1993 VIKING TRAIL-/ 619:02 SW SEC -111:34 Alberta CMA16 8.6 / -5 740 / 20 RCU-20 2 mation	ANIMAL, OVE C1 13.858 C 32 TWP 47 :57, 53:05:34 Transportatic deg. (LHF) D11 (A)	R SP	/4M		Form Type Lot No. Inspector Name Inspector Class Assistant Name Assistant Class Inspection Date Data Entry By Data Entry Date Reviewer Name Review Date	CUL1 4 Owen Salava BR CLS A 07-Nov-2012 Marcia Chave: 21-Nov-2012 John O'Brien	2				
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RCU-20 2 nation)9-110				Dept. Reviewer Name		Andrew Smikles				
2 nation	1				Dept. Review Date 26-Nov-2012						
nation					Follow-Up By						
	Snan										
	opan	Rise (or	Dia.) Type		Length	Corr. Profile	PI./Slab Thickness	Shape			
	-	2550		MP	38.7	68X13	2.8	ROUND			
nment											
			ianco ()	V/NI)		n Bridgo (m)					
Posted: Lane NB On Bridge (m) In Advance (Y/N) No Lane SB On Bridge (m) In Advance (Y/N) No Remarks											
			Uti	lities (L	ocated at)						
Utility Attachments											
a south di	south ditch. Gas										
e O/H 18m South of c/l.					Municipal						
		A	pproac	h Road	/ Embankment						
			Last	Now		tion					
			6	6	Roadway curves across pipe on superelevation. Long sag curve with						
			6	6	limited sight distance to the North. No passing.						
Vertical Alignment Roadway Width (m) 8.600											
Embankment			7	7	4:1 @ North.						
(Height of Cover(m) : 2.7)											
	No										
bankmei	nt General R	ating	6	6							
Culture Common and						tion					
			1	NOW							
Ind Treatment (Concrete, Steel, NONE											
iele, Stee											
iele, Stee		Collar									
Culvert Component L. Direction N End Treatment (Concrete, Steel, NONE NONE Others, None) Headwall				Upstre Now X		tion					
	nce Posti nce (Y/N On E south di e O/H 18i	ace Posting (m) nce (Y/N) □ On Bridge (m) □ south ditch. PO/H 18m South of c/I O/H 18m South of c/I South o	nce Posting (m) nce (Y/N) On Bridge (m) In Adv South ditch. O/H 18m South of c/l. O/H 18m South of c/l. A South ditch. C Sou	Po: Po: In Advance (' Util In Advance (' Util South ditch. O/H 18m South of c/l. Last O/H 18m South of c/l. Colspan="4">Colspan="4">Colspan="4">Colspan="4">Colspan="4">Colspan="4">Colspan="4">Colspan="4">Colspan="4">Colspan="4">Colspan="4">Colspan="4">Colspan="4">Colspan="4">Colspan="4">Colspan="4">Colspan="4">Colspan="4">Colspan="4">Colspan="4"Colspan="4">Colspan="4"Colspa	Ince Posting (m) In Advance (Y/N) I In Advance (Y/N) In Advance (Y/N) I In Advance (Y/N) I I In I	Posting Information nace Posting (m) In Advance (Y/N) No Lane SB C Utilities (Located at) Utilities (Located at) South ditch. Gas Image: Colspan="2">Image: Colspan="2">Image: Colspan="2">Colspan="2" Colspan="2" Colspan="2" Colspan="2" Colspan="2" Colspan="2" Colspan="2" Colspan="2" Colspan="2" Colspan="2" Colspan="2" Colspan="2" Colspan="2" Colspan="2" Colspan="2" Colspan="2" <th <<="" colspan="2" td=""><td>Posting Information Posting Information Problem (Y/N) On Bridge (m) In Advance (Y/N) N Utilities (Located at) South ditch. Gas South ditch. Gas O/H 18m South of c/l. Municipal Problem (Y/N) No Approach Road / Embankment <th cols<="" td=""><td>Posting Information Posting Information No On Bridge (m) In Advance (Y/N) No Lane SB On Bridge (m) In Advance Utilities (Located at) South ditch. Gas Problem (Y/N) No Approach Road / Embankment South distance to the North. No passing. 8.600 6 6 Roadway curves across pipe on superelevation. Long limited sight distance to the North. No passing. 8.600 7 7 4:1 @ North. 3.0 2 7 7 Last Now Explanation of Condition Vertice Upstreem End Last Now Explanation of Condition Ne Last Now Last Now</td></th></td></th>	<td>Posting Information Posting Information Problem (Y/N) On Bridge (m) In Advance (Y/N) N Utilities (Located at) South ditch. Gas South ditch. Gas O/H 18m South of c/l. Municipal Problem (Y/N) No Approach Road / Embankment <th cols<="" td=""><td>Posting Information Posting Information No On Bridge (m) In Advance (Y/N) No Lane SB On Bridge (m) In Advance Utilities (Located at) South ditch. Gas Problem (Y/N) No Approach Road / Embankment South distance to the North. No passing. 8.600 6 6 Roadway curves across pipe on superelevation. Long limited sight distance to the North. No passing. 8.600 7 7 4:1 @ North. 3.0 2 7 7 Last Now Explanation of Condition Vertice Upstreem End Last Now Explanation of Condition Ne Last Now Last Now</td></th></td>		Posting Information Posting Information Problem (Y/N) On Bridge (m) In Advance (Y/N) N Utilities (Located at) South ditch. Gas South ditch. Gas O/H 18m South of c/l. Municipal Problem (Y/N) No Approach Road / Embankment Approach Road / Embankment <th cols<="" td=""><td>Posting Information Posting Information No On Bridge (m) In Advance (Y/N) No Lane SB On Bridge (m) In Advance Utilities (Located at) South ditch. Gas Problem (Y/N) No Approach Road / Embankment South distance to the North. No passing. 8.600 6 6 Roadway curves across pipe on superelevation. Long limited sight distance to the North. No passing. 8.600 7 7 4:1 @ North. 3.0 2 7 7 Last Now Explanation of Condition Vertice Upstreem End Last Now Explanation of Condition Ne Last Now Last Now</td></th>	<td>Posting Information Posting Information No On Bridge (m) In Advance (Y/N) No Lane SB On Bridge (m) In Advance Utilities (Located at) South ditch. Gas Problem (Y/N) No Approach Road / Embankment South distance to the North. No passing. 8.600 6 6 Roadway curves across pipe on superelevation. Long limited sight distance to the North. No passing. 8.600 7 7 4:1 @ North. 3.0 2 7 7 Last Now Explanation of Condition Vertice Upstreem End Last Now Explanation of Condition Ne Last Now Last Now</td>	Posting Information Posting Information No On Bridge (m) In Advance (Y/N) No Lane SB On Bridge (m) In Advance Utilities (Located at) South ditch. Gas Problem (Y/N) No Approach Road / Embankment South distance to the North. No passing. 8.600 6 6 Roadway curves across pipe on superelevation. Long limited sight distance to the North. No passing. 8.600 7 7 4:1 @ North. 3.0 2 7 7 Last Now Explanation of Condition Vertice Upstreem End Last Now Explanation of Condition Ne Last Now Last Now

