Bridge Fe Number Park Burdinge Culvert Earn Type CLLM Yaar Built 2001 Inspector Name Ason Saly Inspector Class BR 1.2.2.V Still .1.2.V Still .1.2.V Inspector Name Bacon Saly Inspector Class BR 1.2.2.V Navigabil CJ.V Still .1.2.V Still .1.2.V Assistant Name Inspector Class BR 0.2.1 S Located On SS SC 1 0.313 Assistant Name Inspector Class BR 0.2.1 N Located On SS SC 1 TWP 3B RGE 27 W4M Data Entry Duate 21-Nov.2011 Longlude, Latitude 113.44:17, 52:13.49 Review Name Adore 2011 Rod Albornt/M Aberta Transportation (AT) Review Name Adore 2011 Contract Min CAT Review Name Adore 2011 Contract Min CAT Review Name Adore 2011 Still .2.V Adore 1000 MF Data Entry Duate 15-Doc.2011 Contract Min San Review Name Adore 2012 Adore 2012 Still .2.V Adore 1000 MP 26 125X26 2.8 ROUND Still .2.V 1600 MP 26 125X26 2.8 ROUND Special Facility Still .2.V 1600 MP 26						Brida	e Culve	ert Inspe	ection					
Yan Buil Mark BRD I Lock No. 4 Bridge or Town Name RED DER TRIBUTARY TO PIPER CK. 3BB1 2.2. WATE KOKS ST Sason Saly Cacated On 6560.22 rd Variation Lock State On Marcia Doku Marcia Marcia Marcia Doku Marcia Doku Marcia Doku Marcia Doku Marcia Doku Marcia Marci Marcia Marcia Marcia Marcia Marcia Marcia Marcia Marcia Marcia	Bridge File Num	ber	09835 -	-1 Bridge Culve							CULM			
Bridge or Town Name RED DEER Inspector Name Jason Saly Inspector Name Jason Saly Located On 3D0 ORDER TRIBUT APPI OPIPER CK, 995.02 C1 0.313 Inspector Class BR CLS A Inspector Class BR CLS A Located On 995.02 C1 0.313 Assistant Name Assistant Class Inspector Class BR CLS A Located On SW SEC 1 TWP 38 RGE 27 WAH Data Entry Date 23-Now-2011 Inspector Date Longluido, Laitudo 113.44.17, 52:13.49 Review Name John O Brien Inspector Date 21-Dec-2011 Contract Main, Area CMA19 Data Entry Date 15-Dec-2011 Inspector Date Contract Main, Area CMA19 Dept. Review Name Andrew Snikes Inspector Date Clasr Radway/Skew 12.1 Dept. Review Nate Ogl.An-2012 Snappector Store Length (m) 3 Inspector Date Inspector Date Andrew Snikes ROUND Clasr Radway/Skew 12.1 Socon Mare Inspector Date Routh Snikes ROUND Store Interration Socon Mare 26 125X26 </td <td>Year Built</td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td>1</td> <td>••</td> <td></td> <td></td> <td></td> <td></td>	Year Built				-			1	••					
Located Over 200 CRDER THENUTARY TO PIPER CK, 341 1.22, WATERCRS:ST Inspection Class BR CLS A Valer Body CL/Year 341 1.22, WATERCRS:ST Assistant Name		Name	RED D	EER										
Located On 595:02 C1 0.313 Assistant Name Assistant Name Water Body CL/Year Inspection Date 23-Nov.2011 Imspection Date 23-Nov.2011 Logal Land Location SW SEC 1 TWP 38 RGE 27 W4M Data Entry Py Marcia Chavaz Imspection Date 23-Nov.2011 Imspection Date Imspection Date 23-Nov.2011 Imspection Date Ims	Located Over	2ND ORDER TRIBUTARY TO PIPER CK, 3.81.1.2.2, WATERCRS-ST As				Inspect	or Class	_						
Water Body CL/Year Inspection Date 23.Nov-2011 Legal Land Location SW SEC 1 TWP 38 RGE 27 W4M Data Entry By Marcia Chavaz Legal Land Location SW SEC 1 TWP 38 RGE 27 W4M Data Entry Dy Marcia Chavaz Legal Land Location SW SEC 1 TWP 38 RGE 27 W4M Data Entry Dy Marcia Chavaz Legal Land Location SW SEC 1 TWP 38 RGE 27 W4M Data Entry Dy Data	Located On				5-51			<u> </u>						
