

Bridge Culvert Inspection				
Bridge File Number	80739 -1 Bridge Culvert		Form Type	CUL1
Year Built	1983		Lot No.	4
Bridge or Town Name	LINDBERGH		Inspector Name	Kris Bosters
Located Over	TRAIL-ANIMAL, OVER SP		Inspector Class	BR CLS A
Located On	646:04 C1 21.485		Assistant Name	Brian Cote
Water Body Cl./Year			Assistant Class	
Navigabil. Cl./Year			Inspection Date	10-Dec-2012
Legal Land Location	NW SEC 19 TWP 56 RGE 4 W4M		Data Entry By	Theresa Lacusta
Longitude, Latitude	-110:35:13, 53:51:26		Data Entry Date	19-Dec-2012
Road Authority	Alberta Transportation (AIT)		Reviewer Name	Eric Carcoux
Contract Main. Area	CMA08		Review Date	19-Dec-2012
Clear Roadway/Skew	9.6 / 0 deg.		Dept. Reviewer Name	Brent Herrick
AADT/Year	1,650 / 2011 (A)		Dept. Review Date	21-Dec-2012
Road Classification	RCU-209-110		Follow-Up By	
Detour Length (km)	20			

Bridge Culvert Information								
Number of Culverts		1						
Pipe #	Barrel	Span	Rise (or Dia.)	Type	Length	Corr. Profile	Pl./Slab Thickness	Shape
1	MAIN	-	2200	SP	23	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 reqd.										

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

Approach Road / Embankment				
		Last	Now	Explanation of Condition
Horizontal Alignment		6	6	Pipe located on a superelevated curve 100m East of TWP RD 564. No passing both directions
Vertical Alignment		7	7	
Roadway Width (m)	9.600			
Embankment		7	7	
Sideslope (__:1)	3.0			
(Height of Cover(m) : 1.5)				
Guardrail (Y/N)	No			
Approach Road / Embankment General Rating		6	6	

Upstream End				
Culvert Component		Last	Now	Explanation of Condition
Direction		N		
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	
Heaving (mm)	50			
Invert Above/Below Stream Bed	BELOW			
Above/Below (mm)	200			
Scour Protection		5	5	
(Type : NATURAL)				
(Avg. Rock Size(mm) :)				
Scour/Erosion		5	5	
Beavers (Y/N)	No			
Upstream End General Rating		5	5	

Bridge Culvert Barrel				
Culvert Component		Last	Now	Explanation of Condition
(Pipe # : 1, Primary Span, Location Code: MAIN, Span (mm): , Rise (mm): 2200, Type: SP)				
Barrel Last Accessible Date	10-Dec-2012			
Special Features				
Special Feature				
(Type :)				
Special Feature				
(Type :)				
Roof		6	6	Roof sag estimated 5%
Measured Rise (mm)				Compacted gravel on floor.
Measured At Ring No.				
Sag (mm)				
Percent Sag	5			
Sidewall		6	5	Measured at c/l
Measured Span (mm)	2330			
Measured At Ring No.	1			
Deflection (mm)	130			
Percent Deflection	6			
Floor		8	8	50% visible at sides
Bulge (mm)	0			
Measured At Ring No.				
Abrasion (Y/N)	No			
Circumferential Seams		7	7	
Separation (mm)	0			
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: SP)				
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		X	X	
Baffle		X	X	
(Type :)				
Waterway Adequacy		7	7	
Icing (Y/N)	No			
Silting (Y/N)	No			
Drift (Y/N)	No			
Barrel General Rating		6	5	

Downstream End				
Culvert Component		Last	Now	Explanation of Condition
Direction		S		
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)	100			
Invert Above/Below Stream Bed	BELOW			
Above/Below (mm)	250			
Scour Protection		5	5	RIPRAP IN CHANNEL ONLY- not sure why riprap is required.
(Type : RIP RAP)				
(Avg. Rock Size(mm) : 300)				
Scour/Erosion		5	5	
Beavers (Y/N)	No			
Downstream End General Rating		5	5	

Structure Usage				
		Last	Now	Explanation of Condition
Grade Separation				
Road Alignment		8	8	
Roadway Surface		8	8	
(Type : GRAVEL)				
Icing (Y/N)	No			
Traffic Safety Features		X	X	
Type				

Structure Usage				
		Last	Now	Explanation of Condition
Lighting		X	X	
Barrel Leakage (Y/N)	No			
Drainage		5	5	
Structure In Use (Y/N)	No			
Grade Separation General Rating		8	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) (%)	66.7/55.6	Sufficiency Rating (Last/Now) (%)	65.5/59.8	Est. Repl. Yr	2028	Maint. Req. (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)							
Proposed Action							
Previous Inspector's Name	Shane Hall		Previous Assistant's Name				
Next Inspection Date	10-Mar-2016		Previous Inspection Date	07-Oct-2009			
Inspection Cycle (Default) (months)	39						
Comment							