

CK-2236
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SOWAQUA 9.6km

2022 Inspection

CBR iPad Offline Ver 0.36



CBR Data

Latitude 49°23'44.59" Longitude -121°11'52"

Site Status Active

Insp. