				Bridg	ge Culve	ert Inspe	ection				
Bridge File Nur	mber	81536 -	1 Bridge Culve		Form Type		CULM				
Year Built		1993			Lot No.			1			
Bridge or Towr	Bridge or Town Name FT VERMILION					Inspect	or Name	Brian Pientsch			
Located Over 2ND ORDER TRIBUTARY TO E							or Class	BR CLS A			
8.10.18.1.1.1, WATERCRS-ST							nt Name	Clem Guenette	е		
Located On		88:16 C	1 26.972			Assista	nt Class				
Water Body CI						Inspect	ion Date	12-Jun-2012			
Navigabil. Cl./\						Data Ei	ntry By	Theresa Lacus	sta		
Legal Land Loo			29 TWP 104 I	RGE 10 W5M		Data E	ntry Date	20-Nov-2012			
Longitude, Lati			:44, 58:03:18			Review	ver Name	Eric Carcoux			
Road Authority			Transportation	(AIT)		Review	Date	04-Nov-2012			
Contract Main.		CMA01				Dept. R	Reviewer Name	David Morrisor	n		
Clear Roadway	y/Skew		deg. (LHF)			Dept. R	Review Date	11-Jan-2013			
AADT/Year		310 / 20				Follow-	Uр Ву				
Road Classifica		RAU-21	0-110			-					
Detour Length	· · ·	300									
Bridge Culver		l l	•								
Number of Cul			2		T .		Levent	0		Oh -	
Pipe #	Barrel		Span	Rise (or Dia.)	Туре		Length	Corr. Profile	PI./Slab Thickness	Shape	
1	MAIN		-	2400	MP		31	125X26	2.8	ROUND	
2	MAIN		-	2400	MP		31	125X26	2.8	ROUND	
Special Feature	res										
Special Feature	res Comr	ment									
· ·	res Comr	ment			:1::: /1		- ()				
Special Featur		nent		Ut	ilities (L	ocated	at)				
Special Feature Utility Attachme		nent		Ut	ilities (L	1	at)				
Special Feature Utility Attachme Telephone		ment		Ut	ilities (L	Gas					
Special Feature Utility Attachme Telephone Power		nent		U	ilities (L	Gas Municip	pal				
Special Feature Utility Attachme Telephone Power Others		nent		U	ilities (L	Gas	pal				
Special Feature Utility Attachme Telephone Power		nent				Gas Municip Probler	n (Y/N) No				
Special Feature Utility Attachme Telephone Power Others		nent			ch Road	Gas Municip Probler	oal n (Y/N) No ankment	tion			
Special Feature Utility Attachme Telephone Power Others Remarks	ents	ment		Approa	ch Road	Gas Municip Probler	n (Y/N) No	tion			
Special Feature Utility Attachme Telephone Power Others	ients	nent		Approa Last	ch Road Now	Gas Municip Probler	oal n (Y/N) No ankment	tion			
Special Feature Utility Attachme Telephone Power Others Remarks Horizontal Alig	ients	ment		Approa Last 8	ch Road Now 8	Gas Municip Probler	oal n (Y/N) No ankment	tion			
Special Feature Utility Attachme Telephone Power Others Remarks Horizontal Alig	Intents	ment	12.000	Approa Last 8	ch Road Now 8	Gas Municip Probler	oal n (Y/N) No ankment	tion			
Special Feature Utility Attachme Telephone Power Others Remarks Horizontal Alig Vertical Alignm	Intents	nent		Approa Last 8	ch Road Now 8	Gas Municip Probler	oal n (Y/N) No ankment	tion			
Special Feature Utility Attachme Telephone Power Others Remarks Horizontal Alig Vertical Alignm Roadway Widt	International and the second s	ment	12.000	Approa Last 8 8	ch Road Now 8 8	Gas Municip Probler	oal n (Y/N) No ankment	tion			
Special Feature Utility Attachme Telephone Power Others Remarks Horizontal Alig Vertical Alignm Roadway Widt Embankment	ients		4.0	Approa Last 8 8	ch Road Now 8 8	Gas Municip Probler	oal n (Y/N) No ankment	tion			
Special Feature Utility Attachme Telephone Power Others Remarks Horizontal Alig Vertical Alignme Roadway Widt Embankment Sideslope (_	Intents			Approa Last 8 8	ch Road Now 8 8	Gas Municip Probler	oal n (Y/N) No ankment	tion			
Special Feature Utility Attachme Telephone Power Others Remarks Horizontal Alig Vertical Alignme Roadway Widt Embankment Sideslope (ients	1.4)	4.0 Yes	Approa Last 8 8 8 7 7	ch Road Now 8 8	Gas Municip Probler	oal n (Y/N) No ankment	tion			
Special Feature Utility Attachmo Telephone Power Others Remarks Horizontal Alig Vertical Alignm Roadway Widt Embankment Sideslope (ients	1.4)	4.0 Yes	Approa Last 8 8 8 7 7	Ch Road Now 8 8 8 1 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	Gas Municip Probler	ankment ation of Condi	tion			
Special Feature Utility Attachme Telephone Power Others Remarks Horizontal Alig Vertical Alignm Roadway Widt Embankment Sideslope (ents	1.4)	4.0 Yes	Approa Last 8 8 8 7 7	ch Road Now 8 8 8 7 7 8 8	Gas Municip Probler Explan	ankment ation of Condi				
Special Feature Utility Attachme Telephone Power Others Remarks Horizontal Alig Vertical Alignm Roadway Widt Embankment Sideslope (ents	1.4)	4.0 Yes nt General Rat	Approa Last 8 8 8 7 7 ing 8	ch Roac Now 8 8 8 7 7 8 8	Gas Municip Probler Explan	ankment ation of Condi				
Special Feature Utility Attachme Telephone Power Others Remarks Horizontal Alig Vertical Alignm Roadway Widt Embankment Sideslope (ents	1.4)	4.0 Yes nt General Rat	Approa Last 8 8 8 7 7 ing 8	ch Roac Now 8 8 8 7 7 8 8	Gas Municip Probler Explan	ankment ation of Condi				
Special Feature Utility Attachme Telephone Power Others Remarks Horizontal Alig Vertical Alignm Roadway Widt Embankment Sideslope (ients	1.4) pankmei e: Prima	4.0 Yes nt General Rat	Approa Last 8 8 8 7 7 ing 8 kast	ch Roac Now 8 8 8 7 7 8 8	Gas Municip Probler 5 / Emba Explan	ankment ation of Condi				
Special Feature Utility Attachme Telephone Power Others Remarks Horizontal Alig Vertical Alignm Roadway Widt Embankment Sideslope (ients	1.4) pankmei e: Prima	4.0 Yes nt General Rat	Approa Last 8 8 8 7 7 ing 8 kast	ch Roac Now 8 8 8 7 7 8 8	Gas Municip Probler 5 / Emba Explan	ankment ation of Condi				

