

CK-2158

HUNTER 4.9km

2019 Inspection

CBR iPad Offline Ver 0.31



CBR Data

Latitude	Longitude		
49°19'42.3"	-121°32'39.7"		
Crossing Name	East Fork Hunter Creek		
FSR #	6086	Branch #	1
Road Name	HUNTER		
User km	4.9		
Previous Load Rating (tonnes)	68		
Structure Class	Permanent Bridge		
Portable	N		
Superstructure	Steel I-beam		
Deck Type	Timber - Treated		
Abutment Left	Concrete Lock Blocks		
Abutment Right	Concrete Cast in Place		
Spans	1		
Total Length (m)	21.4		
Deck Width (m)	4.2		

Updated Data

Latitude	Longitude		
49°19'42.34"	-121°32'39.51"		
HD Diff. (m)	3.9	Accuracy (m)	10
L75 or 68 tonnes			

Inspection

Date of Inspection 2019-08-14 2:14:28 PM

Recommended Next Inspection Year 2020

Inspector Name Tyson Miller

Inspection Company FLNRORD

Inspector Comments

The downstream left abutment lock block has settled up to 75mm. In speaking with the primary road user at the time of inspection the timber sill at the left bank was shimmed in 2017 to ensure no gap between the timber sill and lock block footing, and the lock block does not appear to have settled any further since then. The fill under the lock blocks needs to be monitored to ensure no further settlement occurs.

P.Eng Comments

Monitor the left bank lock block and fill condition. Monitor the left bank riprap and timber sill condition. The current load rating of L75 or 68 tonnes to continue. Inspect again in 2020.



2020-02-25

P.Eng Seal

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Approach

Alignment Fair

HC both approaches

 Bridge Ahead Signs
Missing ☒ 0 ☐ 1 ☐ 2

Brushing Required N

Town side minor brush obscuring delineators

 Delineator Missing
Left ☒ 0 ☐ 1 ☐ 2

 Delineator Missing
Right ☒ 0 ☐ 1 ☐ 2

Fender Condition Fair

Large rotting logs on town side

Posted Load Rating 68000

L75

Road Surface Fair

Both approaches could use grading

Abutment

Log/Timber Cribs

Tie Backs

Bin Wall

Pier

Concrete Fair

Lockblocks on left bank downstream block settled - monitor. CIP on right bank is good

Caps or Sills Fair

Left bank timber sill has a small conk noted and 10mm sap rot. Approx 5mm Crushing under bearing plates. Right bank-treated sill and in good condition

Piles or Posts

Ballast Wall Good

Treated

Wing Wall

Bracing

Hardware Fair

Fill Fair

Riprap Fair

up stream left bank scoured

Bearings Fair

Good right bank

Corrosion Protection

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Deck

Running Surface

Running Planks

Fair

Minor wear

Sub Deck

Good

Ties

Good

Treated, single tie at downstream right bank has damage at riser connection, 300mm long x 30mm thick piece sheared off and minor checking of tie between girders

Nails

Fair

Deck to Girder Bolts

Fair

30 - 40% missing. No movement in deck apparent

Concrete Deck

Grout Pockets

Deck Joints

Steel Deck Plate

Gravel Surface

Curb Rail/Blocks/Posts

Fair

Town end has slight damage

Hand Rails/Walkouts

Hardware

Fair

Overall Deck Condition

Fair

Gravel Depth (mm)

Pier Deck

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**Steel/Concrete**

Girders Fair

Minor Corrosion noted

Diaphragms Fair

6 welded bays with some corrosion

Bracing Fair

Bracing noted between all diaphragms

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)	.4	High Water	☐	Debris	☐
Estimated Present Water Level Width (m)	5	Aggradation	☐	Scour	☒
Estimated High Water Level Clearance (m)	5	Ice	☐		

Comments

Upstream left bank riprap starting to scour - monitor

Repairs and Monitoring

Repair

Item	Priority	Repair Description
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1

2

3

Item	Monitor Description	Frequency
1	Monitor downstream left bank lock block settlement and fill condition	Routine Inspection
2	Monitor left bank timber sill condition	Routine Inspection
3	Monitor left bank riprap condition	Routine Inspection

Sketch
(Select Signature)



Approach from Right Bank when facing downstream



Approach Barrier



Approach from Left Bank when facing downstream



Guard Rail



Structure ID



Down stream left abutment shim



Right Bank Abutment when facing downstream



Deck



Downstream right approach rail damage



2nd tie right bank has minor check girder to girder



Left Bank Abutment when facing downstream



Upstream Left bank rip rap scour



Timber deck to girder connection



Corrosion