Bridge Culvert Inspection													
Bridge File Nu	mber	09540 -	1 Bridge Culver	rt			Form 1		CULM				
Year Built		1963	0				Lot No.		4				
Bridge or Town Name HADDOCK						Inspector Name		Eric Carcoux					
Located Over		TRIBUT				Inspector Class		BR CLS A					
			07.11, WATERCRS-ST				Assistant Name						
Located On		32:10 C	21 1.934				Assista	ant Class					
Water Body Cl./Year						Inspection Date		14-Oct-2012					
Navigabil. Cl./Year						Data E	Data Entry By Theresa Lacusta						
								ntry Date	19-Dec-2012				
Longitude, Latitude -115:54:33,			4:33, 53:54:27				Review	ver Name	Stew Hagan				
Road Authority			Transportation	(AIT)			Review Date		12-Dec-2012				
Contract Main.		CMA12					Dept. F	Reviewer Name	Brent Herrick				
Clear Roadway	y/Skew	1	l deg. (LHF)				Dept. F	Review Date	21-Dec-2012				
AADT/Year			2011 (A)				Follow	-Uр Ву					
Road Classific		RAU-20	9-110				-						
Detour Length	· /	3											
Bridge Culver													
Number of Cul			2	D : (<u> </u>	-							
Pipe #	Barrel		Span	Rise (or	Dia.)	Туре		Length	Corr. Profile	PI./Slab Thickness	Shape		
1	MAIN		2019	2226		SPE		39.6	152X51	3.0	ELLIPSE		
2	MAIN		2019	2226		SPE		39.6	152X51	3.0	ELLIPSE		
Special Featur	es		BARREL ELBC					1	-				
Special Featur	es Com	ment											
					Uti	ilities (l	ocated	at)					
Utility Attachments							Gas						
Telephone		r/w & east r/w.											
Power 1 wire east r/w. OH wire over North pipe road North of pipe.			e. Cro	sses	Municipal Broblem (X/N) No								
Others	Todal		5100.				Problem (Y/N) No						
Remarks													
				A	oproad	ch Roa	d / Emb	ankment					
					Last	Now		ation of Condi	tion				
Horizontal Alignment			7	7	Access road 200m North.								
Vertical Alignm	nent				6	6	Limited sight distance due to sag curve. No passing.						
Roadway Widt	h (m)		8.300										
						-							
Embankment					7	7	Snow						
Sideslope (•	3.0										
(Height of Co	over(m)	: 6)					North pipe is approx 6m from top of road while South pipe is approx 3.5m.						
Guardrail (Y/N))		Yes										
Approach Road / Embankment General Rating		6	6										
						Unstre	am End						
Culvert Comp	onent				Last			ation of Condi	tion				
(Pipe # : 1, Sp		e: Prima	ry Span)										
Direction	212				W		North p	pipe.					
End Treatment (Concrete, Steel, STEEL Others, None)						1°							
Headwall			Х	X									
Collar					Х	Х							
							1						

			Upstre	eam End
Culvert Component		Last		Explanation of Condition
(Pipe # : 1, Span Type: Primary	/ Span)			
Wingwalls	•	X	Х	
(Shape :)				
Cutoff Wall		Х	Х	
			_	
Bevel End	1	N	6	-
Heaving (mm)	100			
Invert Above/Below Stream Bed				-
Above/Below (mm)	200		1	
Scour Protection		N	6	-
(Type : RIP RAP)				_
(Avg. Rock Size(mm) : 400)				
Scour/Erosion		N	6	
Beavers (Y/N)	No			
Upstream End General Rating		6	6	
		- Duri		livert Perrol
Culvert Component		Last		Ivert Barrel Explanation of Condition
(Pipe # : 1, Primary Span, Loca	tion Codo: MAIN Sn			
Barrel Last Accessible Date	14-Oct-2012		<i>)</i> . 2018	
Barrei Last Accessible Date	14-001-2012			North pipe.
Special Features				
Special Feature		8	7	
(Type : BARREL ELBOW)				
Special Feature				
(Type :)				
Roof		7	7	
Measured Rise (mm)	2116			
Measured At Ring No.	11			
Sag (mm)	110			
Percent Sag	5			
Sidewall		7	7	
Measured Span (mm)	2129			
Measured At Ring No.	11			
Deflection (mm)	90			
Percent Deflection	5			
Floor		N	4	
Bulge (mm)	0			
Measured At Ring No.				
Abrasion (Y/N)	Yes			
Circumferential Seams		6	6	
Separation (mm)	0			
Longitudinal Seams		6	7	
Total No. of Cracked Rings 0				
Total No. of Rings with Two Cracked Seams				1N stagger
Min. Remaining Steel Between Cracks (mm)				
Proper Lap (Y/N) No				1
Longitudinal Stagger (Y/N)	Yes			

