

CK-2158
CK-2158

HUNTER 4.9km

2021 Inspection

CBR iPad Offline Ver 0.33



CBR Data

Latitude 49°19'42.3" Longitude -121°32'39.7"

Crossing Name East Fork Hunter Creek

FSR # 6086 Branch # 1

Road Name HUNTER

User km 4.9

Previous Load Rating (tonnes) 68

Structure Class Permanent Bridge

Portable N

Superstructure Steel I-beam

Deck Type Timber - Treated

Abutment Left Concrete Lock Blocks

Abutment Right Concrete Cast in Place

Spans 1

Total Length (m) 21.4

Deck Width (m) 4.2

Updated Data

Latitude

Longitude

30 tonnes

Inspection

Date of Inspection 2021-06-15 1:04:51 PM

Recommended Next Inspection July 2021

Inspector Name Tyson Miller

Inspection Company FLNRORD

Inspector Comments

Recommend remedial works on left bank abutment, and in the meantime monitor its condition

P.Eng Comments

Foundational material under the lock block directly under the downstream left bank girder has eroded. The lock blocks are sloping/settling towards the downstream end. Until full bearing can be reinstated limit loading to 30 tonnes. In the meantime I recommend monitoring the site. Post load rating signs.



2021-06-21

P.Eng Seal

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Approach

Alignment Fair

HC both approaches

Bridge Ahead Signs
Missing ☒ 0 ☐ 1 ☐ 2

Brushing Required Y

Minor brushing right approach

Delineator Missing
Left ☐ 0 ☒ 1 ☐ 2

Delineator Missing
Right ☒ 0 ☐ 1 ☐ 2

Fender Condition Fair

Old logs - large diameter but rotting at right approach

Posted Load Rating 68040

Road Surface Fair

Abutment

Log/Timber Cribs

Tie Backs

Bin Wall

Pier

Concrete Poor

CIP right bank - good; lock blocks left bank are in good shape but are settling - poor

Caps or Sills Fair

Treated timber right bank - good; timber sill at left bank fair

Piles or Posts

Ballast Wall Good

Treated timbers

Wing Wall

Bracing

Hardware Fair

Fill Fair

Riprap Fair

large individual rock pieces, 1:1 slope at left bank

Bearings Poor

Good right bank; downstream left bank lock blocks settling due to eroding/settling foundation material, timber cap has been shimmed between it and the downstream lock block

Corrosion Protection

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Deck

Running Surface

Running Planks

Fair

Sub Deck

Good

Treated

Ties

Fair

Treated, single cross tie has damage at downstream right bank at first riser connection. A 300mm long x 30mm thick x full width piece has sheared off the cross tie. The riser connection at this location is no longer functional and this cross tie should be replaced.

Nails

Fair

Deck to Girder Bolts

Fair

Concrete Deck

Grout Pockets

Deck Joints

Steel Deck Plate

Gravel Surface

Curb Rail/Blocks/Posts

Fair

Damage noted to downstream right bank riser and corresponding cross tie

Hand Rails/Walkouts

Hardware

Fair

Overall Deck Condition

Fair

Gravel Depth (mm)

Pier Deck

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Steel/Concrete

Girders Fair

Diaphragms Fair 6 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

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Hazards

Estimated Present Water Level Depth (m)	1.0	High Water	☐	Debris	☐
Estimated Present Water Level Width (m)	10.0	Aggradation	☐	Scour	☒
Estimated High Water Level Clearance (m)	8.0	Ice	☐		

Comments

Monitor the left abutment

Repairs and Monitoring

Repair Item	Repair Description
1 Substructure. Lock blocks - Priority:High Structure. Cross tie maintenance	Reinstall foundational material under left bank lock blocks
2 Priority:Medium	Replace single tie at right bank abutment
3 Delineator maintenance - Low	Replace 1 left hand delineator
4 Sightline brushing - Low	Brush right abproach
5 Post Signs - High	Post load rating signs
6	
7	

Item	Monitor Description	Frequency
1	Left abutment settlement	Weekly
2	riprap condition	Annually
3		



Approach from Right Bank when facing downstream



Approach from Right Bank when facing downstream



Deck



Downstream right bank guardrail has been struck



Downstream right bank riser 1 damage



Cross tie damage at downstream right bank



Downstream right bank cross tie damage



Upstream from Crossing



Downstream from Crossing



Approach from Left Bank when facing downstream



Approach from Left Bank when facing downstream



Right Bank Abutment when facing downstream



Left bank abutment



Left bank abutment



Fill under downstream girder lock block has eroded



Fill under downstream girder lock block eroded up to 170mm depth behind face
x 1100mm width



Downstream lock block left abutment



Downstream deck connection



Downstream left bank fill erosion



Upstream right bank fender log is largely unsupported behind



Left bank Abutment when facing downstream



Left Bank Abutment when facing downstream



Top of timber sill sloping approximately 20mm downstream over 1200mm length at center of abutment



Lock block under downstream girder sloping approximately 40mm downstream over 1200mm length