| CK-2047 | CHEHALIS-MYSTERY 11.9km | 2018 Inspection |
|---|---|---|

CBR iPad Offline Ver 0.27

## CBR Data

| Latitude | Longitude |
|---|---|
| 49°31'11.1" | -121°54'51" |

| | |
|---|---|
| Crossing Name | Mystery Creek |
| FSR # | 8241 |
| Branch # | 11 |
| Road Name | CHEHALIS-MYSTERY |
| User km | 11.9 |
| Current Load Rating (tonnes) | 54 |
| 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) | 10.3 |
| Deck Width (m) | 4.3 |

## Updated Data

| Latitude | Longitude |
|---|---|
| | |

| | |
|---|---|
| HD Diff. (m) | Accuracy (m) |
| | |

| | |
|---|---|
| 0.2 | |
| L60 or 54 tonnes | |
| 20.1 | |

## Inspection

| | | | |
|---|---|---|---|
| Date of Inspection | 2018-04-10 11:29:54 AM | Recommended Next Inspection Year | 2021 |
| Inspector Name | Tyson Miller | Inspection Company | MFLNRO |

Inspector Comments

P.Eng Comments

Replace guardrail, risers and blocks. Replace wrong handed delineator at right approach and post bridge ahead signs. Present load rating of L60 or 54 tonnes to continue.

19/12/2018

P.Eng Seal

## Approach

| | | |
|---|---|---|
| Alignment | Fair | |
| 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 | Logs |
| Posted Load Rating | | Not posted |
| Road Surface | Good | |

## Abutment

| | | |
|---|---|---|
| Log/Timber Cribs | | |
| Tie Backs | | |
| Bin Wall | | |
| Concrete | | |
| Caps or Sills | | |
| Piles or Posts | Fair | Not painted |
| Ballast Wall | Good | |
| Wing Wall | | |
| Bracing | Good | Only 1 bay at left bank and appears steep |
| Hardware | | |
| Fill | Fair | |
| Riprap | Good | BR controlled crossing |
| Bearings | Fair | All starting to deform slightly |
| Corrosion Protection | Poor | None |

## Deck

| | | |
|---|---|---|
| Running Surface | Fair | |
| Running Planks | | |
| Sub Deck | | |
| Ties | | |
| Nails | | |
| Deck to Girder Bolts | | |
| Concrete Deck | Fair | |
| Grout Pockets | Fair | Minimal evidence of water getting through pockets to girders |
| Deck Joints | Fair | 1 joint has evidence of minimal water getting through |
| Steel Deck Plate | | |
| Gravel Surface | | |
| Curb Rail/Blocks/Posts | Poor | Cored random blocks and all over 50% rotten - replace all |
| Hand Rails/Walkouts | | |
| Hardware | Poor | Loose rail bolts and some missing |
| Overall Deck Condition | Poor | Due to rail condition |
| Gravel Depth (mm) | | |

## Steel/Concrete

| | | |
|---|---|---|
| Girders | Fair | |
| Diaphragms | Fair | 3 bolted bays |
| Bracing | | NA |
| 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 Number | Species | Peeled | Diameter (mm) | Rot Depth (mm) | Condition | Comment |
|---|---|---|---|---|---|---|

## Hazards

| | | | |
|---|---|---|---|
| Estimated Present Water Level Depth (m) | 2.0 | High Water ☐ | Debris ☐ |
| Estimated Present Water Level Width (m) | 10.0 | Aggradation ☐ | Scour ☐ |
| Estimated High Water Level Clearance (m) | 4.0 | Ice ☐ | |

Comments

## Repairs and Monitoring

| Repair Item | Priority | Repair Description |
|---|---|---|
| 1 | Low | Replace 1 right hand delineator at left approach and post bridge ahead signs |
| 2 | Medium | Replace guardrail, risers and blocks |
| 3 | | |

| Item | Monitor Description | Frequency |
|---|---|---|
| 1 | | |
| 2 | | |
| 3 | | |

Sketch
(Select Signature)

# CK-2047 CHEHALIS-MYSTERY 11.9km 2018 Inspection

Approach from Right Bank when facing downstream

Looking upstream from bridge deck

Deck

Looking downstream from bridge deck

Missing bolt on guardrail

Approach from Left Bank when facing downstream

Missing riser and only 1 bolt

Missing block bolt and rotting

Right Bank Abutment when facing downstream

Left Bank Abutment when facing downstream