

Bridge Culvert Inspection			
Bridge File Number	09753 -1 Bridge Culvert	Form Type	CULM
Year Built	2000	Lot No.	
Bridge or Town Name	CLAIRMONT	Inspector Name	Eric Carcoux
Located Over	2ND ORDER TRIBUTARY TO GRANDE PRAIRIE CREEK, 8.10.58.18.2.5.1.1, WATERCRS-ST	Inspector Class	BR CLS A
		Assistant Name	
Located On	2:72 L1 24.275;2:72 R1 24.306	Assistant Class	
Water Body Cl./Year		Inspection Date	29-Apr-2013
Navigabil. Cl./Year		Data Entry By	Theresa Lacusta
Legal Land Location	NW SEC 25 TWP 72 RGE 6 W6M	Data Entry Date	29-Apr-2013
Longitude, Latitude	-118:47:42, 55:16:15	Reviewer Name	
Road Authority	Alberta Transportation (AIT)	Review Date	
Contract Main. Area	CMA05	Dept. Reviewer Name	
Clear Roadway/Skew	12.2 /	Dept. Review Date	
AADT/Year	11,870 / 2012 (A)	Follow-Up By	
Road Classification	RAD-412.4-120		
Detour Length (km)	76		

Bridge Culvert Information

Number of Culverts	1							
Pipe #	Barrel	Span	Rise (or Dia.)	Type	Length	Corr. Profile	Pl./Slab Thickness	Shape
1	MAIN	6000	4400	BP	60.9			RECTANGLE
Special Features								
Special Features Comment								

Utilities (Located at)

Utility Attachments			
Telephone		Gas	
Power		Municipal	
Others		Problem (Y/N)	
Remarks			

Approach Road / Embankment

	Last	Now	Explanation of Condition
Horizontal Alignment	7		
Vertical Alignment	8		
Roadway Width (m)			
Embankment	6		
Sideslope (_ :1)			
(Height of Cover(m) : 1)			
Guardrail (Y/N)			
Approach Road / Embankment General Rating	6		

Upstream End

Culvert Component	Last	Now	Explanation of Condition
Direction	E		
End Treatment (Concrete, Steel, Others, None)			
Headwall	6		
Collar	X		
Wingwalls	6		
(Shape :)			
Cutoff Wall	N		

Upstream End				
Culvert Component		Last	Now	Explanation of Condition
Bevel End		X		
Heaving (mm)				
Invert Above/Below Stream Bed				
Above/Below (mm)				
Scour Protection		6		
(Type : RIP RAP)				
(Avg. Rock Size(mm) : 300)				
Scour/Erosion		6		
Beavers (Y/N)				
Upstream End General Rating		6		

Bridge Culvert Barrel

Culvert Component		Last	Now	Explanation of Condition
(Pipe # : 1, Primary Span, Location Code: MAIN, Span (mm): 3000, Rise (mm): 4400, Type: BP, Cell Sequence: 1)				
Barrel Last Accessible Date				
Special Features				
Special Feature				
(Type :)				
Special Feature				
(Type :)				
Roof		N		
Measured Rise (mm)				
Measured At Ring No.				
Sag (mm)				
Percent Sag				
Sidewall		N		
Measured Span (mm)				
Measured At Ring No.				
Deflection (mm)				
Percent Deflection				
Floor		N		
Bulge (mm)				
Measured At Ring No.				
Abrasion (Y/N)				
Circumferential Seams		X		
Separation (mm)				
Longitudinal Seams		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		X		
Corrosion By Soil (Y/N)				
Corrosion By Water (Y/N)				
Camber POS/ZERO/NEG				
Ponding (Y/N)				

Bridge Culvert Barrel				
Culvert Component		Last	Now	Explanation of Condition
(Pipe # : 1, Primary Span, Location Code: MAIN, Span (mm): 3000, Rise (mm): 4400, Type: BP, Cell Sequence: 1)				
Fish Passage Adequacy		8		
Baffle		N		
(Type :)				
Waterway Adequacy		8		
Icing (Y/N)				
Siltng (Y/N)				
Drift (Y/N)				
Barrel General Rating		N		

Bridge Culvert Barrel				
Culvert Component		Last	Now	Explanation of Condition
(Pipe # : 1, Primary Span, Location Code: MAIN, Span (mm): 3000, Rise (mm): 4400, Type: BP, Cell Sequence: 2)				
Barrel Last Accessible Date				
Special Features				
Special Feature				
(Type :)				
Special Feature				
(Type :)				
Roof		N		
Measured Rise (mm)				
Measured At Ring No.				
Sag (mm)				
Percent Sag				
Sidewall		N		
Measured Span (mm)				
Measured At Ring No.				
Deflection (mm)				
Percent Deflection				
Floor		N		
Bulge (mm)				
Measured At Ring No.				
Abrasion (Y/N)				
Circumferential Seams		X		
Separation (mm)				
Longitudinal Seams		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		X		
Corrosion By Soil (Y/N)				
Corrosion By Water (Y/N)				
Camber POS/ZERO/NEG				
Ponding (Y/N)				

Bridge Culvert Barrel				
Culvert Component		Last	Now	Explanation of Condition
(Pipe # : 1, Primary Span, Location Code: MAIN, Span (mm): 3000, Rise (mm): 4400, Type: BP, Cell Sequence: 2)				
Fish Passage Adequacy		8		
Baffle		N		
(Type :)				
Waterway Adequacy		8		
Icing (Y/N)				
Siltng (Y/N)				
Drift (Y/N)				
Barrel General Rating		N		
Downstream End				
Culvert Component		Last	Now	Explanation of Condition
Direction		W		
End Treatment (Concrete, Steel, Others, None)				
Headwall		6		
Collar		X		
Wingwalls		6		
(Shape :)				
Cutoff Wall		N		
Bevel End		X		
Heaving (mm)				
Invert Above/Below Stream Bed				
Above/Below (mm)				
Scour Protection		6		
(Type : RIP RAP)				
(Avg. Rock Size(mm) : 300)				
Scour/Erosion		6		
Beavers (Y/N)				
Downstream End General Rating		6		
Structure Usage				
		Last	Now	Explanation of Condition
Channel (U/S and D/S)				
Alignment		8		
Bank Stability		8		
HWM (m below Top of Culvert)				
Drift (Y/N)				
Channel Bottom Degrading/Aggrading				
Beavers (Y/N)				
(Fish Compensation Measure 1 : NONE)				
(Fish Compensation Measure 2 : NONE)				
Channel General Rating		8		

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						
Structural Condition Rating (Last/Now) (%)	55.6/	Sufficiency Rating (Last/Now) (%)	64.8/	Est. Repl. Yr		Maint. Req. (Y/N)
Special Comments for Next Inspection			Department Comments			
Maintenance Reviewed By			Date		Estimated Total	0
Proposed Long-Term Strategy						
On 3-Year Program (Y/N)						
Proposed Action						
Previous Inspector's Name	Brian Pientsch		Previous Assistant's Name	Brian Cote		
Next Inspection Date	29-Jan-2015		Previous Inspection Date	04-Jul-2011		
Inspection Cycle (Default) (months)	21					
Comment						