



BC Ministry of Forests and Range

Log Stringer Bridge Inspection Report

Page 1 of 3
Date Printed: 2013/10/08
User Id: IDIR\TYSMILLE
Database: PROD
Report Id: CBR001B

Structure #:	CK-2235	Site #:	CK-2235	Road Name:	SCUZZY CREEK	Inspection Date:	2013/10/01
KM:	6.60	User km:	6.60	Crossing Name:	Scuzzy Creek	Next Inspection Date:	2014/10/01
Project File ID #:	8127	Br.	01	Forest District:	Chilliwack Forest District		
Deck Type:	Timber - Untreated			Running Surface:	Timber Planks		
Superstructure	Steel I-beam			Abutments (Left/Right):	Concrete Lock Blocks		
Total Length (metres):	24.5	# Spans:	1	Span Length(s) (metres):	0		
UTM Zone:	10	UTM Easting:	609205	UTM Northing:	5521054		
Inspector Name:	T. Miller			Year Built:	1991		
Access:	Turn left at Boston Bar off of Highway #1 to North Bend. Turn left again just after crossing CPR tracks. This road connects to Scuzzy Creek FSR.						

ABUTMENTS

Bearings	Poor	lock blocks appear to have settled under girders on right side, resulting in a cracked sill - steel does bear properly on either sill
Bracing	Not Applicable	
Ballast Wall	Fair	logs
Concrete Lock Blocks	Poor	settling under girders on right side, pitting on left side
Corrosion Protection	Not Applicable	
Caps or Sills	Poor	cracked on right side, conk noted on left side
Fill	Fair	
Hardware	Not Applicable	
Log/Timber Cribbs	Poor	old logs in front of lock blocks retaining fill
Piles or Posts	Not Applicable	
Riprap	Fair	
Tie-backs	Poor	old and rotten
Wing Wall	Not Applicable	

APPROACHES

Alignment	Fair	s turn
Bridge Ahead Signs Missing	2	
Brushing Required	Yes	but minor
Delineator Missing Left	2	
Delineator Missing Right	0	
Fender Condition	Fair	old logs
Posted Load Rating	not	not posted
Road Surface	Fair	

DECK



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Span 1

Curb Rail/Blocks/Posts	Fair	
Deck to Girder Bolts	Fair	lag bolted
Hardware	Fair	
Hand Rails/Walkouts	Not Applicable	
Nails	Fair	
Overall Deck Condition	Fair	
Running Planks	Fair	
Sub Deck	Fair	
Ties	Fair	

SUPERSTRUCTURE

Span 1

Bracing	Good	welded
Diaphragms	Good	5 bays - welded
Girders	Good	2 steel I-beams
Hardware	Not Applicable	
Under Trussing	Not Applicable	

CHANNEL	Estimated Present Water Level Depth:	1.0	Estimated Present Water Level Width:	10.0
	Estimated High Water Level Clearance:	3.0		

HAZARDS	High Water:	No	Scour:	No	Ice:	No	Debris:	No	Aggradation:	No
	Comment:									

REPAIRS	#	Status	Priority	Estimate	Description
	1	Recommended	High	\$1.00	Replace cracked and rotten sills
	2	Recommended	Medium	\$1.00	Replace missing delineators
	3	Recommended	High	\$1.00	Post load rating

MONITORS	#	Description
	1	timber sill and lock blocks for additional cracking/settling
	2	Log stringers for failure.

GENERAL	Professional Inspection Required?	No	Regional Review Date:	2013/10/08	P. Eng Reviewer Name:	Tyson Miller
	Replacement Date for full log haul traffic (year):	2013	Replacement Date for light vehicle traffic (year):	2013		
	Current Load Rating GVW (tonnes):	27	Design Load GVW (tonnes):	68	Design Vehicle Config.:	L75
	Inspector's Estimated Full Log Haul Replacement (year):					

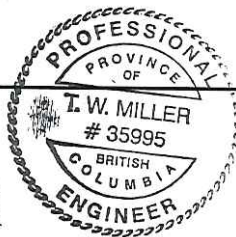


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Inspector's Comment:							
PEng Reviewer's Comment:	Send record drawings and crossing assurance to the Coast Engineering Branch (CEG). The lock blocks on right side appear to have settled and the timber sill has cracked. The left side timber sill has fruiting bodies growing out of it along with pitting lock blocks. The steel does not bear properly on either sill. Structure should be removed and reinstalled. Limit loading to L30 or 27 tonnes.						
District Staff Comment:							



T.W. Miller
Oct 8/2013