Alberta Transportation

Bridge Inspection & Maintenance System (Web 2005)

Cutvert ComponentImage: Second Code: MAIN, Span (Imm): 2019, Rise (Imm): 2028, Type: SPE)CodaingVesImage: Second Code: MAIN, Span (Imm): 2019, Rise (Imm): 2028, Type: SPE)CodaingVesImage: Second Code: MAIN, Span (Imm): 2019, Rise (Imm): 2028, Type: SPE)Concrossing My Water (YN)VesImage: Second Code: Main (Image: Second Code: Main (Image: Second Code:			Brie	dge Cu	Ivert Barrel	
Coaling Corroson By Soli (Y/N) Corroson By Water (Y/N) VoisN4Bolated perforations in floor.Camber POS/ZERO/NEGZEROZEROIIPonding (Y/N) NoNoIIBaffleI44Outlet above streambed. Seven displaced baffles.BaffleIIIProteing (Y/N)NoIIWaterway Adequacy55IJining (Y/N)NoIIWaterway Adequacy55IJining (Y/N)NoIIBarrie General RatingIICulvert ComponentIICulvert ComponentIICulvert ComponentIICulvert ComponentIICollarSTEELIPractiont IIICollarIICollarIIVingwalls300IControl IIIProtectionIIAbove/Bolo Kraam BadAbOVEIAbove/Bolo Kraam Bad </th <th>Culvert Component</th> <th></th> <th>Last</th> <th>Now</th> <th>Explanation of Condition</th>	Culvert Component		Last	Now	Explanation of Condition	
Corrosion By Suil (V/N) Yes Image: Corrosion By Water (V/N) Yes Corrosion By Water (V/N) Yes Image: Corrosion By Water (V/N) No Camber POS/ZERO/NEG ZERO Image: Corrosion By Water (V/N) No Fish Passage Adequacy 4 4 Outlet above streambed. Seven displaced baffles. Baffle 4 4 Toaffles are loose & carried D/S in pipe. (Type : SPOILER) Toaffles are loose & carried D/S in pipe. (Type : SPOILER) Toaffles are loose & carried D/S in pipe. (Type : SPOILER) Toaffles are loose & carried D/S in pipe. (Type : SPOILER) No Toaffles are loose & carried D/S in pipe. (Type : SPOILER) No Toaffles are loose & carried D/S in pipe. Urier (Y/N) No Toaffles are loose & carried D/S in pipe. Drit (Y/N) No Toaffles are loose & carried D/S in pipe. Colvert Component Last Now Explanation of Condition (Pipe 4 : 1, Span Type: Pamary Explanation of Condition Noth pipe. Collar X X Collar X X Headwall	(Pipe # : 1, Primary Span, Locat	tion Code: MAIN, Spa	an (mm): 2019), Rise (mm): 2226, Type: SPE)	
Corrosion By Water (Y/N) Yes Image: Corrosion By Water (Y/N) Yes Carmer POS/ZERO/NEG ZERO Image: Corrosion By Water (Y/N) No Fish Passage Adequacy 4 4 4 Outlet above streambed. Seven displaced baffles. Baffle Image: Corrosion By Water (Y/N) No Image: Corrosion By Water (Y/N) Yes Baffle Image: Corrosion By Baffle (Y/N) No Image: Corrosion By Baffle (Y/N) Yes Baffle Image: Corrosion By Baffle (Y/N) No Image: Corrosion Baffle (Y/N) No Barrel General Rating Image: Corrosion Baffle (Y/N) No Image: Corrosion Baffle (Y/N) No Barrel General Rating Image: Corrosion Stell (Y/N) No Image: Corrosion Stell (Y/N) No Barrel General Rating Image: Corrosion Stell (Y/N) No Image: Corrosion Stell (Yes) North pipe. Collar Image: Corrosion Stell (Yes) Image: Corrosion Stell (Yes) X X Collar Image: Corrosion Stell (Yes) X X X General End ADove/Below (Imm) 300 Image: Corr	Coating		N	4	Isolated perforations in floor.	
