

CK-2364

CONNOR CREEK 0.05km

2014 Inspection

CBR iPad Offline Ver 0.17

CBR Data

Latitude	Longitude
49°20'39.9"	-121°54'21.3"
Road Name	CONNOR CREEK
User km	0.05
Current Load Rating (tonnes)	68
Structure Class	Major Culvert
Culvert Type	Elliptical
Culvert Material	Corrugated Steel
Opening Height (mm)	2700
Opening Width (mm)	3800
Inlet Cover (mm)	800
Outlet Cover (mm)	500
Culvert Gradient %	6
Culvert Length (m)	20
Deck Width (m)	

Updated Data

Latitude	Longitude		
49°20'40.26"	-121°54'22.46"		
HD Diff. (m)	25.9	Accuracy (m)	5
Connor Creek			
0.05			
BCL-625 or 63 tonnes			
Major Culvert			
Elliptical			
Corrugated Steel			
2700			
3800			
500			
500			
5			
7.0			

Inspection

Date of Inspection 2014-08-27 3:00:58 PM

Inspector Name Tyson Miller

Inspection Company MFLNRO

Inspection Comments

P.Eng Comments

BCL-625 or 63 tonnes load rating.

T. W. Miller
Dec 17/2014



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Approach

Alignment Fair

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 Good

Coating Good

Coupled Connections N/A

Embedment Materials N/A

Fill Fair

Floor Fair

Footing Fair

Head Walls N/A

Inlet Good

Outlet Good well riprapped

Overall Fair

Rip Rap Good

Roof Good

Sidewalls Fair small damage noted

Trash Rack N/A

Weirs/Backwater
Structures N/A

Wing Walls N/A

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Hazards

Estimated Present Water Level Depth (m) 0.2

High Water ☐Debris ☐

Estimated Present Water Level Width (m) 2.0

Aggradation ☐Scour ☐

Estimated High Water Level Clearance (m) 1.5

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 Left Bank when facing downstream



Approach from Right Bank when facing downstream



Inlet



inside minor damage

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Outlet