

CK-2024

CHEHALIS 23km

2018 Inspection



CBR iPad Offline Ver 0.28

## CBR Data

|                              |                            |
|------------------------------|----------------------------|
| Latitude                     | Longitude                  |
| 49°23'33.1"                  | -122°2'23.3"               |
| Crossing Name                | Dick Creek                 |
| FSR #                        | 8241                       |
| Branch #                     | 1                          |
| Road Name                    | CHEHALIS                   |
| User km                      | 23                         |
| Current Load Rating (tonnes) | 136                        |
| Structure Class              | Permanent Bridge           |
| Portable                     | N                          |
| Superstructure               | Steel I-beam               |
| Deck Type                    | Concrete Composite         |
| Abutment Left                | Steel Pipe and Precast Pad |
| Abutment Right               | Steel Pipe and Precast Pad |
| Spans                        | 1                          |
| Total Length (m)             | 15.8                       |
| Deck Width (m)               | 4.9                        |

## Updated Data

|                    |              |
|--------------------|--------------|
| Latitude           | Longitude    |
| 49°23'33"          | -122°2'23.1" |
| HD Diff. (m)       | 5.2          |
| Accuracy (m)       | 5            |
| L150 or 136 tonnes |              |

## Inspection

Date of Inspection 2018-04-17 11:00:03 AM

Inspector Name Tyson Miller

Recommended Next Inspection Year 2019

Inspection Company MFLNRO

## Inspector Comments

Riprap at the left bank has been scoured and starting to move

## P.Eng Comments

The riprap at the downstream left bank abutment appears to have been scoured since last inspection. I recommend repairing that scour and monitoring it into the future. Present load rating of L150 or 136 tonnes to continue.



18/12/2018

P.Eng Seal

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## Approach

Alignment Fair

VC left approach limits visibility

Bridge Ahead Signs  
Missing ☒ 0 ☐ 1 ☐ 2

Brushing Required N

Delineator Missing  
Left ☒ 0 ☐ 1 ☐ 2Delineator Missing  
Right ☒ 0 ☐ 1 ☐ 2

Fender Condition Fair

Posted Load Rating 136000

Road Surface Good

## Abutment

Log/Timber Cribs

Tie Backs

Bin Wall

Concrete

Caps or Sills

Piles or Posts Good

Ballast Wall Fair Minor damage at road surface noted

Wing Wall

Bracing Good

Hardware

Fill Fair

Riprap Fair Fair to poor as left bank has been slightly scoured

Bearings Good

Corrosion Protection Good

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## Deck

Running Surface      **Good**

Running Planks

Sub Deck

Ties

Nails

Deck to Girder Bolts

Concrete Deck      **Good**

Grout Pockets      **Good**

Deck Joints      **Fair**

Steel Deck Plate

Gravel Surface

Curb Rail/Blocks/Posts      **Good**

Hand Rails/Walkouts

Hardware      **Good**

Overall Deck Condition      **Good**

Gravel Depth (mm)

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Steel/Concrete

Girders    Good

Diaphragms    Good            3 bolted bays

Bracing    Good

Under Trussing

Hardware    Good

Welded/grouted  
shear connectors

Log

Log Curbs

Needle Beam

Needle Lashing/  
Shimming

| Needle Beam to Crib (m) |         |        | Needle Diameter (mm) |                   |           |         |
|-------------------------|---------|--------|----------------------|-------------------|-----------|---------|
| Stringer<br>Number      | Species | Peeled | Diameter<br>(mm)     | Rot Depth<br>(mm) | Condition | Comment |

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## Hazards

|                                          |     |             |                          |        |                          |
|------------------------------------------|-----|-------------|--------------------------|--------|--------------------------|
| Estimated Present Water Level Depth (m)  | 0.5 | High Water  | <input type="checkbox"/> | Debris | <input type="checkbox"/> |
| Estimated Present Water Level Width (m)  | 5.0 | Aggradation | <input type="checkbox"/> | Scour  | <input type="checkbox"/> |
| Estimated High Water Level Clearance (m) | 2.0 | Ice         | <input type="checkbox"/> |        |                          |

Comments

## Repairs and Monitoring

| Repair Item | Priority | Repair Description |
|-------------|----------|--------------------|
|-------------|----------|--------------------|

|   |      |                                  |
|---|------|----------------------------------|
| 1 | High | Repair riprap scour at left bank |
|---|------|----------------------------------|

|   |  |  |
|---|--|--|
| 2 |  |  |
|---|--|--|

|   |  |  |
|---|--|--|
| 3 |  |  |
|---|--|--|

| Item | Monitor Description  | Frequency          |
|------|----------------------|--------------------|
| 1    | Monitor riprap scour | Routine Inspection |

|   |  |  |
|---|--|--|
| 2 |  |  |
|---|--|--|

|   |  |  |
|---|--|--|
| 3 |  |  |
|---|--|--|

Sketch  
(Select Signature)



Approach from Left Bank when facing downstream



Deck



Approach from Left Bank when facing downstream



Looking upstream from deck



Looking downstream from deck



Approach from Right Bank when facing downstream



Grout on deck joints not flush with deck



Left Bank Abutment when facing downstream



Riprap at left bank has been undermined and starting to shift



Riprap at left bank scour



Superstructure