Camber POS/ZERO/NEG ZERO Image: Constraint of the second	Corrosion By Soil (Y/N)	Yes				
Panding (Y/N)NoImage: Panding (Y/N)NoFish Passage Adequacy440utlet above streambed. Seven displaced baffles.Baffle(Ype: SPCLER)47 baffles are loose & carried D/S in pipe.(Ype: SPCLER)55Jaing (Y/N)No	Corrosion By Water (Y/N)	Yes				
Fish Passage Adequacy4Baffle44400(Type : SPOLER)555Unift (YN)No55Silting (YN)No \sim \sim Barrel General Rating67Culvert ComponentLatsNoExplanation of Condition(Pip # : 1, Span Type: Primary Span)ENorth pipe.DirectionExplanation of Condition(Pip # : 1, Span Type: Primary Span)DirectionExplanation of Condition(Pip # : 1, Span Type: Primary Span)DirectionExplanation of Condition(Pip # : 1, Span Type: Primary Span)DirectionKather StreetNorth pipe.Output: (North Street)(Culvert Component(Street)(Street)XXXXXXXXXXXXXXXXXXXX <td>Camber POS/ZERO/NEG</td> <td>ZERO</td> <td></td> <td></td> <td></td>	Camber POS/ZERO/NEG	ZERO				
Term of the series of the ser	Ponding (Y/N)	No				
$\begin{array}{ $	Fish Passage Adequacy		4	4	Outlet above streambed. Seven displaced baffles.	
Waterway AdequacyNoGGIcing (Y/N)NoNoNoDrift (Y/N)NoCBarrel General RatingCCCulvert ComponetLeat NoKaylandon of Condition(Pipe # : 1, Span Type: Primary SurvernerExplanation of ConditionPipe # : 1, Span Type: Primary SurvernerKaylandon of ConditionPipe # : 1, Span Type: Primary SurvernerKaylandon of ConditionPipe # : 1, Span Type: Primary SurvernerKaylandon of Condition of ConditionPipe # : 1, Span Type: Primary SurvernerKaylandon of Condition of ConditionPipe # : 1, Span Type: Primary SurvernerKaylandon of Condition of ConditionCollarSTEELXKaylandon (Sonce Steep	Baffle		4	4	7 baffles are loose & carried D/S in pipe.	
Iding (Y/N)NoIStitug (Y/N)NoIDrift (Y/N)NoIDrift (Y/N)NoIBarle General RatingIIExplanation of Condition(Pipe #: 1, Span Type: Primery SerriersExplanation of Condition(Pipe #: 1, Span Type: Primery Serriers(Pipe #: 2, Span Type: Serriers(Pip	(Type : SPOILER)					
Sitting (Y/N)NoNoDrift (Y/N)NoNoBarel General RatingNoTBarel General RatingCulvert ComponentCulvert ComponentNorth Splanation of ConditionCulvert ComponentCulvert ComponentNorth Splanation of ConditionCulvert ComponentECulvert ComponentENorth pipe.Coller (Concrete, Steel, St	Waterway Adequacy		5	5		
Drift (V/N)NoImage: Constraint of ConditionBarrel General Rating67Culvert ComponentLast Now Explanation of Condition(Pipe # :1, Span Type: Primary Span)DirectionEDirection (Pipe # :1, Span Type: Primary Span)Direction (Concrete, Steel,	Icing (Y/N)	No				
Barrel General Rating 6 7 Culvert Component Last Now Explanation of Condition (Pipe # : 1, Span Type: Primary Sunt Explanation of Condition Direction E Image: Strength Strengt	Silting (Y/N)	No				