Navigabil. CL/Year IntipAction Date 23*NOv-2011 Legal Land Location SW SEC 1 TWP 38 RGE 27 W4M Data Entry Date 21-Dec-2011 Longitude, Latit 417, 52:13:49 Review Rame John O Brien Review Rame John O Brien Road Authority Abberta Transportation (AIT) Review Rame John O Brien Review Rame John O Brien Road Authority Abberta Transportation (AIT) Review Date 15-Dec-2011 Dec-2011 Contract Main, Area CMA19 Dept. Review Name AndTrow Smikles Dept. Review Name AndTrow Smikles ADDTYrear 3,060 / 2010 (A) Type Length Corr. Profile PL/Slab Thickness Shape Stridge Culvert Information 4 Foldow MP 26 125X26 2.8 ROUND 2 MAIN 1600 MP 26 125X26 2.8 ROUND 3 MAIN 1600 MP 26 125X26 2.8 ROUND 5 Special Features Image Culver Mame Gas Image Culver Mame	Water Body CL/	Year												
Legal Land Location WW SEC 1 TWP 38 RGE 27 W4M Data Data <thdata< th=""> Data Data<!--</td--><td>i</td><td colspan="5">r Body Cl./Year</td><td>· · ·</td><td></td><td></td><td></td><td></td><td></td></thdata<>	i	r Body Cl./Year					· · ·							
Langtude, Latitude 113:44:17, 52:13:49 Data Entry Oate 21:06:-2011 Read-kurchtiv Abbria Transportation (AIT) Review Date 15:Dec-2011			SW SE	C 1 TWP 38 RC	GE 27 W4						2			
Road Authority Alberta Transportation (ATT) Review Date John O Direction Contract Main. Area OMA19 Review Date John O Direction Contract Main. Area OMA19 Review Date John O Direction Clar RoadWay/Sker 12.1 Dept. Review Date 09-Jan-2012 ADTYYear 3080 / 2010 (A) Bept. Review Date 09-Jan-2012 Road Classification RCU-211.0-110 Dept. Review Date 09-Jan-2012 Bridge Culvert Information Follow-Up By Pil/Slab Shape The Main 1600 MP 26 125X26 2.8 ROUND 3 MAIN 1600 MP <td></td> <td></td> <td>-113:44</td> <td>1:17, 52:13:49</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>			-113:44	1:17, 52:13:49										
Contract Main. Area Clear Roadway/Skev CMA19 Instruction	U				(AIT)									
Clear Roadway/Skew 12.1 / Dept. Review Date 09-Jan-2012 Road Classification RCU-211.0-110 Follow-Up By Follow-Up By Detor Length (rm) 3 Follow-Up By Follow-Up By Bridge Culvertis 4 Follow-Up By Follow-Up By Pipe # Barrel Span Rise (or Dia.) Type Length Corr. Profile PI/Slab Thickness 1 MAIN - 1600 MP 26 125X26 2.8 ROUND 3 MAIN - 1600 MP 26 125X26 2.8 ROUND 3 MAIN - 1600 MP 26 125X26 2.8 ROUND 3 MAIN - 1600 MP 26 125X26 2.8 ROUND 3 MAIN - 1600 MP 26 125X26 2.8 ROUND 3 MAIN - 1600 MP 26 125X26 2.8 ROUND 3 MAIN - 1600 MP 26 125X26 2.8 ROUND 5 Initial Main - 1600 MP 26 125X26 2.8 ROUND <td>Contract Main. A</td> <td>Area</td> <td></td> <td>· · · · · · · · · · · · · · · · · · ·</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	Contract Main. A	Area		· · · · · · · · · · · · · · · · · · ·										
ADT/Year3.080 / 2010 (A)Follow-Up ByFollow-Up ByFollow-Up ByFollow-Up ByFollow-Up ByFollow-Up ByBarelSpanRise (or Dia,)Type #LengthCorr. ProfilePL/SlabShapeThickness	Clear Roadway/	Skew	12.1 /					· · · · · · · · · · · · · · · · · · ·				35		
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Bridge Culvert Information Number of Culverts 4 Pipe # Barrel Span Rise (or Dia.) Type Length Corr. Profile PL/Slab Shape 1 MAIN - 1600 MP 26 125X26 2.8 ROUND 2 MAIN - 1600 MP 26 125X26 2.8 ROUND 3 MAIN - 1600 MP 26 125X26 2.8 ROUND 3 MAIN - 1600 MP 26 125X26 2.8 ROUND Special Features Special Features Corr.enset I 26 125X26 2.8 ROUND Special Features Corr.enset I </td <td>Road Classificat</td> <td>tion</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>ор ву</td> <td></td> <td></td> <td></td> <td></td>	Road Classificat	tion							ор ву					