Alberta Transportation

Upstream End								
Culvert Component		Last	Now	Explanation of Condition				
Wingwalls		X	X					
(Shape :)								
Cutoff Wall		X	X					
Bevel End			Х	Protrudes from fill 6m.				
Heaving (mm)	0							
Invert Above/Below Stream Bed	BELOW							
Above/Below (mm)	400							
Scour Protection		Х	7					
(Type : NATURAL)								
(Avg. Rock Size(mm) :)								
Scour/Erosion		Х	Х					
Beavers (Y/N)	No							
Upstream End General Rating		7	7					
		Bric	dge Cul	lvert Barrel				
Culvert Component		Last	Now	Explanation of Condition				
(Pipe # : 1, Primary Span, Locat	tion Code: MAIN, Spa	n (mm):	, Rise (mm): 2550, Type: MP)				
Barrel Last Accessible Date	07-Nov-2012							
Special Features								
Special Feature								
(Type :)								
Special Feature								
(Туре :)								
Roof		7	7	Roof sag est at 4.3%.				
Measured Rise (mm)								
Measured At Ring No.								
Sag (mm)	110							
Percent Sag								
Sidewall		7	7					
Measured Span (mm)	2660			@ mid.				
Measured At Ring No.	2							
Deflection (mm)	110			4.3%				
Percent Deflection	4							
Floor		N	N	Covered with gravel.				
Bulge (mm)	0							
Measured At Ring No.								
Abrasion (Y/N)	No							
Circumferential Seams		6	6	Barrel extended on both ends with a grouted connection. 100mm gap @ South circumferential seam, no infiltration.				
Separation (mm)	100			@ South circumferential seam, no infiltration.				
Longitudinal Seams		Х	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)								
Coating		8	8					
Corrosion By Soil (Y/N)	No							
Corrosion By Water (Y/N)	No							

