

CK-2130

STS'AILES 13.1km

2015 Inspection



CBR iPad Offline Ver 0.21

CBR Data

Latitude	Longitude
49°24'30.09"	-121°50'54.7"
Crossing Name	Wells Creek
FSR #	6314
Branch #	1
Road Name	STS'AILES
User km	13.1
Current Load Rating (tonnes)	136
Structure Class	Major Culvert
Culvert Type	Round
Culvert Material	Corrugated Steel
Opening Height (mm)	1800
Opening Width (mm)	1800
Inlet Cover (mm)	3500
Outlet Cover (mm)	3700
Culvert Gradient %	2
Culvert Length (m)	32

Updated Data

Latitude	Longitude
49°24'29.94"	-121°50'53.76"
HD Diff. (m)	19.6
Accuracy (m)	5
12.8	

Inspection

Date of Inspection 2015-07-28 9:05:45 AM

Inspector Name Tyson Miller

Inspection Company MFLNRO

Inspector Comments

Clean inlet

P.Eng Comments

Clean inlet. Present load rating of L150 or 136 tonnes to continue.



06/01/2016

P.Eng Seal

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Approach

Alignment Fair

Bridge Ahead Signs
Missing ☒ 0 ☐ 1 ☐ 2

Brushing Required N

Delineator Missing
Left ☒ 0 ☐ 1 ☐ 2Delineator Missing
Right ☒ 0 ☐ 1 ☐ 2

Fender Condition Unrated 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 N/A

Bracing

Hardware

Fill Fair

Riprap Fair

Bearings

Corrosion Protection

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Culvert

Baffles	N/A	
Bolted Connections	N/A	
Coating	Fair	
Coupled Connections	Fair	
Embedment Materials	N/A	
Fill	Fair	
Floor	Fair	
Footing	Unrated	can't see
Head Walls	N/A	
Inlet	Poor	debris accumulations
Outlet	Fair	1.5m drop onto bedrock
Overall	Poor	due debris accumulations
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)	0.1	High Water	☐	Debris	☒
Estimated Present Water Level Width (m)	1.5	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

Item	Monitor Description	Frequency
1	debris accumulations	Routine Inspection

2

3

Sketch
(Select Signature)

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Approach from Right Bank when facing downstream



outlet



Approach from Left Bank when facing downstream



Inlet