

CK-2209
CK-2209A

MOWHOKAM EAST 0.1km

2020 Inspection

CBR iPad Offline Ver 0.33



CBR Data

Latitude	Longitude
50°4'28.99"	-121°25'15.7"
Crossing Name	Mohawkum Creek
FSR #	8019
Branch #	3
Road Name	MOWHOKAM EAST
User km	0.1
Previous Load Rating (tonnes)	68
Structure Class	Temporary Bridge
Portable	N
Superstructure	Steel I-beam
Deck Type	Timber - Untreated
Abutment Left	Sill -Temporary Materials
Abutment Right	Sill -Temporary Materials
Spans	1
Total Length (m)	18.3
Deck Width (m)	4

Updated Data

Latitude	Longitude
49°43'4.05"	-121°35'51.68"
HD Diff. (m)	41718.1
Accuracy (m)	5
L30 or 27 tonnes	

Inspection

Date of Inspection 2020-10-29 9:11:04 AM

Inspector Name Tyson Miller

Recommended Next Inspection Year 2021

Inspection Company FLNRORD

Inspector Comments

P.Eng Comments

The subdeck and planks were recently replaced; however the cross ties were not. The cross ties were cored and sampled at various locations near their ends and rot was found, some ties had up to 50% rot at the sampled location. Also, the existing cross ties are not long enough in locations along the downstream ends to fully support the timber guardrail. The cross ties require replacement prior to industrial activity, when they are replaced ensure they're fastened to the girders. Add log fenders to each corner of the bridge. Limit loading to L30 or 27 tonnes. Post load rating signs. Continue to monitor the riprap condition and consider replacing it with angular material, that is well graded, sufficiently thick, keyed together and into the stream banks. Please submit the record drawings, structural drawings and Crossing Assurance Statements for this original installation.



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Approach

Alignment Fair

HC and VC right approach

Bridge Ahead Signs
Missing ☒ 0 ☐ 1 ☐ 2

Brushing Required N

Delineator Missing
Left ☒ 0 ☐ 1 ☐ 2

Delineator Missing
Right ☒ 0 ☐ 1 ☐ 2

Fender Condition Poor

None

Posted Load Rating

Not posted

Road Surface Good

Abutment

Log/Timber Cribs

Tie Backs

Bin Wall

Pier

Concrete

Caps or Sills Fair

Log sills

Piles or Posts

Ballast Wall Fair

Logs

Wing Wall

Bracing

Hardware

Fill Fair

Riprap Fair

Oversteepened, round and not well keyed together or into the stream bed

Bearings Fair

Corrosion Protection

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Deck

Running Surface

Running Planks Good

Sub Deck Good

Ties Poor Significant rot on ends of ties at both upstream and downstream locations

Nails Good

Deck to Girder Bolts Poor None

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 cross tie condition

Gravel Depth (mm)

Pier Deck

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Steel/Concrete

Girders Fair

Only a section of a longer girder set used

Diaphragms Fair

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)	0.5	High Water	☐	Debris	☐
Estimated Present Water Level Width (m)	10.0	Aggradation	☐	Scour	☒
Estimated High Water Level Clearance (m)	2.0	Ice	☐		

Comments

Riprap is round, not well graded or keyed together or tied into the stream banks

Repairs and Monitoring

Repair Item	Repair Description
1	Post load rating signs
2	Replace cross ties prior to industrial activity, and ensure they are fastened to the girders
3	Install log fenders at all 4 corners
4	Add angular riprap to each abutment, ensuring its well graded, sufficiently thick, and keyed together and into the stream banks
5	
6	
7	

Item	Monitor Description	Frequency
1	Riprap condition	
2		
3		



Approach from Right Bank when facing downstream



Deck



Old planks and subdeck



Upstream from Crossing



Downstream from Crossing



Downstream has full length risers



Downstream left bank missing appropriate length ties



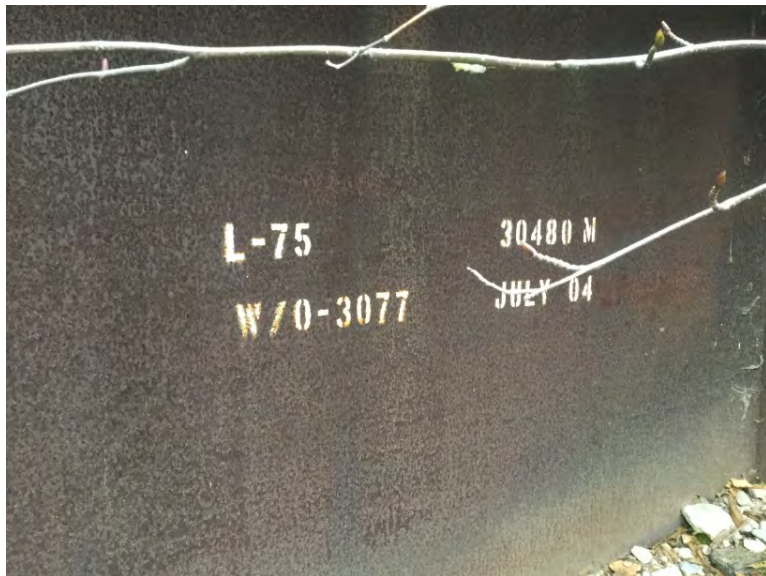
Approach from Left Bank when facing downstream



Old planks and subdeck spoiled at upstream left bank



Right Bank Abutment when facing downstream



Structure ID



Guardrail and risers only fastened to a single in 6 locations along downstream end



Left Bank Abutment when facing downstream



Superstructure



Only subdeck and planks were recently replaced



Tie condition upstream

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Tie condition downstream