				am End
Culvert Component		Last	Now	Explanation of Condition
(Pipe # : 1, Span Type: Primary	/ Span)			
Wingwalls		X	X	
(Shape :)				
Cutoff Wall		X	X	
Bevel End		6	6	Water 1.4m from crown.
Heaving (mm)	0			
Invert Above/Below Stream Bed	BELOW			
Above/Below (mm)	300			
Scour Protection		6	6	
(Type : NATURAL)				
(Avg. Rock Size(mm) :)				
Scour/Erosion		6	6	
Beavers (Y/N)	Yes			Dam on bevel.
Upstream End General Rating		6	6	
		Bri	d <u>ge Cu</u>	Ivert Barrel
Culvert Component		Last	Now	Explanation of Condition
(Pipe # : 1, Primary Span, Loca	tion Code: MAIN, Spa	n (mm	ı):	, Rise (mm): 2400, Type: MP)
Barrel Last Accessible Date	12-Jan-2000			(North pipe) Water 1.4m from crown. Condition looks good as viewed from the ends.
Special Features				
Special Feature				
(Туре :)				
Special Feature				
(Туре :)				
Roof		N	N	
Measured Rise (mm)				
Measured At Ring No.				
Sag (mm)	0			
Percent Sag				
Sidewall		N	N	(MEASURED SPAN @ C/L 2390mm-00/01/12).
Measured Span (mm)				
Measured At Ring No.				
Deflection (mm)	0			
Percent Deflection				
Floor		N	N	
Bulge (mm)				
Measured At Ring No.				
Abrasion (Y/N)				
Circumferential Seams		N	N	
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)				

