage</b>				
		<b>Last</b>	<b>Now</b>	<b>Explanation of Condition</b>
Lighting		X	X	
Barrel Leakage (Y/N)	No			
Drainage		6	6	
Structure In Use (Y/N)	No			Fenced off at E end.
<b>Grade Separation General Rating</b>		<b>6</b>	<b>6</b>	

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							
OTHER ACTION							
OTHER ACTION							
OTHER ACTION							
<b>Structural Condition Rating (Last/Now) (%)</b>	<b>55.6/44.4</b>	<b>Sufficiency Rating (Last/Now) (%)</b>	<b>62.2/66.6</b>	Est. Repl. Yr	2050	Maint. Reqd. (Y/N)	No
Special Comments for Next Inspection	(Consider abandoning if it starts to cause problems. 97/03/27). Roof damage is outside of roadway. No problems, no action required.		Department Comments				
Maintenance Reviewed By			Date			Estimated Total	0
Proposed Long-Term Strategy							
On 3-Year Program (Y/N)	Y						
Proposed Action	2008.01.08 Review structure in respect to lack of guardrails and review in two years time in order to determine continued usage. Brownlee & Associates						
Previous Inspector's Name	Owen Salava	Previous Assistant's Name					
Next Inspection Date	26-Mar-2014	Previous Inspection Date	01-Sep-2010				
Inspection Cycle (Default) (months)	21						
Comment							