

CK-2519

GARNET 9400 3.5km

2019 Inspection



CBR iPad Offline Ver 0.31

CBR Data

Latitude	Longitude
49°25'57.79"	-121°33'26.3"
Crossing Name	East Fork Garnet Creek
FSR #	7558 Branch # 2
Road Name	GARNET 9400
User km	3.5
Previous Load Rating (tonnes)	91
Structure Class	Temporary Bridge
Portable	Y
Superstructure	Steel I-beam
Deck Type	Timber - Treated
Abutment Left	Concrete Lock Blocks
Abutment Right	Concrete Lock Blocks
Spans	1
Total Length (m)	24.4
Deck Width (m)	4.3

Updated Data

Latitude	Longitude
49°25'58.14"	-121°33'25.95"
HD Diff. (m)	12.7 Accuracy (m) 10

L100 or 91 tonnes

Inspection

Date of Inspection 2019-05-01 1:33:54 PM

Recommended Next Inspection Year 2021

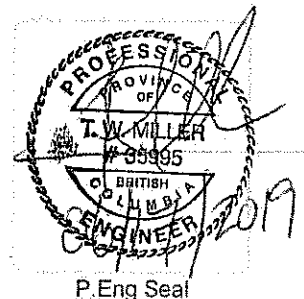
Inspector Name Tyson Miller

Inspection Company FLNRORD

Inspector Comments

P.Eng Comments

At the time of the installation a 3 year lifespan was assumed and the lock block abutments were raised in the field to accommodate increased freeboard; however over the longer term this leaves the underside of the abutment (lock blocks) at an increased risk of scour as they are higher than the streambed. At the time of inspection the riprap was in fair condition but needs to be monitored. Replace wear planks; remove the sediment from the bottom flange of both girders and post bridge ahead signs. Monitor the condition of the timber sills. The current load rating of L100 or 91 tonnes to continue.



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 ☐ 2Delineator Missing
Right ☒ 0 ☐ 1 ☐ 2

Fender Condition Fair

Posted Load Rating Not posted

Road Surface Fair

Abutment

Log/Timber Cribbs

Tie Backs

Bin Wall

Pier

Concrete Good

Lock blocks

Caps or Sills Fair

Timbers with minimal crushing noted - monitor

Piles or Posts

Ballast Wall Good

Untreated timbers not fastened to girders

Wing Wall

Bracing

Hardware Good

Fill Good

Riprap Fair

Bearings Good

Monitor crushing of timber sill at left abutment

Corrosion Protection

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Deck

Running Surface

Running Planks	Fair	Poor in some locations along wheel path
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Sub Deck	Good	Treated
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Ties	Good	Treated
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Nails	Fair	
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Deck to Girder Bolts	Good	
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Concrete Deck

Grout Pockets

Deck Joints

Steel Deck Plate

Gravel Surface

Curb Rail/Blocks/Posts	Good	
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Hand Rails/Walkouts

Hardware	Good	
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Overall Deck Condition	Fair	
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Gravel Depth (mm)

Pier Deck

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**Steel/Concrete**

Girders Fair

Diaphragms Fair 6 welded bays

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)	0.2	High Water	☐	Debris	☐
Estimated Present Water Level Width (m)	7.0	Aggradation	☐	Scour	☐
Estimated High Water Level Clearance (m)	1.0	Ice	☐		

Comments

Repairs and Monitoring

Repair		Repair Description
Item	Priority	
1	Low	Post bridge ahead signs
2	Medium	Remove sediment from bottom flange of girders
3	Medium	Replace wear planks

Item	Monitor Description	Frequency
1	Crushing of timber sill at left bank	Routine Inspection
2		
3		

Sketch
(Select Signature)



Approach from Right Bank when facing downstream



Deck



Deck wear



Upstream from Crossing



Downstream from Crossing



Deck wear



Approach from Left Bank when facing downstream



Structure ID



Treated ties and subdeck



Left abutment timber sill 10mm crush



Upstream Profile



Right Bank Abutment when facing downstream



Left Bank Abutment when facing downstream



Deck clips in place and functional



No timber sill crushing evident at right abutment



Superstructure