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3 MAIN - 1600 MP 26 125X26 2.8 ROUND Special Features Special Features - 1600 MP 26 125X26 2.8 ROUND Special Features Special Features - 1600 MP 26 125X26 2.8 ROUND Special Features Control In North r/w. -	1	MAIN		-	1600		MP		26		125X26	2.8	ROUND	
4MAIN-1600MP26125X262.8ROUNDSpecial FeaturesSpecial FeaturesUtilifies (Located at)Utilifies (Located at)Power1 wire OH in North r/w.OthersApproach reading at (M) NoExplanation of ConditionRemarksVertical Alignment98NowExplanation of ConditionVertical AlignmentYesVide trans. cracks either side of pipe.EmbankmentOuter colspan="4">NowExplanation of ConditionSet colspan="4">Vide trans. cracks either side of pipe.EmbankmentSet colspan="4">Set col	2	MAIN		-	1600		MP		26		125X26	2.8	ROUND	
Special Features Utilities (Located at) Output Gas Municipal Output Case Problem (Y/N) No Remarks Approach Road / Embankment Last Now Explanation of Condition Horact Road / Embankment Vertical Alignment S Youtput Wide trans. cracks either side of pipe. Embankment 1 12.100 Wide trans. cracks either side of pipe. Embankment 7 7 Sideslope (_:1) 3.0 (Height of Cover(m) : 1.3) Minor creasing along flexbeam. Culvert Component Last Now Explanation of Condition (Pipe # : 1, Span Type: Primary Span) <td>3</td> <td>MAIN</td> <td></td> <td>-</td> <td>1600</td> <td></td> <td>MP</td> <td></td> <td>26</td> <td></td> <td>125X26</td> <td>2.8</td> <td>ROUND</td>	3	MAIN		-	1600		MP		26		125X26	2.8	ROUND	
Special Features Comment Utilities (Located at) Utilities (Located at) Utilities (Located at) Over a located at) Over a located at) Municipal Municipal Over a located at) Municipal Municipal Over a located at) Municipal Municipal Over a located at) Municipal Over a located at) Municipal Municipal Over a located at) Municipal Municipal Municipal Over a located at) Municipal	4	MAIN		-	1600		MP		26		125X26	2.8	ROUND	
Special Features Comment Utilities (Located at) Utilities (Located at) Utilities (Located at) Over a located at) Over a located at) Municipal Municipal Over a located at) Municipal Municipal Over a located at) Municipal Municipal Over a located at) Municipal Over a located at) Municipal Municipal Over a located at) Municipal Municipal Municipal Over a located at) Municipal	Special Features	s												
Approation of Condition Horizontal Alignment Last Now Explanation of Condition Horizontal Alignment 9 8 Farm entrances 100m East & 50m West - North side. Vertical Alignment 8 8 Roadway Width (m) 12.100 Vertical Alignment Vide trans. cracks either side of pipe. Embankment 7 7 7 Sideslope (_:1) 3.0 Vertical Alignment Vertical Alignment Vide trans. cracks either side of pipe. Guardrail (Y/N) Yes 7 7 Minor creasing along flexbeam. 1 cracked timber guardrail post, S side. Approach Road / Embankment General Rating 8 8 8 Image: Side Side Side Side Side Side Side Side	Telephone Power	In Sou						Gas						
Approach Road / Embankment Last Now Explanation of Condition Horizontal Alignment 9 8 Farm entrances 100m East & 50m West - North side. Vertical Alignment 8 8 8 Roadway Width (m) 12.100 Image: Colspan="2">Vertical Alignment 7 7 Sideslope (_:1) 3.0 7 7 7 Guardrail (Y/N) Yes Image: Colspan="2">Minor creasing along flexbeam. 1 cracked timber guardrail post, S side. Approach Road / Embankment General Rating 8 8 8 Culvert Component Last Now Explanation of Condition (Pip # : 1, Span Type: Primary Span) Stell Stell Explanation of Condition Bind Treatment (Concrete, Steel, Others, None) STEEL X X X								Problem (Y/N) No						
Image: constraint of the symbol of the sy	Remarks				Δ.		ah Daa							
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Vertical Alignment 8 8 Roadway Width (m) 12.100 Vide trans. cracks either side of pipe. Embankment 7 7 Sideslope (_:1) 3.0 Vide trans. cracks either side of pipe. (Height of Cover(m) : 1.3) 3.0 Vies Guardrail (Y/N) Yes Minor creasing along flexbeam. 1 cracked timber guardrail post, S side. Approach Road / Embankment General Rating 8 8 Culvert Component Last Now Explanation of Condition (Pipe # : 1, Span Type: Primary Span) S Explanation of Condition Direction S S End Treatment (Concrete, Steel, STEEL X X	Horizontal Align	ment						1				est - North side	<u>_</u>	
Roadway Width (m)12.100Image: Wide trans. cracks either side of pipe.Embankment77Sideslope (_:1)3.0(Height of Cover(m) : 1.3)3.0Guardrail (Y/N)YesYesImage: Wine trans. cracks either side of pipe.Approach Road / Embankment General Rating88Culvert ComponentLastNowExplanation of Condition(Pipe # : 1, Span Type: Primary Span)SDirectionSEnd Treatment (Concrete, Steel, Others, None)STEELHeadwallXX						-	-							
Sideslope (:1) 3.0 (Height of Cover(m) : 1.3) Yes Guardrail (Y/N) Yes Approach Road / Embankment General Rating 8 8 8 Upstream End Culvert Component Last Now Explanation of Condition (Pipe # : 1, Span Type: Primary Span) Direction S End Treatment (Concrete, Steel, Others, None) STEEL Headwall X X	v			12.100				Wide tr	ans. cracks	eithe	er side of pipe.			
(Height of Cover(m) : 1.3) Yes Minor creasing along flexbeam. 1 cracked timber guardrail post, S side. Approach Road / Embankment General Rating 8 8 Culvert Component Last Now Explanation of Condition (Pipe # : 1, Span Type: Primary Span) S S Direction S S End Treatment (Concrete, Steel, STEEL Others, None) STEEL X X Headwall X X X	Embankment					7	7							
Guardrail (Y/N) Yes Minor creasing along flexbeam. 1 cracked timber guardrail post, S side. Approach Road / Embankment General Rating 8 8 Culvert Component (Pipe # : 1, Span Type: Primary Span) Last Now Explanation of Condition Direction S S End Treatment (Concrete, Steel, Others, None) STEEL I I Headwall X X X	Sideslope (:	:1)		3.0										
Approach Road / Embankment General Rating 8 8 Culvert Component Last Now Explanation of Condition (Pipe # : 1, Span Type: Primary Span) S S Direction S S End Treatment (Concrete, Steel, STEEL STEEL X X	(Height of Cov	ver(m)	: 1.3)											
Approach Road / Embankment General Rating 8 8 Upstream End Culvert Component Last Now Explanation of Condition (Pipe # : 1, Span Type: Primary Span) S S Direction S S End Treatment (Concrete, Steel, STEEL X X Headwall X X	Guardrail (Y/N)			Yes				Minor creasing along flexbeam. 1 cracked timber guardrail post. S side.						
