

CK-2551

PURCELL km

2019 Inspection

CBR iPad Offline Ver 0.31



CBR Data

Latitude 49°44'58.59" Longitude -122°5'52.7"

Crossing Name Unknown

FSR # 11024 Branch # 1

Road Name PURCELL

User km 6.7km

Previous Load Rating (tonnes) 91

Structure Class Temporary Bridge

Portable N

Superstructure Log Stringers

Deck Type Gravel

Abutment Left Crib, Log or Untreated Timber

Abutment Right Sill -Temporary Materials

Spans 1

Total Length (m) 9

Deck Width (m) 4.9

Updated Data

Latitude 49°44'58.53" Longitude -122°5'54.21"

HD Diff. (m) 30.3 Accuracy (m) 10

BCL-625 or 64 tonnes

5.8

Inspection

Date of Inspection 2019-04-25 9:54:08 AM

Recommended Next Inspection Year 2020

Inspector Name Tyson Miller

Inspection Company FLNRORD

Inspector Comments

8.0m span upstream
 8.1m span downstream
 Riprap at 1:1 slope
 Timber shims between needle beam and stringers not sufficiently tight
 Add hardware to all signs

P.Eng Comments

Replace/add hardware to all signs. Monitor the condition of the riprap as it's steep at 1:1 slope. The timber shims that have been placed between the needle beam and stringers are loose and ineffective. Limit loading to BCL-625 or 64 tonnes and post load rating signs.

In order to increase the load limit to L100 or 91 tonnes I recommend adding 100mm gravel fill to the deck (ensure 600mm total depth); replace/add proper shims to ensure the needle beam is sufficiently tight to ALL stringers; and secure a 600mm diameter guard log (full length) to the downstream side of the bridge, located inside of the existing one, to restrict traffic off stringer #12.



23/05/2019

P.Eng Seal

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Approach

Alignment Fair

VC left approach

Bridge Ahead Signs
Missing☒ 0 ☐ 1 ☐ 2

Brushing Required N

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

Fender Condition Good

Posted Load Rating

Not posted

Road Surface Good

Abutment

Log/Timber Cribs Good

3x open face left bank

Tie Backs Good

4x

Bin Wall

Pier

Concrete

Caps or Sills Good

Single log right bank

Piles or Posts

Ballast Wall

Wing Wall

Bracing

Hardware Fair

Lashing not completely tight but still effective

Fill Good

Riprap Good

Steep at 1:1 slope

Bearings Good

Corrosion Protection

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Deck

Running Surface

Running Planks

Sub Deck

Ties

Nails

Deck to Girder Bolts

Concrete Deck

Grout Pockets

Deck Joints

Steel Deck Plate

Gravel Surface **Good**

Curb Rail/Blocks/Posts **Good**

Hand Rails/Walkouts

Hardware **Good** Rail pinned to stringers

Overall Deck Condition **Good**

Gravel Depth (mm) 500

Pier Deck

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Steel/Concrete

Girders

Diaphragms

Bracing

Under Trussing

Hardware

Welded/grouted
shear connectors**Log**Log Curbs **Good**Needle Beam **Good** 510mm diameterNeedle Lashing/
Shimming **Fair**

Needle Beam to Crib (m) 4.2

Needle Diameter (mm) 510

Stringer Number	Species	Peeled	Diameter (mm)	Rot Depth (mm)	Condition	Comment
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1	Fd		490		Good	
2	Fd		470		Good	
3	Fd		520		Good	
4	Fd		490		Good	
5	Fd		480		Good	
6	Fd		450		Good	
7	Fd		430		Good	
8	Fd		470		Good	
9	Fd		470		Good	
10	Fd		460		Good	
11	Fd		460		Good	
12	Fd		420		Good	
13	Fd		450		Good	
14	Fd		480		Good	

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Hazards

Estimated Present Water Level Depth (m)	0.2	High Water	☐	Debris	☐
Estimated Present Water Level Width (m)	3.0	Aggradation	☐	Scour	☐
Estimated High Water Level Clearance (m)	1.5	Ice	☐		
Comments	Riprap is 1:1 slope				

Repairs and Monitoring

Repair Item	Priority	Repair Description
1	High	Post load rating signs

2	Medium	Add hardware to all signs and delineators
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3		
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Item	Monitor Description	Frequency
1	Riprap condition	Routine Inspection

2		
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3		
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Sketch
(Select Signature)



Approach from Left Bank when facing downstream



Approach from Left Bank when facing downstream



Upstream from Crossing



Downstream from Crossing



Approach from Right Bank when facing downstream



Left Bank Abutment when facing downstream



Stringers



Poor shims



Needle beam not sufficiently tight to stringers



Right Bank Abutment when facing downstream