Alberta Transportation

Bridge Inspection & Maintenance System (Web 2005)

81846 -1 Bridge Culvert

Bridge Culvert Barrel								
Culvert Component		1	Now	Explanation of Condition				
(Pipe # : 1, Primary Span, Location Code: MAIN, Spa				, Rise (mm): 2550, Type: MP)				
Camber POS/ZERO/NEG	ZERO							
Ponding (Y/N)	No							
Fish Passage Adequacy		Х	X					
Baffle		Х	Х					
(Type :)								
Waterway Adequacy		Х	Х					
Icing (Y/N)	No							
Silting (Y/N)	No							
Drift (Y/N)	No							
Barrel General Rating		7	7					
		D	ownstr	ream End				
Culvert Component			Now	Explanation of Condition				
Direction		S						
End Treatment (Concrete, Steel, Others, None)	NONE		-					
Headwall		X	X					
Collar		Х	Х					
Wingwalls	Wingwalls		Х					
(Shape :)		X						
Cutoff Wall		X	X					
Bevel End		X	Х	Barrel protrudes from fill 5m.				
Heaving (mm)	0							
Invert Above/Below Stream Bed	BELOW							
Above/Below (mm)	200							
Scour Protection		Х	7					
(Type : NATURAL)								
(Avg. Rock Size(mm) :)								
Scour/Erosion		X	X					
Beavers (Y/N)	No							
Downstream End General Ratin	ng	7	7					
		S	Structu	re Usage				
		1	Now	Explanation of Condition				
Grade Separation								
Road Alignment		8	8					
Roadway Surface		8	8					
(Туре:)				Gravel.				
Icing (Y/N)	No							
Traffic Safety Features		Х	X					
Туре	None							
Lighting		Х	X					
Barrel Leakage (Y/N)	No		1					

Structure Usage							
		Last	Now	Explanation of Condition			
Drainage		8	8				
Structure In Use (Y/N)	Yes			Fences in good condition.			
Grade Separation General Rating		8	8				

Maintenance Recommendations												
Inspector Recommendations		Year	Inspector Comments	Department Com	Target Year	Est. Cost	Cat #					
SHOTCRETE REPAIRS												
PLACE ADDITIONAL RIP RAP	CE ADDITIONAL RIP RAP											
REMOVE DRIFT ACCUMULATION												
INSTALL CONCRETE/STEEL LINING												
NSTALL STRUTS												
INSTALL CONCRETE COLLAR/CUTOFF												
REPAIR SEAMS												
OTHER ACTION												
OTHER ACTION												
OTHER ACTION												
OTHER ACTION												
Structural Condition Rating (Last/No (%)	Structural Condition Rating (Last/Now) 77.8/77. %)			83.8/84.0	Est. Repl. Yr	2043	Maint. Re	qd. (Y/N)	No			
Special Comments for Next Inspection		Department Comments										
Maintenance Reviewed By				Date		Estimated Total 0						
Proposed Long-Term Strategy												
On 3-Year Program (Y/N)	Y											
Proposed Action	2007.12.29 Check for safety in respect to lack of guardrails. Brownlee & Associates											
Previous Inspector's Name	Previous Inspector's Name Owen Salava Previou				s Assistant's Name							
Next Inspection Date				ous Inspection Date	Inspection Date 27-Jan-2010							
Inspection Cycle (Default) (months)												
Comment												