Culvert ComponentLastNowExplanation of Condition(Pipe # : 1, Span Type: Primary Span)SDirectionSEnd Treatment (Concrete, Steel, STEELSHeadwallXX	Approach Road	d / Eml	bankme	nt General Rat	ing	8	8							
Culvert ComponentLastNowExplanation of Condition(Pipe # : 1, Span Type: Primary Span)SDirectionSEnd Treatment (Concrete, Steel, STEELSHeadwallXX							Upstre	am End						
Direction S End Treatment (Concrete, Steel, STEEL Others, None) X X Headwall X X	Culvert Compo	nent				Last		1		ndit	ion			
End Treatment (Concrete, Steel, Others, None) STEEL Headwall X X	(Pipe # : 1, Spa	n Typ	e: Prima	ary Span)										
Others, None) X X Headwall X X	Direction					S								
Headwall X X	End Treatment (Others, None)	Concr	ete, Stee	el, STEEL										
Collar X X	Headwall					Х	Х							
	Collar					Х	Х							

Upstream End								
Culvert Component		Last		Explanation of Condition				
(Pipe # : 1, Span Type: Primary	/ Span)							
Wingwalls		Х	Х					
(Shape :)								
Cutoff Wall		X	X					
Bevel End		8	8					
Heaving (mm)	0							
Invert Above/Below Stream Bed	BELOW							
Above/Below (mm)	400							
Scour Protection		8	N	Snow covered.				
(Type : RIP RAP)								
(Avg. Rock Size(mm) : 300)								
Scour/Erosion		8	N					
Beavers (Y/N)	No							
Upstream End General Rating		8	8					
		Brid	dge Cu	Ivert Barrel				
Culvert Component		Last	Now	Explanation of Condition				
(Pipe # : 1, Primary Span, Loca	tion Code: MAIN, Spa	ın (mm):	, Rise (mm): 1600, Type: MP)				
Barrel Last Accessible Date	22-Nov-2011			2nd from East.				
Special Features	1							
Special Feature								
(Type :)								
Special Feature								
(Туре :)								
Roof		8	8	Rise could nto be measured due to ice.				
Measured Rise (mm)								
Measured At Ring No.				Estimated.				
Sag (mm)	30							
Percent Sag								
Sidewall		8	7	Span at S end=1640=40mm=2.5%				
Measured Span (mm)	1640			Span at Midpipe=1630=30mm Span at N end=1635=35mm				
Measured At Ring No.				opun activitina robo-bonini				
Deflection (mm)	40							
Percent Deflection	3							
Floor		8	N	Ice covered.				
Bulge (mm)	0							
Measured At Ring No.								
Abrasion (Y/N)	No			1				
Circumferential Seams		8	7					
Separation (mm)	30			1				
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)								

		Brid	dge Cu	lvert Barrel
Culvert Component		Last		Explanation of Condition
(Pipe # : 1, Primary Span, Locat	ion Code: MAIN, Spa	ın (mm		, Rise (mm): 1600, Type: MP)
Coating		8	7	Minor.
Corrosion By Soil (Y/N)	No			
Corrosion By Water (Y/N)	Yes			
Camber POS/ZERO/NEG	ZERO			
Ponding (Y/N)	No			
Fish Passage Adequacy		Х	Х	
Baffle		X	Х	
(Type :)				
Waterway Adequacy		7	7	Constantly 1/3 full of water.
Icing (Y/N)	No			
Silting (Y/N)	No			
Drift (Y/N)	No			
Barrel General Rating		8	7	
		D	ownstr	ream End
Culvert Component		Last	1	Explanation of Condition
(Pipe # : 1, Span Type: Primary	y Span)			
Direction		N		
End Treatment (Concrete, Steel, Others, None)	STEEL			
Headwall		Х	X	
Collar		Х	Х	
Wingwalls		Х	Х	
(Shape :)				
Cutoff Wall		X	X	
Bevel End		8	7	
Heaving (mm)	0			
Invert Above/Below Stream Bed				
Above/Below (mm)	400			
Scour Protection		8	N	Snow covered.
