

CK-2002
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AMERICAN 4.6km

2020 Inspection

CBR iPad Offline Ver 0.33



CBR Data

Latitude 49°25'37.8" Longitude -121°28'50.7"

Crossing Name Three Mile Creek

FSR # 8123 Branch # 1

Road Name AMERICAN

User km 4.6

Previous Load Rating (tonnes) 63

Structure Class Permanent Bridge

Portable N

Superstructure Compo Girders

Deck Type Concrete Composite

Abutment Left Steel Pipe and Precast Pad

Abutment Right Steel Pipe and Precast Pad

Spans 1

Total Length (m) 27.7

Deck Width (m) 4.9

Updated Data

Latitude °0'0" Longitude °0'0"

HD Diff. (m) 5502207.1 Accuracy (m)

CL-625 or 63 tonnes

Inspection

Date of Inspection 2020-05-28 9:18:03 AM

Inspector Name Tyson Miller

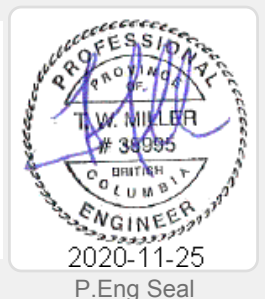
Recommended Next Inspection Year 2021

Inspection Company FLNRORD

Inspector Comments

P.Eng Comments

Replace all log fenders with new ones, minimum 6m length x 600mm diameter; and brush both approaches. Monitor the condition of the downstream right bank fill slope and consider repairing it before additional erosion occurs. The original design vehicle was L60; however Associated Engineering completed an evaluation of the girders and deck in accordance with Section 14 of the CHBDC CSA-S6-14 and found that they can withstand the CL-625 design vehicle. And while the substructure was not evaluated the force effects of the original design vehicle (L60) and the assessment vehicle (CL-625) are similar and therefore increasing the load rating of this structure poses a low risk to the Ministry. The load rating for this structure is now increased to CL-625 or 63 tonnes. Inspect the bridge again next year and monitor the condition of the entire structure due to the increased loading.



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Approach

Alignment Fair

HC right approach

Bridge Ahead Signs
Missing ☒ 0 ☐ 1 ☐ 2

Brushing Required Y

Delineator Missing
Left ☒ 0 ☐ 1 ☐ 2

Delineator Missing
Right ☒ 0 ☐ 1 ☐ 2

Fender Condition Fair

Old rotting logs and missing downstream right approach

Posted Load Rating

Not posted

Road Surface Good

Abutment

Log/Timber Cribs

Tie Backs

Bin Wall Fair

Retaining fill on the right bank only

Pier

Concrete Fair

Bin wall is concrete

Caps or Sills

Piles or Posts Fair

Ballast Wall Fair

Wing Wall

Bracing Fair

None noticed on the left bank

Hardware

Fill Fair

Fair to poor as fill slope at downstream right bank over steepened with fine textured soils

Riprap Good

BR canyon

Bearings Fair

Corrosion Protection Fair

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Deck

Running Surface Good

Running Planks

Sub Deck

Ties

Nails

Deck to Girder Bolts

Concrete Deck Fair Minor damage noted along wheel path

Grout Pockets Fair

Deck Joints Fair

Steel Deck Plate

Gravel Surface

Curb Rail/Blocks/Posts Fair

Hand Rails/Walkouts

Hardware Fair

Overall Deck Condition Fair

Gravel Depth (mm)

Pier Deck

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Steel/Concrete

Girders Fair

Composite

Diaphragms Fair

Bracing

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)	1.0	High Water	☐	Debris	☐
Estimated Present Water Level Width (m)	9.0	Aggradation	☐	Scour	☐
Estimated High Water Level Clearance (m)	8.0	Ice	☐		

Comments

Repairs and Monitoring

Repair Item	Repair Description
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- | | | |
|---|---|---|
| 1 | Approach. Area/sight line brushing. m².
Priority:Medium | Brush approaches |
| 2 | Approach. Approach fenders (install). # of units.
Priority:Low | Replace all existing log fenders with new ones - 6m length x 600mm diameter |

3

4

5

6

7

Item	Monitor Description	Frequency
1	Fill slope condition at downstream right bank	Routine Inspection

2

3



Approach from Right Bank when facing downstream



Approach from Right Bank when facing downstream



Upstream from Crossing



Downstream from Crossing



Approach from Left Bank when facing downstream



Log fender condition



Right Bank Abutment when facing downstream



Superstructure



Left Bank Abutment when facing downstream



CIP fill retention system at downstream right bank



Eroding fill slope at downstream right bank