

CK-2369

SPUZZUM TWENTY-ONE 2.3km

2016 Inspection

CBR iPad Offline Ver 0.23 SNT



CBR Data

Latitude	Longitude		
49°44'9.6"	-121°39'35.3"		
Crossing Name	side creek		
FSR #	8128	Branch #	21
Road Name	SPUZZUM TWENTY-ONE		
User km	2.3		
Current Load Rating (tonnes)	68		
Structure Class	Permanent Bridge		
Portable	N		
Superstructure	Steel I-beam		
Deck Type	Concrete Removable		
Abutment Left	Steel Pipe and Precast Pad		
Abutment Right	Steel Pipe and Precast Pad		
Spans	1		
Total Length (m)	27.5		
Deck Width (m)	4.9		

Updated Data

Latitude	Longitude		
49°44'9.61"	-121°39'36.51"		
HD Diff. (m)	24.1	Accuracy (m)	5

Inspection

Date of Inspection 2016-07-23 8:41:28 AM

Inspector Name Jamie Rupar Gilliatt

Inspection Company SNT Engineering

Inspector Comments

Road appears to have seen heavy industrial use in the past. Appears to currently see limited recreational use. A number of cross ditches on Spuzzum Twenty-One. One moderate cross ditch may restrict pickup access if it increases in size.

P.Eng Comments

The deck panels have sustained much damage since the last inspection. Repair all damaged deck panels and ballast walls; replace all okum and deck sealant at all deck joints; replace guardrail, risers and blocks; grade and brush approaches; post bridge ahead signs; all these maintenance activities are required prior to industrial activity. The present load rating of L75 or 68 tonnes is conditional on the above works being completed.



01/03/2017

P.Eng Seal

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Approach

Alignment Fair

Horizontal and vertical curves.

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

Typically partially buried by debris and covered in vegetation.

Posted Load Rating

Remains of old sign in place.

Road Surface Poor

Potholes at approaches. Level of approach below level of deck resulting in damage to ballast walls.

Abutment

Log/Timber Cribs N/A

Tie Backs N/A

Bin Wall N/A

Concrete N/A

Caps or Sills N/A

Piles or Posts Good

Ballast Wall Fair

Ballast wall typically damaged in wheel tracks.

Wing Wall N/A

Bracing Unrated

Buried in fill.

Hardware Fair

Fill Good

Riprap Good

Bearings Fair

All bearings are bulging.

Corrosion Protection Good

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Deck

Running Surface	Fair	Potholes at approaches. Level of approach below level of deck resulting in damage to ballast walls.
Running Planks	N/A	
Sub Deck	N/A	
Ties	N/A	
Nails	N/A	
Deck to Girder Bolts	Fair	Top flange bolted to deck.
Concrete Deck	Poor	Damage/spalls in wheel tracks at both abutments, resulting in 100 mm wide gap between ballast wall and deck at left abutment.
Grout Pockets	N/A	Top flange bolted to deck.
Deck Joints	Poor	Compression seal or sealant missing at all panel joints.
Steel Deck Plate	N/A	
Gravel Surface	N/A	
Curb Rail/Blocks/Posts	Poor	Majority of blocking rotten with a number of rotten sections guardrail.
Hand Rails/Walkouts	N/A	
Hardware	Good	
Overall Deck Condition	Poor	Spall in wheel track between panels, at right end panel. Large spalls at anchorage of downstream guardrail, 4 locations.
Gravel Depth (mm)		

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Steel/Concrete

Serial/ID Plate No ID Tag. L75 by Iota in 1998.

Girders Good

Diaphragms Good

Bracing Good

Under Trussing N/A

Hardware Good

Welded/grouted
shear connectors N/A**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)	0.3	High Water	☐	Debris	☒
Estimated Present Water Level Width (m)	5	Aggradation	☐	Scour	☐
Estimated High Water Level Clearance (m)	2	Ice	☐		

Comments Blow down in creek upstream of bridge.

Repairs and Monitoring

Repair

Item	Priority	Repair Description
1	High	Replace guardrail, blocking and risers for recreational use. 22 650x250x250 mm risers, 22 820x250x250 mm blocking, 4 4900x250x250mm guardrail, and 6 6100x250x250mm guardrail. Remove debris from deck.
2	High	Repair deck panels for recreational use. Repair ballast wall and install deck panel seals for industrial use.
3	Medium	Regrade approaches and install bridge ahead signs. Brush approaches.

Item	Monitor Description	Frequency
1	Monitor bulging bearings.	Routine Inspection

2

3

Sketch
(Select Signature)



Left Approach Facing Bridge



Left Abutment Damage to Ballast Wall and Deck Panel



Left Approach Facing Away From Bridge



Rotten Guardrail And Blocking



Damage to Right End Deck Panel & Typical Missing Sealant/Compression Seal



Right Approach Facing Away From Bridge



Damage to Right Abutment Ballast Wall & Deck Panel



Right Approach Facing Bridge



Looking Upstream



Structure Details



Looking Downstream



Upstream Elevation



Right Bank Abutment



Typical Bulging of Bearings



Left Bank Abutment



Girders



Typical Spalling of Downstream Guardrail Anchorage



Downstream Elevation