(Type : RIP RAP)				
(Avg. Rock Size(mm) : 300)				
Scour/Erosion		8	N	
Beavers (Y/N)	No			
Downstream End General Ratir	ng	8	7	
			Upstre	am End
Culvert Component		1		Explanation of Condition
(Pipe # : 2, Span Type: Second	ary Span)			
Direction	- • /	S		
End Treatment (Concrete, Steel, Others, None)	STEEL	-		
Headwall		X	X	
Collar		X	X	
				1

			Upstre	am End
Culvert Component		Last		Explanation of Condition
(Pipe # : 2, Span Type: Second	lary Span)			
Wingwalls		X	Х	
(Shape :)			_	
Cutoff Wall		X	Х	
Bevel End	1	8	7	
Heaving (mm)	0			
Invert Above/Below Stream Bed	BELOW			-
Above/Below (mm)	400			
Scour Protection		8	N	Snow covered.
(Type : RIP RAP)				-
(Avg. Rock Size(mm) : 300)		1		
Scour/Erosion		8	N	
Beavers (Y/N)	No			
Upstream End General Rating		8	7	
		Dut		Ivert Barrel
Culvert Component				Explanation of Condition
(Pipe # : 2, Secondary Span, Lo	Code: MAIN			, Rise (mm): 1600, Type: MP)
Barrel Last Accessible Date	22-Nov-2011	span (i		
Barrel Last Accessible Date	22-100-2011			E pipe.
Special Features				
Special Feature				
(Type :)				
Special Feature				
(Type:)				
Roof		8	8	Could not measure rise due to ice.
Measured Rise (mm)				
Measured At Ring No.				
Sag (mm)	30			Estimated.
Percent Sag				
Sidewall		8	7	Span at S end=1640=40mm=2.5%
Measured Span (mm)	1640			Span at Midpipe=1620=20mm Span at N end=1610=10mm
Measured At Ring No.				Span at N end=1010=10mm
Deflection (mm)	40			2.5%
Percent Deflection	3			
Floor		8	N	Ice covered.
Bulge (mm)	0			
Measured At Ring No.				1
Abrasion (Y/N)	No			
Circumferential Seams		8	7	
Separation (mm)	25			
Longitudinal Seams		X	Х	
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)				

		Bric	lge Cu	Ivert Barrel
Culvert Component		1		Explanation of Condition
(Pipe # : 2, Secondary Span, Lo	cation Code: MAIN, S	Span (r		, Rise (mm): 1600, Type: MP)
Coating		8	7	
Corrosion By Soil (Y/N)	No			Minor.
Corrosion By Water (Y/N)	Yes			
Camber POS/ZERO/NEG	ZERO			
Ponding (Y/N)	No			
Fish Passage Adequacy		Х	X	
Baffle		Х	Х	
(Type :)				
Waterway Adequacy		8	8	
Icing (Y/N)	No			
Silting (Y/N)	No			
Drift (Y/N)	No			
Barrel General Rating		8	7	
		D	ownstr	ream End
Culvert Component		Last		Explanation of Condition
(Pipe # : 2, Span Type: Second	ary Span)			
Direction		N		
End Treatment (Concrete, Steel, Others, None)	STEEL			
Headwall		Х	X	
Collar		Х	Х	
Wingwalls		Х	Х	
(Shape :)				
Cutoff Wall		X	X	
Bevel End		8	7	
Heaving (mm)	0			
Invert Above/Below Stream Bed				
Above/Below (mm)	400			
Scour Protection		8	N	Snow covered.
(Type : RIP RAP)				
(Avg. Rock Size(mm) : 300)				1
Scour/Erosion		8	N	
Beavers (Y/N)	No		1	
Downstream End General Ratir	ng	8	7	
			Unstre	am End
Culvert Component		1		Explanation of Condition
(Pipe # : 3, Span Type: Second	ary Span)			
Direction		S		
End Treatment (Concrete, Steel, Others, None)	STEEL	0		
Headwall		N	X	
Collar		N	X	

Upstream End									
Culvert Component		Last		Explanation of Condition					
(Pipe # : 3, Span Type: Second	lary Span)								
Wingwalls		N	Х						
(Shape :)									
Cutoff Wall		N	Х						
Bevel End	1	N	7						
Heaving (mm)									
Invert Above/Below Stream Bed				-					
Above/Below (mm)									
Scour Protection		N	N	Snow covered.					