Downstream EndCulvert ComponentLastNowExplanation of Condition(Pipe #: 1, Span Type: Primary Span)DirectionEENorth pipe.DirectionECollarXXVirtual SpanXXCollarXXVirtual XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX <th colsp<="" td=""><td>Drift (Y/N)</td><td>No</td><td></td><td></td><td></td></th>	<td>Drift (Y/N)</td> <td>No</td> <td></td> <td></td> <td></td>	Drift (Y/N)	No			
Culvert ComponentLasNowExplanation of Condition(Pipe #: 1, Span Type: Primary Span)ESeparation of ConditionDirectionEFNorth pipe.End Treatment (Concrete, Steel,	Barrel General Rating		6	7		
(Pipe # : 1, Span Type: Primary Span)ENorth pipe.DirectionSTEELNorth pipe.End Treatment (Concrete, Steel, S			D	ownstr	ream End	
DirectionENorth pipe.End Treatment (Concrete, Steel, STEELSTEELIHeadwallXXKadwallXXCollarXXCollarXX(Shape :)XX(Shape :)XXCutoff WallVXBevel EndN7Heaving (mm)100	Culvert Component		Last	Now	Explanation of Condition	
End Treatment (Concrete, Steel, STEEL STEEL X X Headwall X X X Collar X X X Collar X X X Vingwalls X X X (Shape :) X X X Cutoff Wall X X X Bevel End N 7 Heaving (mm) 100	(Pipe # : 1, Span Type: Primary	/ Span)				
Others, None)Image: Second secon	Direction		E		North pipe.	
Image: CollarImage: CollarImage	End Treatment (Concrete, Steel, Others, None)	STEEL				
Vingwalls (shape :)XXCutoff WallXXCutoff WallXXBevel EndN7Heaving (mm)100Invert Above/Below Stream Bed Above/Below (mm)ABOVEScour ProtectionN7(Type : RIP RAP) (Avg. Rock Size(mm) : 400)N7Scour/ErosionN7Beavers (Y/N)NoRDownstream End General RativeN7Cutvert ComponentLastNoErglanation of ConditionExplanation of Condition(Pipe # : 2, Span Type: SecourVVDirectionWVEnd Treatment (Concrete, Steel, Others, None)STEELVVVVVVVVVVVStephantion of ConditionVVVVStephantion of ConditionVVVVVVVVVVVVVVVVVVVVVVVVVVVVVVVVVVVVVVVVVVVVVVVVVVV <t< td=""><td>Headwall</td><td></td><td>X</td><td>X</td><td></td></t<>	Headwall		X	X		
(Shape :) X X Cutoff Wall X X Bevel End N 7 Heaving (mm) 100	Collar		X	Х		
Cutoff WallXXXXBevel EndN7Heaving (mm)100Invert Above/Below Stream BedABOVEAbove/Below (mm)300Scour ProtectionN7(Type : RIP RAP)(Type : RIP RAP)(Avg. Rock Size(mm) : 400'N7Scour/ErosionN7Beavers (Y/N)No7Downstream End General Ratire77Cutvert ComponentLastNowExplanation of Condition(Pipe # : 2, Span Type: Secontext)DirectionSTEELVInterationent (Concrete, Steel, Steel)STEELNoneSteel SteelSteel Steel S	Wingwalls		Х	Х		
Image: Normal SystemImage: Normal SystemImage: Normal SystemImage: Normal SystemBevel End1007Heaving (mm)100 $ $	(Shape :)					
Heaving (mm)100IIInvert Above/Below Stream BedABOVEIIAbove/Below (mm)300IIScour ProtectionN7(Type : RIP RAP) (Avg. Rock Size(mm) : 400)N7Scour/ErosionN7Beavers (Y/N)No7Downstream End General RationN7Culvert ComponentITCulvert ComponentLastNowErationSEELWDirectionSTEELSouth pipe.	Cutoff Wall		X	Х		
