

CK-2367

STAVE RIVER 19.1km

2014 Inspection

CBR iPad Offline Ver 0.17

CBR Data

Latitude Longitude
49°32'46.2" -122°18'3.9"

Road Name STAVE RIVER
User km 19.1
Current Load Rating (tonnes) 68
Structure Class Major Culvert
Culvert Type Elliptical
Culvert Material Corrugated Steel
Opening Height (mm) 2000
Opening Width (mm) 3500
Inlet Cover (mm) 1500
Outlet Cover (mm) 1500
Culvert Gradient %
Culvert Length (m) 15
Deck Width (m)

Updated Data

Latitude Longitude
49°32'38.44" -122°17'44.3"
HD Diff. (m) 460.7 Accuracy (m) 10
Stave River
17.8
L75 or 68 tonnes
Major Culvert
Elliptical
Corrugated Steel
2000
3300
1000
1400
8
16.0
6.5

Inspection

Date of Inspection 2014-11-17 10:38:24 AM

Inspector Name Tyson Miller

Inspection Company MFLNRO

Inspection Comments

P.Eng Comments

Present load rating of L75 or 68 tonnes to continue.



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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 Good

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 Fair

Coupled Connections N/A

Embedment Materials N/A

Fill Fair

Floor Fair

Footing Fair

Head Walls N/A

Inlet Fair steep stream grade upstream

Outlet Fair

Overall Fair

Rip Rap Good

Roof Good

Sidewalls Good

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

High Water ☐Debris ☐

Estimated Present Water Level Width (m) 0

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 aggradation

routine inspection

2

3

Sketch
(Select Signature)

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Approach from Left Bank when facing downstream



Approach from Right Bank when facing downstream



upstream



downstream

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Inlet



Outlet