(Type : RIP RAP)				_					
(Avg. Rock Size(mm) : 300)		1							
Scour/Erosion		N	N						
Beavers (Y/N)	No								
Upstream End General Rating		N	7						
opsireani Enu General Katilig									
				Ivert Barrel					
Culvert Component		Last		Explanation of Condition					
(Pipe # : 3, Secondary Span, Lo	ocation Code: MAIN, S	Span (r	nm):	, Rise (mm): 1600, Type: MP)					
Barrel Last Accessible Date	22-Nov-2011			3rd pipe from E.					
Special Features	1								
Special Feature									
(Type :)									
Special Feature									
(Type :)									
Roof		N	7	Could not measure rise due to ice.					
Measured Rise (mm)									
Measured At Ring No.									
Sag (mm)	40								
Percent Sag									
Sidewall		N	7	Span at S end=1610=10mm					
Measured Span (mm)	1650			Span at Midpipe=1650=50mm=3.1% Span at N end=1620=20mm					
Measured At Ring No.				Span at N enu=1620=20mm					
Deflection (mm)	50			3.1%					
Percent Deflection	3								
Floor		N	N	Ice covered.					
Bulge (mm)	0								
Measured At Ring No.				1					
Abrasion (Y/N)	No								
Circumferential Seams		N	7						
Separation (mm)	28								
Longitudinal Seams		N	Х						
Total No. of Cracked Rings		14	~						
Total No. of Rings with Two									
Cracked Seams Min. Remaining Steel									
Between Cracks (mm) Proper Lap (Y/N)									
Longitudinal Stagger (Y/N)									

		Brid	dge Cu	Ivert Barrel
Culvert Component		Last		Explanation of Condition
(Pipe # : 3, Secondary Span, Lo	cation Code: MAIN, S	Span (r		, Rise (mm): 1600, Type: MP)
Coating		N	7	
Corrosion By Soil (Y/N)	No			
Corrosion By Water (Y/N)	Yes			
Camber POS/ZERO/NEG	ZERO			
Ponding (Y/N)	No			
Fish Passage Adequacy		N	Х	
Baffle		Х	Х	
(Type:)				
Waterway Adequacy		N	8	
Icing (Y/N)	No			
Silting (Y/N)	No			
Drift (Y/N)	No			1
Barrel General Rating		N	7	
Culvert Component				eam End Explanation of Condition
Culvert Component (Pipe # : 3, Span Type: Second	any Span)	Last	NOW	
	ary Span)	N		
Direction	OTEEL	N		-
End Treatment (Concrete, Steel, Others, None)	STEEL		1	
Headwall		N	X	
Collar		N	X	
Wingwalls		N	Х	
(Shape :)				
Cutoff Wall		N	Х	
Bevel End		N	7	Not visible.
Heaving (mm)			-	
Invert Above/Below Stream Bed				
Above/Below (mm)				
Scour Protection		N	N	Snow covered.
(Type : RIP RAP)		14	14	
(Avg. Rock Size(mm) : 300)				
Scour/Erosion		N	N	
Beavers (Y/N)	No			
			_	
Downstream End General Ratin	ng	N	7	
Culvert Component				am End
Culvert Component		Last	Now	Explanation of Condition
(Pipe # : 4, Span Type: Second	ary span)	0		
Direction End Treatment (Concrete, Steel,	STEEL	S		
Others, None)		N	X	
Collar		N	X	
			^	

	1			am End
Culvert Component		Last	Now	Explanation of Condition
(Pipe # : 4, Span Type: Second	lary Span)			
Wingwalls		N	X	
(Shape :)				
Cutoff Wall		N	Х	
Bevel End	1	N	7	Not visible.
Heaving (mm)				
Invert Above/Below Stream Bed				
Above/Below (mm)				
Scour Protection		N	N	Snow covered.
(Type : RIP RAP)				
(Avg. Rock Size(mm) : 300)				
Scour/Erosion		N	N	
Beavers (Y/N)	No			
Upstream End General Rating		N	7	
		Brid	dge Cu	lvert Barrel
Culvert Component		Last		Explanation of Condition
(Pipe # : 4, Secondary Span, Lo	cation Code: MAIN, S	Span (r	nm):	, Rise (mm): 1600, Type: MP)
Barrel Last Accessible Date	22-Nov-2011			W pipe.