Alberta Transportation

Bridge Inspection & Maintenance System (Web 2005)

		Brid	dae Cu	Ivert Barrel
Culvert Component		1	Now	Explanation of Condition
(Pipe # : 1, Primary Span, Loca	tion Code: MAIN, Sp			, Rise (mm): 2400, Type: MP)
Coating		N	5	SUPERFICIAL SURFACE RUST TO 2/3
Corrosion By Soil (Y/N) No			U	height of culvert.
Corrosion By Water (Y/N)	Yes			-
Camber POS/ZERO/NEG	ZERO			
Ponding (Y/N)	Yes			
-	Tes		1	
Fish Passage Adequacy		8	8	
Baffle		Х	X	
(Туре :)				
Waterway Adequacy		7	7	
Icing (Y/N)	No			@ U/S BEVEL
Silting (Y/N)	No			
Drift (Y/N)	Yes			
Barrel General Rating		N	N	GR 8 - 07-Nov-2008
		D	ownstr	ream End
Culvert Component		Last	Now	Explanation of Condition
(Pipe # : 1, Span Type: Primary	/ Span)			
Direction		W		North pipe
End Treatment (Concrete, Steel, Others, None)	STEEL			
Headwall		X	X	
Collar		X	X	
Wingwalls		Х	Х	-
(Shape :)				
Cutoff Wall		X	X	
Bevel End		6	6	Water 1.4m from crown.
Heaving (mm)	0			
Invert Above/Below Stream Bed	BELOW			
Above/Below (mm)	500			
Scour Protection		6	6	
(Type : NATURAL)				
(Avg. Rock Size(mm) :)				
Scour/Erosion		6	6	
Beavers (Y/N)	No		1	
Downstream End General Rati	ng	6	6	
			Upstre	am End
Culvert Component				Explanation of Condition
(Pipe # : 2, Span Type: Second	lary Span)			
Direction		E		South pipe
End Treatment (Concrete, Steel, Others, None)	STEEL			
		Х	X	
Headwall		^	^	

				am End
Culvert Component		Last	Now	Explanation of Condition
(Pipe # : 2, Span Type: Second	lary Span)			
Wingwalls		X	X	
(Shape :)				
Cutoff Wall			X	
Bevel End		6	6	Water 1.1m from crown.
Heaving (mm)	0			
Invert Above/Below Stream Bed	BELOW			
Above/Below (mm)	300			
Scour Protection		6	6	
(Type : NATURAL)				
(Avg. Rock Size(mm) :)				
Scour/Erosion		6	6	
Beavers (Y/N)	Yes			Dam on bevel.
Upstream End General Rating	1	6	6	
		Brid	dge <u>Cu</u>	lvert Barrel
Culvert Component		Last	Now	Explanation of Condition
(Pipe # : 2, Secondary Span, Lo	cation Code: MAIN, S	Span (r	nm):	, Rise (mm): 2400, Type: MP)
Barrel Last Accessible Date	12-Jan-2000			(South pipe) Water 1.1m from crown.
Special Features				
Special Feature				Condition looks good as viewed from
(Туре :)				the ends.
Special Feature				
(Type :)				
Roof		N	N	
Measured Rise (mm)				
Measured At Ring No.				
Sag (mm)	0			
Percent Sag				
Sidewall	·	N	N	(MEASURED SPAN @ C/L 2390mm-00/01/12).
Measured Span (mm)				
Measured At Ring No.				
Deflection (mm)	0			
Percent Deflection				
Floor		N	N	
Bulge (mm)				
Measured At Ring No.				
Abrasion (Y/N)				
Circumferential Seams		N	N	
Separation (mm)	25			
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)				

