

CK-2531

HARRISON EAST km

2019 Inspection

CBR iPad Offline Ver 0.31



CBR Data

Latitude	Longitude
49°42'54.5"	-121°51'4.22"
Crossing Name	unknown
FSR #	5748
Branch #	1
Road Name	HARRISON EAST
User km	
Previous Load Rating (tonnes)	136
Structure Class	Major Culvert
Culvert Type	Round
Culvert Material	Corrugated Steel
Opening Height (mm)	2000
Opening Width (mm)	2000
Inlet Cover (mm)	1300
Outlet Cover (mm)	1400
Culvert Gradient %	2
Culvert Length (m)	22

Updated Data

Latitude	Longitude
49°42'54.4"	-121°51'5.41"
HD Diff. (m)	24.0
Accuracy (m)	10
48.2	
L150 or 136 tonnes	
1100	
1400	

Inspection

Date of Inspection 2019-08-15 2:03:14 PM

Inspector Name Tyson Miller

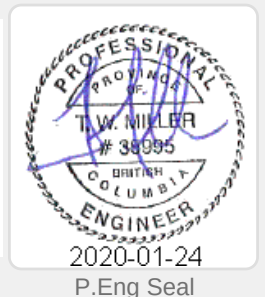
Inspector Comments

Recommended Next Inspection Year 2022

Inspection Company FLNRORD

P.Eng Comments

The current load rating of L150 or 136 tonnes to continue.



P.Eng Seal

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Approach

Alignment **Good**

Bridge Ahead Signs
Missing ☒ 0 ☐ 1 ☐ 2 **NA**

Brushing Required

Delineator Missing
Left ☒ 0 ☐ 1 ☐ 2

Delineator Missing
Right ☒ 0 ☐ 1 ☐ 2

Fender Condition **Fair** logs

Posted Load Rating

Road Surface **Good**

Abutment

Log/Timber Cribs

Tie Backs

Bin Wall

Pier

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

Coating Good

Coupled Connections Good 3 connections

Embedment Materials

Fill Good

Floor Good

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)	1.8	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



Upstream from Crossing



Downstream from Crossing



Approach from Right Bank when facing downstream



Outlet



Inlet