

CK-2007
CK-2007

ANDERSON 13000 0.1km

2020 Inspection

CBR iPad Offline Ver 0.33



CBR Data

Latitude 49°43'35.5" Longitude -121°21'52.4"

Crossing Name Anderson River

FSR # 8074 Branch # 7

Road Name ANDERSON 13000

User km 0.1

Previous Load Rating (tonnes) 41

Structure Class Temporary Bridge

Portable N

Superstructure Steel I-beam

Deck Type Timber - Treated

Abutment Left Pile -Permanent Materials

Abutment Right Pile -Permanent Materials

Spans 2

Total Length (m) 27.4

Deck Width (m) 4.3

Updated Data

Latitude 49°43'36.49" Longitude -121°21'52.01"

HD Diff. (m) 31.5 Accuracy (m) 5

L45 or 41 tonnes

Inspection

Date of Inspection 2020-07-10 10:20:44 AM

Inspector Name Tyson Miller

Recommended Next Inspection Year 2022

Inspection Company FLNRORD

Inspector Comments

P.Eng Comments

Replace all 4 log fenders with new ones, 6m length x 600mm diameter. Brush and grade approaches. Post bridge ahead signs. Monitor the condition of the log crib and bearings. The current load rating of L45 or 41 tonnes to continue.



CK-2007
CK-2007

ANDERSON 13000 0.1km

2020 Inspection

CBR iPad Offline Ver 0.33



Approach

Alignment Fair

HC both approaches

Bridge Ahead Signs
Missing ☐ 0 ☐ 1 ☒ 2

Brushing Required Y

Delineator Missing
Left ☒ 0 ☐ 1 ☐ 2

Delineator Missing
Right ☒ 0 ☐ 1 ☐ 2

Fender Condition Poor

Rotten and missing at left approach

Posted Load Rating 41000

Road Surface Fair

Potholes

Abutment

Log/Timber Cribs Fair

Log cribs only for fill retention. Range of diameters (400mm - 800mm) of face logs with ranging heart rot noted.

Tie Backs Fair

end splitting

Bin Wall

Pier

Concrete

Caps or Sills Fair

steel H beams at each bank

Piles or Posts Fair

4 H columns at each abutment

Ballast Wall Fair

part of the log crib at each abutment

Wing Wall Fair

Bracing

Hardware

Fill Fair

Upstream left abutment scour noted on crib/wingwall, however no signs of movement

Riprap Fair

Upstream left abutment has large round boulders that are loose

Bearings unrated

No access

Corrosion Protection

CK-2007
CK-2007

ANDERSON 13000 0.1km

2020 Inspection

CBR iPad Offline Ver 0.33



Deck

Running Surface

Potholes

Running Planks Good

Sub Deck Good Creosote

Ties Good Creosote

Nails Good

Deck to Girder Bolts

Concrete Deck

Grout Pockets

Deck Joints

Steel Deck Plate

Gravel Surface

Curb Rail/Blocks/Posts Good

Hand Rails/Walkouts

Hardware Good

Overall Deck Condition Good

Gravel Depth (mm)

Pier Deck

CK-2007
CK-2007

ANDERSON 13000 0.1km

2020 Inspection

CBR iPad Offline Ver 0.33



Steel/Concrete

Girders Fair

Diaphragms Fair 5 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
--------------------	---------	--------	------------------	-------------------	-----------	---------

CK-2007
CK-2007

ANDERSON 13000 0.1km

2020 Inspection

CBR iPad Offline Ver 0.33



Hazards

Estimated Present Water Level Depth (m)	1.0	High Water	☐	Debris	☐
Estimated Present Water Level Width (m)	20	Aggradation	☐	Scour	☐
Estimated High Water Level Clearance (m)	4.0	Ice	☐		

Comments

Repairs and Monitoring

Repair Item	Repair Description
1 Approach. Area/sight line brushing. m ² . Priority:Low	
2 Approach. Bridge Ahead Signs. # of signs. Priority:Low	
3 Approach. Approach surfacing grading. m. Priority:Medium	
4 medium	replace log fenders with new ones, 6m length x 600mm diameter
5	
6	
7	

Item	Monitor Description	Frequency
1	log crib condition	Routine Inspection
2	bearings	Routine inspection
3		



Approach from Left Bank when facing downstream



Deck



Upstream from Crossing



Downstream from Crossing



Approach from Right Bank when facing downstream



Left Bank Abutment when facing downstream



Superstructure



Left Bank Abutment when facing downstream



Typical face log condition at ends



Upstream Profile



Organics in stream



Upstream left bank scour



Right Bank Abutment when facing downstream



Tieback condition at right bank