

CK-2547

EIGHT MILE km

2020 Inspection

CBR iPad Offline Ver 0.33



CBR Data

Latitude	Longitude		
49°20'35.7"	-121°15'42.1"		
Crossing Name	unknown		
FSR #	8144	Branch #	1
Road Name	EIGHT MILE		
User km			
Previous Load Rating (tonnes)	63		
Structure Class	Temporary Bridge		
Portable	N		
Superstructure	Steel I-beam		
Deck Type	Timber - Untreated - Panels		
Abutment Left	Crib, Log or Untreated Timber		
Abutment Right	Crib, Log or Untreated Timber		
Spans	1		
Total Length (m)	21.4		
Deck Width (m)	4.3		

Updated Data

Latitude	Longitude		
49°20'36.19"	-121°15'43.28"		
HD Diff. (m)	28.2	Accuracy (m)	10
6.0km			
BCL-625 or 63 tonnes			

Inspection

Date of Inspection 2020-08-26 10:32:17 AM

Recommended Next Inspection Year 2021

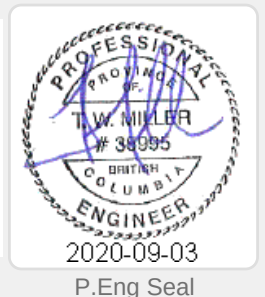
Inspector Name Tyson Miller

Inspection Company FLNRORD

Inspector Comments

P.Eng Comments

There is a hole in the deck located in the first panel, downstream right bank that requires a single 3300mm long x 100mm thick x 250mm wide (10' long x 4" thick x 10" wide) replacement deck plank (Douglas fir). I recommend replacing this ASAP or premature wear to the cross ties will commence. Also, the fill slope at the downstream left bank is eroding and a tension crack was noted on the very outside edge of the road. While this is not a safety issue at present the fill slope will continue to erode and may extend into the running surface over time. I recommend replacing this material ASAP. The current load rating of BCL-625 (63 tonnes) can continue as long as the above noted repairs are completed. Monitor the fill slope and deck plank condition until the works are completed.



P.Eng Seal

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Approach

Alignment Fair

Fair to Poor as there is a significant HC and VC at 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 Good

3x face logs

Tie Backs Good

4x

Bin Wall

Pier

Concrete

Caps or Sills

Piles or Posts

Ballast Wall Good

Treated timbers

Wing Wall

Bracing

Hardware

Fill Fair

Poor downstream left bank as it's over steepened and eroding

Riprap Fair

Round rocks used - not well keyed

Bearings Good

Corrosion Protection

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Deck

Running Surface

Running Planks

Fair

Right bank panel requires a single 4"x10"x10' plank

Sub Deck

Ties

Fair

Nails

Good

Deck to Girder Bolts

Good

Concrete Deck

Grout Pockets

Deck Joints

Steel Deck Plate

Gravel Surface

Curb Rail/Blocks/Posts

Fair

Indication of a strike at downstream left bank - still in fair condition

Hand Rails/Walkouts

Hardware

Fair

Overall Deck Condition

Fair

Gravel Depth (mm)

Pier Deck

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**Steel/Concrete**

Girders Good

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)	0.3	High Water	☐	Debris	☐
Estimated Present Water Level Width (m)	5.0	Aggradation	☐	Scour	☐
Estimated High Water Level Clearance (m)	7.0	Ice	☐		

Comments

Repairs and Monitoring

Repair Item	Repair Description
1 Structure. Minor redecking (wearing surface). 100mm x 250mm x 3300m. Priority:High	Replace 3.3m length of deck plank (100mm x 250mm) at right bank, first panel
2	Repair failing fill slope at downstream left bank
3 Approach. Approach fill repair. Priority:High	
4	
5	
6	
7	

Item	Monitor Description	Frequency
1	Fill condition at downstream left bank	Annual
2		
3		



Approach from Left Bank when facing downstream



Approach from Left Bank when facing downstream



Guard Rail



Upstream from Crossing



Downstream from Crossing



Plank wear



Approach from Right Bank when facing downstream



Approach from Right Bank when facing downstream



Structure ID



Hole in deck



Left Bank Abutment when facing downstream



Superstructure



Deck from underneath



Right Bank Abutment when facing downstream



Downstream left bank fill erosion



Downstream left bank fill erosion