

CK-2547
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EIGHT MILE 6.0km

2021 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	6.0
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°20'36.12"	-121°15'43.14"
HD Diff. (m)	24.7
Accuracy (m)	5
L30 or 27 tonnes	

Inspection

Date of Inspection 2021-05-10 12:24:25 PM

Recommended Next Inspection Year 2022

Inspector Name Tyson Miller

Inspection Company FLNRORD

P.Eng Comments

The timber planks are showing excessive wear and decay, especially on the downstream wheel path location. There's a single cross tie noted with excessive decay (see picture), while others were end splitting and some heavily saturated. The structure ID notes 2015 fabrication, with installation in 2016; however in a review of the asbuilt documentation it does not appear as though the timber deck panels were new at the time of this installation. A temporary repair of replacing the worn planks along each wheel path and placing additional cross ties on either side of any poor condition ones could be explored; however not recommended. Given the expected use over this structure in the foreseeable future I recommend replacing all the timber deck panels now, prior to industrial activity.

The fill-slope at the downstream left bank has now failed and the resulting slope is over-steepened and eroding. Repair/replace the fill-slope in this location by keying large diameter rock into the existing riprap and building back up with 250 kgs Class riprap, no steeper than 1H:1V slope. The fill-slope should be trimmed to a uniform surface prior to placement. Ensure the rock is well keyed into the existing riprap and manipulated as necessary to provide a mass stability and a regular surface with a minimum of voids to ensure a stabilized running width sufficient for the expected traffic. Until both these repairs (timber deck repair/replacement and downstream left bank fill-slope repair) are completed limit loading to L30 or 27 tonnes. Post load limit sign.



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Approach

Alignment Fair

Fair to poor as there is a significant HC and VC 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 each abutment

Tie Backs Good 4x

Bin Wall

Pier

Concrete

Caps or Sills

Piles or Posts

Ballast Wall Good Treated timbers

Wing Wall

Bracing

Hardware

Fill Poor Approach fill at downstream left bank has failed, the resulting slope is over-steepened and eroding

Riprap Fair Not well graded or keyed together

Bearings Good

Corrosion Protection

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Deck

Running Surface

Running Planks

Poor

2 locations where holes have developed. Entire downstream wheel path has excessive wear

Sub Deck

Ties

Poor

A single cross tie is heavily decayed, while multiple others are either heavily saturated at their ends or end splitting

Nails

Fair

Deck to Girder Bolts

Good

Concrete Deck

Grout Pockets

Deck Joints

Steel Deck Plate

Gravel Surface

Curb Rail/Blocks/Posts

Fair

Rail strike noted at downstream left bank

Hand Rails/Walkouts

Hardware

Fair

Overall Deck Condition

Poor

Due to timber plank and tie condition

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)	0.6	High Water	☐	Debris	☐
Estimated Present Water Level Width (m)	8.0	Aggradation	☐	Scour	☐
Estimated High Water Level Clearance (m)	7.0	Ice	☐		

Comments

Repairs and Monitoring

Repair Item	Repair Description
1 HIGH	Replace timber deck panels
2 HIGH	Repair failed fill-slope at downstream left bank
3 HIGH	Post load rating sign
4	
5	
6	
7	

Item	Monitor Description	Frequency
1		
2		
3		



Approach from Left Bank when facing downstream



Approach from Left Bank when facing downstream



Fill slope has failed down stream left approach



Deck



Hole in deck in Panel 1 at downstream left approach



Timber plank condition (Poor) at Panel 2 wheel path - downstream left approach



Upstream from Crossing



Downstream from Crossing



Timber plank condition on Panels 4 and 5 at downstream wheel path location



Timber plank condition (Poor) in Panel 5, downstream wheel path



Timber plank condition (Poor) in Panel 7, downstream wheel path



Approach from Right Bank when facing downstream



Approach from Right Bank when facing downstream



Excavator parked at woods end of bridge



Structure ID



Left Bank Abutment when facing downstream



Superstructure



Panel 1 upstream tie condition



Panel 1 down stream cross-tie condition



Panel 7 upstream cross-tie condition