Alberta Transportation

Bridge Inspection & Maintenance System (Web 2005)

		Brid	lge Cu	lvert Barrel
Culvert Component			Now	Explanation of Condition
(Pipe # : 2, Secondary Span, Lo	cation Code: MAIN, S	pan (n	nm):	, Rise (mm): 2400, Type: MP)
Coating		Ν	5	SUPERFICIAL SURFACE RUST TO 2/3
Corrosion By Soil (Y/N)	No			height of culvert.
Corrosion By Water (Y/N)	Yes			
Camber POS/ZERO/NEG	ZERO			
Ponding (Y/N)	Yes			
Fish Passage Adequacy		8	8	
Baffle		Х	Х	
(Type :)				
Waterway Adequacy		8	8	
Icing (Y/N)	No			
Silting (Y/N)	No			@ u/s bevel.
Drift (Y/N)	Yes			
Barrel General Rating		N	N	GR 8 - 07-Nov-2008
		Л	ownstr	eam End
Culvert Component			Now	Explanation of Condition
(Pipe # : 2, Span Type: Second	1			
Direction		W		South pipe
End Treatment (Concrete, Steel, Others, None)				Water 1.1m from crown.
Headwall		Х	X	
Collar		Х	X	
Wingwalls		Х	Х	
(Shape :)				
Cutoff Wall		Х	X	
Bevel End		6	6	Water 1.1m from crown.
Heaving (mm)	0			
Invert Above/Below Stream Bed	BELOW			
Above/Below (mm)	500			
Scour Protection		6	6	
(Type : NATURAL)				
(Avg. Rock Size(mm) :)				
Scour/Erosion		6	6	
Beavers (Y/N)	No			
Downstream End General Ratin	າg	6	6	
		S	tructu	re Usage
			Now	Explanation of Condition
Channel (U/S and D/S)				
Alignment		8	8	
Bank Stability		7	7	
HWM (m below Top of Culvert)				NO HWM VISIBLE

Structure Usage									
Last Now Explanation of Condition									
Channel Bottom Degrading/Aggrading	NONE								
Beavers (Y/N)	Yes								
(Fish Compensation Measure 1 :	NONE)								
(Fish Compensation Measure 2 :	NONE)								
Channel General Rating		8							

Alberta Transportation

				Maintenance Re	commend	ations						
Inspector Recommendations		Year	Inspecto	or Comments		Department Comments					Est. Cost	Cat #
SHOTCRETE REPAIRS												
PLACE ADDITIONAL RIP RAP												
REMOVE DRIFT ACCUMULATION		2012	Remove	e dam from u/s bevels.								
INSTALL CONCRETE/STEEL LINING	i											
INSTALL STRUTS												
INSTALL CONCRETE COLLAR/CUTC	DFF											
REPAIR SEAMS												
OTHER ACTION	:	2012	Unable t cycles, r Bim Mar	to access barrel last 2 inspec recommend Level 2 inspectio nual.	tion n as per							
OTHER ACTION												
OTHER ACTION												
OTHER ACTION												
Structural Condition Rating (Last/N (%)	ow)	55.6/55.	.6 Sufficiency Rating (Last/ (%)		low) 6	63.4/63.0 Est. Repl. Yr 2036		2036	Maint. Red	qd. (Y/N)	Yes	
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	Brian P	ientsch			Previous Assistant's Name Lisbeth Medina							
Next Inspection Date	12-Mar-	-2014			Previous I	Previous Inspection Date 05-Aug-2010						
Inspection Cycle (Default) (months)	21											
Comment												