Invert Above/Below Stream Bed ABOVE Image: Constraint of Condition Above/Below (mm) 300 Image: Constraint of Condition Scour Protection N 7 (Type : RIP RAP) Image: Constraint of Condition Image: Constraint of Condition (Avg. Rock Size(mm) : 400) N 7 Scour/Erosion N 7 Beavers (Y/N) No Image: Constraint of Condition Downstream End General Rating 7 7 Culvert Component Last Now Explanation of Condition Image: Constraint of Condition (Pipe # : 2, Span Type: Second=// Span) Image: Constraint of Condition Direction Image: Constraint of Condition Culvert (Concrete, Steel, Steel, Others, None) StEEL Image: Constraint of Condition	Bevel End		N	7		
Above/Below (mm) 300 I Scour Protection N 7 (Type : RIP RAP) (Yup Rack Size(mm) : 400) V Scour/Erosion N 7 Beavers (Y/N) No 7 Downstream End General Ratiry 7 7 Culvert Component Last Now Explanation of Condition (Pipe # : 2, Span Type: Secondary Span) Direction W South pipe.	Heaving (mm)	100				
Scour Protection N 7 (Type : RIP RAP) (Avg. Rock Size(mm) : 400) (Avg. Rock Size(mm) : 400) Scour/Erosion N 7 Beavers (Y/N) No 7 Downstream End General Ratizer 7 7 Culvert Component Last Now Explanation of Condition (Pipe # : 2, Span Type: Secondary Span) Direction W South pipe. End Treatment (Concrete, Steel, Steel, Others, None) STEEL South Pipe.	Invert Above/Below Stream Bed	ABOVE				
(Type : RIP RAP) (Avg. Rock Size(mm) : 400) Scour/Erosion N 7 Beavers (Y/N) No 7 7 Downstream End General Rative 7 7 7 Culvert Component Last Now Explanation of Condition (Pipe # : 2, Span Type: Secondry Span) W South pipe. Direction STEEL I South pipe.	Above/Below (mm)	300				
(Avg. Rock Size(mm) : 400) No N 7 Scour/Erosion No V 7 Beavers (Y/N) No V 7 Downstream End General Rating 7 7 Culvert Component Last Now Explanation of Condition (Pipe # : 2, Span Type: Second ry Span) W South pipe. Direction % % South pipe.	Scour Protection		N	7		
Scour/Erosion N 7 Beavers (Y/N) No Image: Component of the second	(Type : RIP RAP)					
Image: Second systemImage: Second systemImage: Second systemImage: Second systemDirectionVVTDirectionVVSouth pipe.Image: Second systemVVSouth pipe.	(Avg. Rock Size(mm) : 400)					
Lase W South pipe.	Scour/Erosion		N	7		
Culvert Component Last Now Explanation of Condition (Pipe # : 2, Span Type: Secondary Span) W South pipe. Direction W South pipe.	Beavers (Y/N)	No				
Culvert Component Last Now Explanation of Condition (Pipe # : 2, Span Type: Secondary Span) W South pipe. Direction W South pipe. End Treatment (Concrete, Steel, Others, None) STEEL Image: Content of Condition	Downstream End General Ratir	ng	7	7		
Culvert Component Last Now Explanation of Condition (Pipe # : 2, Span Type: Secondary Span) W South pipe. Direction W South pipe. End Treatment (Concrete, Steel, Others, None) STEEL Image: Content of Condition				Upstre	am End	
(Pipe #: 2, Span Type: Secondary Span) Direction W End Treatment (Concrete, Steel, Others, None) STEEL	Culvert Component					
Direction W South pipe. End Treatment (Concrete, Steel, Others, None) STEEL Image: Concrete in the state in the stat		ary Span)				
End Treatment (Concrete, Steel, STEEL Others, None)			W		South pipe.	
	End Treatment (Concrete, Steel,	STEEL			1	
	· · · · · · · · · · · · · · · · · · ·		X	Х		
Collar X X	Collar		X	Х		

