

CK-2022

CHEHALIS 15.2km

2017 Inspection

CBR iPad Offline Ver 0.26



CBR Data

Latitude 49°20'49.4" Longitude -122°1'28.5"

Crossing Name Statlu Creek

FSR # 8241 Branch # 1

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 49°20'50.06" Longitude -122°1'30.83"

HD Diff. (m) 51.1 Accuracy (m) 5

BCL-625 or 64 tonnes

Cast in Place

Lock blocks

Inspection

Date of Inspection 2017-09-19 12:54:17 PM

Recommended Next Ministry Inspection: October 2017

Inspector Name Tyson Miller

Inspection Company MFLNRO

P.Eng Comments

The left bank abutment cast-in-place concrete is still in fair condition; however there is scour noted under the front face and at the upstream end - this needs to be monitored. The right abutment was replaced in 2007 and is generally in fair condition; however a crack was evident on a bottom row lock block - this needs to be monitored. The end bracing on the steel girders at both abutments are in poor condition with heavy corrosion noted. The timber deck assembly was last replaced in late 2006 and is now in poor condition, especially the subdeck. Due to the poor condition of the subdeck limit loading to BCL-625 or 64 tonnes and plan to replace the entire deck assembly ASAP. While the deck is off replace both end bracing sets (at either abutment) and consider adding riprap to the upstream left abutment. If industrial users are planning to use the bridge prior to replacing the deck assembly and end bracing sets then they must implement an inspection program while in use to ensure the deck assembly is not further degrading; and those inspections must be submitted to the Chilliwack Forest District. If the deck assembly is determined to be further degraded the hauling must be stopped and the entire deck assembly replaced immediately. Contact the Chilliwack Forest District with the planned inspection program prior to use. Due to the age and condition of the abutments the above mentioned works would be considered temporary. For permanent repair options please contact the undersigned.



20/09/2017

P.Eng Seal

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Approach

Alignment Good

 Bridge Ahead Signs
Missing ☒ 0 ☐ 1 ☐ 2

Brushing Required N

 Delineator Missing
Left ☒ 0 ☐ 1 ☐ 2

 Delineator Missing
Right ☒ 0 ☐ 1 ☐ 2

Fender Condition Fair left approach fenders small but good alignment

Posted Load Rating 90680

Road Surface Fair

Abutment

Log/Timber Cribs

Tie Backs

Bin Wall

Concrete Fair Lock blocks on right bank, Cast-In-Place (CIP) left bank

Caps or Sills Fair Concrete cap right bank is good, log sill left bank fair

Piles or Posts

Ballast Wall Fair Concrete right bank is good, logs left bank is fair

Wing Wall Fair Lock blocks downstream Right Bank, log wing walls Left Bank

Bracing

Hardware Fair Geogrid between each lock block row

Fill Fair

Riprap Fair Upstream left bank needs to be monitored as water is scouring behind the CIP

Bearings Fair

Corrosion Protection

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Deck

Running Surface

Running Planks

Fair

Fair

Sub Deck

Poor

Visual signs of rot from underneath

Ties

Fair

250mm x 300mm, random tie ends were cored and pockets of rot (10-20mm) detected

Nails

Fair

Starting to protrude on wheel path

Deck to Girder Bolts

Poor

None visible

Concrete Deck

Grout Pockets

Deck Joints

Steel Deck Plate

Gravel Surface

Curb Rail/Blocks/Posts

Fair

Risers cored and pockets of rot detected

Hand Rails/Walkouts

Hardware

Fair

Overall Deck Condition

Poor

Subdeck is in poor condition

Gravel Depth (mm)

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Steel/Concrete

Serial/ID Plate

Girders Fair

Painted and minor corrosion noted

Diaphragms Fair

6 welded bays, heavily corroded at bearing locations

Bracing Fair

Under Trussing

Hardware

Welded/grouted
shear connectors**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)

Condition

Comment

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Hazards

Estimated Present Water Level Depth (m)	2.0	High Water	☐	Debris	☐
Estimated Present Water Level Width (m)	20.0	Aggradation	☐	Scour	☐
Estimated High Water Level Clearance (m)	3.0	Ice	☐		

Comments

Repairs and Monitoring

Repair

Item	Priority	Repair Description
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- | | | |
|---|------|--|
| 1 | High | Post load rating sign |
| 2 | High | Replace ties, subdeck, wear planks, guardrail and risers |
| 3 | High | Replace the end bracing sets (both ends) on the girders |

Item	Monitor Description	Frequency
1	left bank abutment condition	Routine Inspection
2	Lock block abutment condition	Routine Inspection
3		

Sketch
(Select Signature)



Approach from Left Bank when facing downstream



Looking upstream from deck



Deck



Looking downstream from deck



Approach from Right Bank when facing downstream



End bracing at right bearing heavily corroded



Right upstream bearing pad keeper condition



Left Bank Abutment when facing downstream



Right Bank Abutment when facing downstream



Scour noted behind upstream left abutment, extending up to 3m



Superstructure



Log wingwall at left downstream location



Tie and subdeck condition



End bracing at left abutment heavily corroded



End bracing at left abutment heavily corroded



Indication of rot on subdeck



Left abutment scour, extends 700mm



Bottom lock block at right abutment cracked



Log wingwall upstream left bank