

CK-2240

SPUZZUM CREEK 5km

2016 Inspection

CBR iPad Offline Ver 0.23 SNT



CBR Data

Latitude	Longitude		
49°40'29.39"	-121°28'16.7"		
Crossing Name	5 Mile Creek		
FSR #	8128	Branch #	1
Road Name	SPUZZUM CREEK		
User km	5		
Current Load Rating (tonnes)	54		
Structure Class	Permanent Bridge		
Portable	N		
Superstructure	Concrete Slab Girders		
Deck Type	Concrete		
Abutment Left	Concrete Cast in Place		
Abutment Right	Concrete Cast in Place		
Spans	1		
Total Length (m)	19.3		
Deck Width (m)	7.2		

Updated Data

Latitude	Longitude		
49°40'30.21"	-121°28'16.84"		
HD Diff. (m)	25.1	Accuracy (m)	10

Inspection

Date of Inspection 2016-07-23 1:36:56 PM

Inspector Name Jamie Rupar Gilliatt

Inspection Company SNT Engineering

Inspector Comments

Erosion at left abutment upstream corner poses hazard to road users. Install new guide logs or CRB barriers at all corners - significant drop to creek.

The 2 existing outside slab girders were added to the original 4 inside slab girders 2 years after the original install. Since the original outside slab girders do not have keys and not attached to the existing outside slab girders there is differential movement between them, causing the joint to disintegrate. Clean the the joint between the outside slab girders, insert oakum or styrofoam and apply a flexible bitumous sealer. Replace the fill retaining log at the right downstream approach;; repair the left upstream bank erosion; replace all fender logs; post bridge ahead signs; brush and grade approaches. This should be done prior to industrial traffic. Monitor the outside girder differential movement. Present load rating of L60 or 54 tonnes to continue.



21/03/2017

P.Eng Seal

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Approach

Alignment Fair

Horizontal curve on both approaches.

 Bridge Ahead Signs Missing ☐ 0 ☐ 1 ☒ 2

Brushing Required Y

 Delineator Missing Left ☒ 0 ☐ 1 ☐ 2 1 full size aluminum delineator and 1 small plastic delineator.

 Delineator Missing Right ☒ 0 ☐ 1 ☐ 2 2 small plastic delineators.

Fender Condition Poor

3 guide logs all rotten. No guide log at left abutment downstream side. Right abutment downstream guide log lashed to rotten log that retains roadway fill.

Posted Load Rating

No posting sign.

Road Surface Poor

Left approach is below the level of the deck, resulting in damage to girder ends. 1500 mm long by 700 mm erosion at left abutment upstream corner.

Abutment

Log/Timber Cribs N/A

Tie Backs N/A

Bin Wall N/A

Concrete Fair

Concrete abutments form breast wall and appear to have been cast onto bedrock above the channel.

Caps or Sills N/A

No caps or sill.

Piles or Posts N/A

Ballast Wall N/A

Previous inspection noted timber ballast wall behind girders, this is a non structural component. No ballast wall in place.

Wing Wall Fair

Downstream corners only. Right abutment wing wall not cast high enough, requiring log and lashing to retain fill at deck elevation. Log is rotten and in poor condition.

Bracing N/A

Hardware Fair

Fill Poor

Erosion at left abutment upstream corner has produced hole in road reducing road width and causing hazard.

Riprap Fair

Round material placed high above channel may be redundant since abutments appear to be cast onto bedrock. Old rotten logs at right downstream corner.

Bearings Fair

No access to right abutment bearings.

Corrosion Protection N/A

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Deck

Running Surface	Fair	Left approach is below the level of the deck, resulting in damage to girder ends. 1500 mm long by 700 mm erosion at left abutment upstream corner.
Running Planks	N/A	
Sub Deck	N/A	
Ties	N/A	
Nails	N/A	
Deck to Girder Bolts	N/A	
Concrete Deck	Fair	Covered in debris limited amount inspectable. Some wear noted.
Grout Pockets	N/A	
Deck Joints	N/A	
Steel Deck Plate	N/A	
Gravel Surface	N/A	
Curb Rail/Blocks/Posts	Fair	Signs of bug infestation, no associated deterioration found. 1 pocket of rot found in blocking. Checks in guardrail with debris accumulation.
Hand Rails/Walkouts	N/A	
Hardware	N/A	
Overall Deck Condition	Fair	
Gravel Depth (mm)		

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Steel/Concrete

Serial/ID Plate No ID Tag.

Girders Fair

Grouted slab girders. Previous inspection noted exterior girders not connected. Wear noted in wheel tracks. Damage at left abutment due to approach being below deck.

Diaphragms N/A

Bracing N/A

Under Trussing N/A

Hardware N/A

Welded/grouted
shear connectors Unrated

Not inspectable due to debris accumulation.

Log

Log Curbs N/A

Needle Beam N/A

Needle Lashing/
Shimming N/A

Needle Beam to Crib (m)

Needle Diameter (mm)

Stringer
Number

Species

Peeled

Diameter
(mm)Rot Depth
(mm)

Condition

Comment

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Hazards

Estimated Present Water Level Depth (m)	0.2	High Water	☐	Debris	☐
Estimated Present Water Level Width (m)	3	Aggradation	☐	Scour	☐
Estimated High Water Level Clearance (m)	5	Ice	☐		

Comments Alder in creek and moss growth suggest no recent significant flows.

Repairs and Monitoring

Repair

Item	Priority	Repair Description
1	High	Repair bank erosion at left abutment upstream corner.
2	High	Install new guide logs at all corners. Significant drop to creek at downstream side. Also replace rotten log at right abutment downstream side that retains fill. Alternative options such as lock blocks to be considered.
3	Medium	Install bridge ahead signs and full size delineators. Brush approaches. Remove debris from deck. Regrade approaches for industrial use.

Item	Monitor Description	Frequency
1	Previous inspection noted exterior girders not connected, if these are not doweled into abutment they should be monitored.	Routine Inspection

2

3

Sketch
(Select Signature)



Right Approach Facing Bridge



Signs of Bug Infestation



Right Approach Facing Away From Bridge



Deck



Looking Downstream



Left Approach Facing Away From Bridge



Looking Upstream



Left Approach Facing Bridge



Wear of Girder in Wheel Track at Left Abutment



Right Bank Abutment



Erosion of Bank Fill at Left Abutment Upstream Corner. Note Rotten Guide Log.



Left Bank Upstream Corner



Girders



Downstream Elevation



Upstream Elevation



Right Bank Abutment



Right Bank Downstream Corner - Rotten Log & Lashing Supporting Fill