

CK-2157
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HUNTER 2.2km

2020 Inspection

CBR iPad Offline Ver 0.33



CBR Data

Latitude	Longitude
49°20'35.3"	-121°34'4.9"
Crossing Name	Hunter Creek
FSR #	6086
Branch #	1
Road Name	HUNTER
User km	2.2
Previous Load Rating (tonnes)	63
Structure Class	Temporary Bridge
Portable	N
Superstructure	Steel I-beam
Deck Type	Timber - Untreated
Abutment Left	Crib, Log or Untreated Timber
Abutment Right	Crib, Log or Untreated Timber
Spans	1
Total Length (m)	32.6
Deck Width (m)	4.3

Updated Data

Latitude	Longitude
49°20'35.16"	-121°34'7.28"
HD Diff. (m)	48.1
Accuracy (m)	10
BCL-625 or 63 tonnes	

Inspection

Date of Inspection 2020-06-25 1:11:51 PM

Recommended Next Inspection Year 2021

Inspector Name Tyson Miller

Inspection Company FLNRORD

Inspector Comments

Pulled 2 small sections of planks out to view subdeck condition. Minor rot noted along these sections. From underneath the subdeck appears to be in fair condition. At time of plank replacement thoroughly inspect subdeck condition and replace poor materials.

Replace the wear planks and thoroughly inspect the subdeck at that time - replace poor subdeck materials. Replace the downstream right approach boulders with a log fender, min 6m length x 600mm diameter.

The log crib is 35 years old and nearing the end of its industrial life - monitor its condition and plan for a replacement structure soon. The current load rating of BCL-625 or 63 tonnes to continue, with the following restrictions: only 1 piece of equipment on the bridge at a time; 9,100 kgs maximum on a single axle; 17,000 kgs maximum on each tandem axle set; 27,250 kgs maximum per tridem axle set; full stop before driving onto bridge; maximum driving speed is 10km/hr; and centerline of the trucks is no more than 200mm off center of bridge.



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Approach

Alignment Fair

HC both approaches

Bridge Ahead Signs
Missing ☒ 0 ☐ 1 ☐ 2

Brushing Required N

Delineator Missing
Left ☒ 0 ☐ 1 ☐ 2

Delineator Missing
Right ☒ 0 ☐ 1 ☐ 2

Fender Condition Fair

Combination of lock blocks, rock and logs

Posted Load Rating 63500

See picture

Road Surface Good

Abutment

Log/Timber Cribs Fair

Only 2 face logs visible both banks with up to 40mm sap rot

Tie Backs Fair

End splitting - Tiebacks under girders appear in fair condition, tiebacks outside of girders in poor condition

Bin Wall

Pier

Concrete

Caps or Sills Fair

2 - 300mm x 300mm creosote with I-beam both banks

Piles or Posts

Ballast Wall Fair

Logs and timbers

Wing Wall

Bracing

Hardware

Fill Fair

Riprap Fair

Large round rock used at left bank, 1:1 slope

Bearings Fair

Corrosion Protection

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Deck

Running Surface

Running Planks

Poor

Rotten

Sub Deck

Fair

Treated

Ties

Fair

Treated

Nails

Poor

Starting to protrude through planks

Deck to Girder Bolts

Good

Concrete Deck

Grout Pockets

Deck Joints

Steel Deck Plate

Gravel Surface

Curb Rail/Blocks/Posts

Fair

Hand Rails/Walkouts

Hardware

Fair

Overall Deck Condition

Poor

Due to plank condition

Gravel Depth (mm)

Pier Deck

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Steel/Concrete

Girders Fair

Minor sag in both girders

Diaphragms Fair

11 galvanized bolted bays

Bracing Fair

Under Trussing

Hardware Fair

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)	12.0	Aggradation	☐	Scour	☐
Estimated High Water Level Clearance (m)	5.0	Ice	☐		

Comments

Repairs and Monitoring

Repair Item	Repair Description
1 Structure. Minor redecking (wearing surface). m. Priority:High	Replace wear planks
2 Approach. Approach fenders (install). # of units. Priority:Low	Replace downstream right approach rocks with 6m length x 600mm fender
3	
4	
5	
6	
7	

Item	Monitor Description	Frequency
1		
2		
3		



Approach from Left Bank when facing downstream



Load Rating Sign



Approach from Left Bank when facing downstream



Deck



Plank condition



Upstream from Crossing



Downstream from Crossing



Approach from Right Bank when facing downstream



Left Bank Abutment when facing downstream



Superstructure



Deck



Right bank bearing



Upstream Profile



Right Bank Abutment when facing downstream



Deck