| CK-2022 | CHEHALIS 15.2km | 2014 Inspection |
|---|---|---|

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## CBR Data

| Latitude | Longitude |
|---|---|
| 49°20'48.09" | -122°1'26.8" |

| | |
|---|---|
| Road Name | CHEHALIS |
| User km | 15.2 |
| Current Load Rating (tonnes) | 91 |
| Structure Class | Temporary Bridge |
| Portable | N |
| Superstructure | Steel I-beam |
| Deck Type | Timber - Untreated |
| Abutment Left | Concrete Precast |
| Abutment Right | Concrete Precast |
| Spans | 1 |
| Total Length (m) | 37.6 |
| Deck Width (m) | 4.8 |

## Updated Data

| Latitude | | Longitude |
|---|---|---|
| °0'0" | | -122°1'26.8" |
| HD Diff. (m) | 5493248.8 | Accuracy (m) |

| | |
|---|---|
| Chehalis | |
| 15.2 | |
| L100 or 91 tonnes | |
| Temporary Bridge | |
| N | |
| Steel I-beam | |
| Timber – Untreated | |
| Concrete Cast in Place | |
| Concrete Lock Blocks | |
| 1 | |
| 36.9 | |
| 4.9 | |

## Inspection

Date of Inspection 2014-09-09 10:08:14 AM

Inspector Name Tyson Miller

Inspection Company MFLNRO

Inspection Comments

P.Eng Comments

The deck is nearing the end of its industrial life - appears to be 7-8 years old and replaced at the time the town (right) abutment work was completed. The running planks are in poor shape, especially in the truck wheel path location. The woods (left) abutment requires periodic inspection, especially when active, noting upstream scour and CIP condition. Short term repair is to replace worn planks and place wear strips on top or a complete replacement of the existing planks. Replace missing delineators and replace left approach fenders with larger diameter logs. Monitor left abutment. The present load rating of L100 or 91 tonnes can continue with the deck repairs noted.

Feb 6/2015

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## Approach

| | | |
|---|---|---|
| Alignment | Good | |
| Bridge Ahead Signs Missing | (•) 0 ( ) 1 ( ) 2 | |
| Brushing Required | Y | |
| Delineator Missing Left | ( ) 0 (•) 1 ( ) 2 | |
| Delineator Missing Right | ( ) 0 (•) 1 ( ) 2 | |
| Fender Condition | Fair | left approach fenders low - consider replacing with larger diameter logs |
| Posted Load Rating | 91 | |
| Road Surface | Fair | |

## Abutment

| | | |
|---|---|---|
| Log/Timber Cribs | N/A | |
| Tie Backs | N/A | |
| Bin Wall | N/A | |
| Concrete | Fair | old CIP left side, newer lock blocks right side - 4 rows with CIP levelling pad |
| Caps or Sills | Fair | log left side, concrete right side |
| Piles or Posts | N/A | |
| Ballast Wall | Fair | logs left, concrete right |
| Wing Wall | Fair | old logs left side, lock blocks downstream right bank |
| Bracing | N/A | |
| Hardware | Fair | Geogrid between each row of blocks on right side |
| Fill | Fair | |
| Riprap | Fair | |
| Bearings | Fair | rubber pads on right bearing have slight buldging |

| | | |
|---|---|---|
| Corrosion Protection | N/A | |

## Deck

| | | |
|---|---|---|
| Running Surface | N/A | |
| Running Planks | Fair - poor | fair in middle and on sides but fair to poor on wheel path - wearing through and holes starting to show |
| Sub Deck | N/A | |
| Ties | Fair | |
| Nails | Fair | poor on wheel path as they are protruding in spots |
| Deck to Girder Bolts | | |
| Concrete Deck | N/A | |
| Grout Pockets | N/A | |
| Deck Joints | N/A | |
| Steel Deck Plate | N/A | |
| Gravel Surface | N/A | |
| Curb Rail/Blocks/Posts | Fair | |
| Hand Rails/Walkouts | N/A | |
| Hardware | Fair | |
| Overall Deck Condition | Fair | |
| Gravel Depth (mm) | | |

## Steel/Concrete

| | | |
|---|---|---|
| Girders | Fair | painted and spliced |
| Diaphragms | Fair | 6 bays, welded - left end delaminating |
| Bracing | Fair | welded |
| Under Trussing | N/A | |
| Hardware | Fair | |
| Welded/grouted shear connectors | N/A | |

## Log

| | |
|---|---|
| Log Curbs | |
| Needle Beam | |
| Needle Lashing/ Shimming | |
| Needle Beam to Crib (m) | |

Needle Diameter (mm)

| Stringer Number | Species | Peeled | Diameter (mm) | Rot Depth (mm) | Comment |
|---|---|---|---|---|---|

## Hazards

| | | | |
|---|---|---|---|
| Estimated Present Water Level Depth (m) | 1.0 | High Water ☐ | Debris ☐ |
| Estimated Present Water Level Width (m) | 13. | Aggradation ☐ | Scour ☐ |
| Estimated High Water Level Clearance (m) | 3.0 | Ice ☐ | |

Comments: The deck appears to have been replaced in 2007 when the town abutment work was completed.

## Repairs and Monitoring

| Repair Item | Priority | Repair Description |
|---|---|---|
| 1 | Medium | replace missing delineators |
| 2 | High | replace sinking fenders on left approach |
| 3 | High | replace rotting and worn decking on wheel path and place a wear deck top or complete replacement of existing planks |

| Monitor Item | Monitor Description | Monitoring Frequency |
|---|---|---|
| 1 | left abutment | Anually |
| 2 | | |
| 3 | | |

Sketch (Select Signature)

FileName CBR iPad Offline Ver 0.17

CK-2022 CHEHALIS 15.2km 2014 Inspection

Approach from Right Bank when facing downstream

Deck

nails starting to protrude

Deck

CK-2022 CHEHALIS 15.2km 2014 Inspection

Approach from Left Bank when facing downstream

Right Bank Abutment when facing downstream

superstructure

Deck

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Downstream Profile

Left Bank Abutment when facing downstream