ıry Span)	Last	Now	Explanation of Condition
iry Span)			
	Х	Х	
	Х	Х	
	7	7	
			-
2700		1	
	N	7	
			-
		1	
	Ν	7	
No		1	
	7	7	
	Bric	lge Cu	lvert Barrel
			Explanation of Condition
ation Code: MAIN, S	pan (n	nm): 20	019, Rise (mm): 2226, Type: SPE)
14-Oct-2012			South pipe.
	7	7	
	7	7	
2150			
7			
76			
3			
	7	7	
2125			1
7			1
106			1
5			1
	7	7	
0			
-			
No			
Abrasion (Y/N) No Circumferential Seams		8	
Separation (mm) 0			-
Longitudinal Seams			
0	0	0	
Total No. of Cracked Rings 0 Total No. of Rings with Two Cracked Seams			
Cracked Seams Min. Remaining Steel Between Cracks (mm)			1N stagger
Proper Lap (Y/N)NoLongitudinal Stagger (Y/N)Yes			-
	ation Code: MAIN, S 14-Oct-2012	ABOVE I 2700 N 2700 N N N No 7 ABOVE 7 Image: Second Se	150 Image: Second s

Alberta Transportation

Bridge Inspection & Maintenance System (Web 2005)

09540 -1 Bridge Culvert

		Brid	lae Cu	Ilvert Barrel
Culvert Component				Explanation of Condition
-	ocation Code: MA			019, Rise (mm): 2226, Type: SPE)
Coating		7	7	
Corrosion By Soil (Y/N)	No			
Corrosion By Water (Y/N)	No			
Camber POS/ZERO/NEG	ZERO			
Ponding (Y/N)	No			
Fish Passage Adequacy		8	8	
Baffle		X	X	
(Type : SPOILER)		I		
Waterway Adequacy		8	8	
Icing (Y/N)	No	Ŭ		1
Silting (Y/N)	No			1
Drift (Y/N)	No			1
Barrel General Rating	110	7	7	
		D	ownst	ream End
Culvert Component		Last	1	Explanation of Condition
(Pipe # : 2, Span Type: Second	lary Span)			
Direction		E		South pipe.
End Treatment (Concrete, Steel, Others, None)	STEEL			
Headwall		Х	X	
Collar		Х	Х	
Wingwalls		X	х	
(Shape :)				
Cutoff Wall		X	X	
Bevel End		N	7	
Heaving (mm)	0			
Invert Above/Below Stream Bed	ABOVE			
Above/Below (mm)	500			
Scour Protection		N	7	
(Type : RIP RAP)				1
(Avg. Rock Size(mm) : 400)				1
Scour/Erosion		N	7	
Beavers (Y/N)	No		1	
Downstream End General Ratio	ng	7	7	
		S	l tructu	ire Usage
		Last		Explanation of Condition
Channel (U/S and D/S)				
Alignment		6	6	
Bank Stability		N	5	
HWM (m below Top of Culvert)			I	HWM not visible.
Drift (Y/N)	No			

Bridge Inspection & Maintenance System (Web 2005)

Structure Usage									
		Last	Explanation of Condition						
Channel Bottom Degrading/Aggrading	DEGRADING			Deg d/s only					
Beavers (Y/N)	No								
(Fish Compensation Measure 1	NONE)								
(Fish Compensation Measure 2	NONE)								
Channel General Rating		6	6						

			Maintenance Rec	commend	ations			_		
Inspector Recommendations		Year	Inspector Comments		Department Cor	nments		Target Year	Est. Cost	Cat #
SHOTCRETE REPAIRS										
PLACE ADDITIONAL RIP RAP										
REMOVE DRIFT ACCUMULATION										
INSTALL CONCRETE/STEEL LINING	i									
INSTALL STRUTS										
INSTALL CONCRETE COLLAR/CUTC	DFF									
REPAIR SEAMS										
OTHER ACTION										
OTHER ACTION										
OTHER ACTION										
OTHER ACTION										
Structural Condition Rating (Last/No	ow)	66.7/77.	7/77.8 Sufficiency Rating (Last/N (%)		56.3/61.2	Est. Repl. Yr 2026		Maint. Re	qd. (Y/N)	No
Special Scheduled for replacment as par Next Inspection			Highway 32 upgrading.		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	Kris Bo	sters		s Assistant's Name						
Next Inspection Date 14-Ju		I4-Jul-2014			Previous Inspection Date 14-Dec-2010					
Inspection Cycle (Default) (months) 21										
Comment										