Special Features				
Special Feature				
(Type:)				
Special Feature				
(Type :)				
Roof		N	7	Rise could not be measured due to ice.
Measured Rise (mm)				
Measured At Ring No.				Estimated.
Sag (mm)	40			
Percent Sag				
Sidewall		N	7	Span at S end=1625=25mm
Measured Span (mm)	1645			Span at Midpipe=1645=45mm=2.8% Span at N end=1630=30mm
Measured At Ring No.				Span at N end=1650=50mm
Deflection (mm)	45			2.8%
Percent Deflection	3			
Floor		N	N	Ice covered.
Bulge (mm)	0			
Measured At Ring No.				1
Abrasion (Y/N)	No			1
Circumferential Seams		N	7	
Separation (mm)	20			
Longitudinal Seams		N	Х	
Total No. of Cracked Rings				
Total No. of Rings with Two				1
Cracked Seams				-
Min. Remaining Steel Between Cracks (mm)				
Proper Lap (Y/N)				
Longitudinal Stagger (Y/N)				

		Bric	dge Cu	lvert Barrel
Culvert Component		Last	Now	Explanation of Condition
(Pipe # : 4, Secondary Span, Lo	cation Code: MAIN, S	ipan (n	nm):	, Rise (mm): 1600, Type: MP)
Coating		N	7	
Corrosion By Soil (Y/N)	No			
Corrosion By Water (Y/N)	Yes			
Camber POS/ZERO/NEG	ZERO			
Ponding (Y/N)	No			
Fish Passage Adequacy		N	Х	
Baffle		Х	Х	
(Type:)				
Waterway Adequacy		Ν	8	
Icing (Y/N)	No			
Silting (Y/N)	No			
Drift (Y/N)	No			
Barrel General Rating		N	7	
		D	ownsti	ream End
Culvert Component		Last	Now	Explanation of Condition
(Pipe # : 4, Span Type: Second	lary Span)			
Direction		N		
End Treatment (Concrete, Steel, Others, None)	STEEL			
Headwall		N	X	
Collar		N	Х	
Wingwalls		N	Х	
(Shape :)				
Cutoff Wall		Ν	X	
Bevel End		N	7	Not visible.
Heaving (mm)				
Invert Above/Below Stream Bed				
Above/Below (mm)				
Scour Protection		Ν	N	Snow covered.
(Type : RIP RAP)				
(Avg. Rock Size(mm) : 300)				
Scour/Erosion		Ν	N	
Beavers (Y/N)	No		1	
Downstream End General Ratir	ng	N	7	
		s	structu	re Usage
		Last	Now	Explanation of Condition
Channel (U/S and D/S)				
Alignment		6	6	Serves as ditch drainage.
Bank Stability		6	6	
HWM (m below Top of Culvert)				HWM not visible.

Structure Usage								
		Last	Now	Explanation of Condition				
Channel Bottom Degrading/Aggrading				Unknown				
Beavers (Y/N)	No							
(Fish Compensation Measure 1 :	NONE)							
(Fish Compensation Measure 2 :	NONE)							
Channel General Rating		6	6					

			Maintenance Reco	ommenda	ations						
nspector Recommendations Year Inspector Comments					Department Con	nments		Target Year	Est. Cost	Cat #	
SHOTCRETE REPAIRS											
PLACE ADDITIONAL RIP RAP											
REMOVE DRIFT ACCUMULATION											
INSTALL CONCRETE/STEEL LINING											
INSTALL STRUTS											
INSTALL CONCRETE COLLAR/CUTC	DFF										
REPAIR SEAMS											
OTHER ACTION											
OTHER ACTION											
OTHER ACTION										_	
OTHER ACTION											
Structural Condition Rating (Last/No (%)	ow)	88.9/77.	8 Sufficiency Rating (Last/No (%)	w) 8	32.2/74.4	Est. Repl. Yr	2050	Maint. Re	qd. (Y/N)	No	
Special Comments for Next Inspection					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 Dave Lam Pre			Previous A	Assistant's Name	sistant's Name						
Next Inspection Date 23-Feb-2015 Prev				revious I	s Inspection Date 29-May-2005						
Inspection Cycle (Default) (months)	39										
Comment											