

CK-2214

PEERS 0.3km

2020 Inspection

CBR iPad Offline Ver 0.31



CBR Data

Latitude	Longitude		
49°23'2.77"	-121°19'1.83"		
Crossing Name	Peers Creek		
FSR #	8126	Branch #	1
Road Name	PEERS		
User km	0.3		
Previous Load Rating (tonnes)	54		
Structure Class	Temporary Bridge		
Portable	N		
Superstructure	Steel I-beam		
Deck Type	Timber - Untreated		
Abutment Left	Steel Pipe and Precast Pad		
Abutment Right	Steel Pipe and Precast Pad		
Spans	1		
Total Length (m)	19.6		
Deck Width (m)	4.3		

Updated Data

Latitude	Longitude		
49°23'1.01"	-121°19'1.52"		
HD Diff. (m)	54.8	Accuracy (m)	200
CL-625 or 63 tonnes			

Inspection

Date of Inspection 2020-06-21 11:53:14 AM

Recommended Next Inspection Year 2021

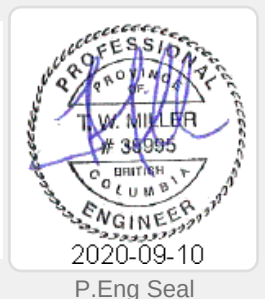
Inspector Name Tyson Miller

Inspection Company FLNRORD

Inspector Comments

P.Eng Comments

The riprap at the upstream right bank has been scoured and requires repair. Monitor its condition until repaired. The original structural design noted L60 or 54 tonnes capacity; however a structural analysis of the girders was completed by Associated Engineering noting they have capacity to support the CL-625 vehicle. The timber deck is consistent with Ministry requirements for CL-625 loading, and there aren't any signs of settlement or distress in the substructure. Increasing the vehicle loads slightly to accommodate highway legal traffic presents a low risk to the Ministry, and as such the load rating can be increased to CL-625 or 63 tonnes. Inspect again next year to ensure no signs of distress are occurring.



P.Eng Seal

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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 Good

Posted Load Rating

Not posted

Road Surface Good

Abutment

Log/Timber Cribs

Tie Backs

Bin Wall

Pier

Concrete

Caps or Sills

Piles or Posts Good

Ballast Wall Fair Minor damage and hairline cracks noted

Wing Wall Fair

Bracing Fair Steep

Hardware

Fill Fair Scour upstream right bank

Riprap Fair Scour upstream right bank; large rock but not well graded or keyed together

Bearings Fair

Corrosion Protection Fair

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Deck

Running Surface

Running Planks **Good**

Sub Deck **Good** Creosote

Ties **Good** Creosote

Nails **Good**

Deck to Girder Bolts **Good**

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

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Steel/Concrete

Girders Good Minor corrosion

Diaphragms Good 4 welded bays

Bracing Good

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)	0.8	High Water	☐	Debris	☒
Estimated Present Water Level Width (m)	10.0	Aggradation	☐	Scour	☒
Estimated High Water Level Clearance (m)	2.5	Ice	☐		

Comments

Repairs and Monitoring

Repair
Item Priority Repair Description

1 High Repair upstream right bank riprap condition

2

3

Item Monitor Description Frequency
1 Monitor scour at upstream right bank Annual

2

3

Sketch
(Select Signature)



Approach from Right Bank when facing downstream



Deck



Upstream from Crossing



Downstream from Crossing



Approach from Left Bank when facing downstream



Right Bank Abutment when facing downstream



Upstream right bank ballast and wingwall scour



Upstream right bank riprap scour



Upstream right bank scour



Left Bank Abutment when facing downstream



Single bay of bracing