

CK-2336

STAVE 6.2km

2018 Inspection

CBR iPad Offline Ver 0.28



CBR Data

Latitude	Longitude		
49°28'30.39"	-122°13'20"		
Crossing Name	Side Creek		
FSR #	8013	Branch #	1
Road Name	STAVE		
User km	6.2		
Current Load Rating (tonnes)	68		
Structure Class	Major Culvert		
Culvert Type	Elliptical		
Culvert Material	Corrugated Steel		
Opening Height (mm)	1800		
Opening Width (mm)	2300		
Inlet Cover (mm)	450		
Outlet Cover (mm)	800		
Culvert Gradient %	2		
Culvert Length (m)	12.5		

Updated Data

Latitude	Longitude		
49°28'33.64"	-122°13'19.2"		
HD Diff. (m)	101.5	Accuracy (m)	5
400			
800			

Inspection

Date of Inspection 2018-06-06 10:15:52 AM

Inspector Name Tyson Miller

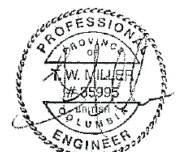
Recommended Next Inspection Year 2021

Inspection Company MFLNRO

Inspector Comments

P.Eng Comments

Present load rating of L75 or 68 tonnes to continue.



11/06/2018

P.Eng Seal

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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 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

Corrosion Protection

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Culvert

Baffles

Bolted Connections

Good

Minor corrosion of bolts noted on the floor

Coating

Good

Minor corrosion noted on the floor

Coupled Connections

Embedment Materials

Fill

Good

Floor

Fair

Minor pitting and flaking

Footing

Head Walls

Inlet

Good

Outlet

Good

Overall

Good

Rip Rap

Good

Roof

Good

Sidewalls

Good

Trash Rack

Weirs/Backwater
Structures

Wing Walls

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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

Item	Monitor Description	Frequency
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1

2

3

Sketch
(Select Signature)



Approach from Left Bank when facing downstream



Downstream from Crossing



Upstream from Crossing



Approach from Right Bank when facing downstream

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Inlet



Outlet

