

CK-2205

NORTH AINSLIE CREEK 17.4km

2014 Inspection

CBR iPad Offline Ver 0.17

CBR Data

Latitude	Longitude
50°1'31.4"	-121°23'46.9"
Road Name	NORTH AINSLIE CREEK
User km	17.4
Current Load Rating (tonnes)	136
Structure Class	Major Culvert
Culvert Type	Round
Culvert Material	Corrugated Steel
Opening Height (mm)	2400
Opening Width (mm)	2400
Inlet Cover (mm)	1300
Outlet Cover (mm)	3000
Culvert Gradient %	3
Culvert Length (m)	22
Deck Width (m)	

Updated Data

Latitude	Longitude
50°1'31.93"	-121°23'46.06"
HD Diff. (m)	23.2
Accuracy (m)	5
North Ainslie Creek	
L150 or 136 tonnes	
Major Culvert	
Round	
Corrugated Steel	
2400	
2400	
1500	
1800	
4	
22	
10.0	

Inspection

Date of Inspection 2014-10-14 11:55:32 AM

Inspector Name Tyson Miller

Inspection Company MFLNRO

Inspection Comments

P.Eng Comments

Present load rating of L150 or 136 tonnes to continue.

Handwritten signature
Feb 16/2015



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Approach

Alignment Fair

HC both approaches

Bridge Ahead Signs
Missing ☒ 0 ☐ 1 ☐ 2

Brushing Required N

Delineator Missing
Left ☒ 0 ☐ 1 ☐ 2

Delineator Missing
Right ☒ 0 ☐ 1 ☐ 2

Fender Condition

NA

Posted Load Rating

not posted

Road Surface Fair

Abutment

Log/Timber Cribs

Tie Backs

Bin Wall

Concrete

Caps or Sills

Piles or Posts

Ballast Wall

Wing Wall

Bracing

Hardware

Fill

Riprap

Bearings

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Corrosion Protection

Culvert

Baffles N/A

Bolted Connections N/A

Coating Fair

Coupled Connections Fair

Embedment Materials N/A

Fill Fair

Floor Fair

Footing Fair

Head Walls N/A

Inlet Good

Outlet Fair 1.0m plunge pool

Overall Fair

Rip Rap Fair

Roof Fair

Sidewalls Fair

Trash Rack N/A

Weirs/Backwater
Structures N/A

Wing Walls N/A

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Hazards

Estimated Present Water Level Depth (m) 0.4

High Water ☐Debris ☐

Estimated Present Water Level Width (m) 2.5

Aggradation ☐Scour ☐

Estimated High Water Level Clearance (m) 1.0

Ice ☐

Comments

Repairs and Monitoring

Repair Item	Priority	Repair Description
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1

2

3

Monitor Item

Monitor Description

Monitoring Frequency

1

2

3

Sketch
(Select Signature)

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Approach from Right Bank when facing downstream



Approach from Left Bank when facing downstream



Inlet



Outlet

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