

CK-2488

STS'AILES km

2014 Inspection

CBR iPad Offline Ver 0.17

CBR Data

Latitude Longitude
49°23'31.99" -121°50'44"

Road Name STS'AILES
User km
Current Load Rating (tonnes) 136
Structure Class Major Culvert
Culvert Type Open Bottom
Culvert Material Corrugated Steel
Opening Height (mm) 1910
Opening Width (mm) 3660
Inlet Cover (mm) 1500
Outlet Cover (mm) 1500
Culvert Gradient % 3
Culvert Length (m) 18.3
Deck Width (m)

Updated Data

Latitude Longitude
49°23'32.56" -121°50'44.43"
HD Diff. (m) 19.4 Accuracy (m) 5
Sts'ailes
10.1
L150 or 136 tonnes
Major Culvert
Open Bottom
Corrugated Steel
1910
3660
1500
1500
3
18.3
6.0

Inspection

Date of Inspection 2014-08-27 8:50:37 AM

Inspector Name Tyson Miller

Inspection Company MFLNRO

Inspection Comments

P.Eng Comments

Present load rating of L150 or 136 tonnes to continue.

*Full
March 11/2015*



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Approach

Alignment Good

Bridge Ahead Signs
Missing ☒ 0 ☐ 1 ☐ 2

Brushing Required N

Delineator Missing
Left ☒ 0 ☐ 1 ☐ 2

Delineator Missing
Right ☒ 0 ☐ 1 ☐ 2

Fender Condition Good

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 Good

Coupled Connections N/A

Embedment Materials N/A

Fill Good

Floor Unrated NA

Footing Unrated buried

Head Walls N/A

Inlet Good 1200mm freeboard

Outlet Good 1000mm freeboard

Overall Good

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) 0.1

High Water ☐Debris ☐

Estimated Present Water Level Width (m) 0.4

Aggradation ☒Scour ☐

Estimated High Water Level Clearance (m) 0.3

Ice ☐

Comments monitor aggradation

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 Right Bank when facing downstream



Inlet



inside



Outlet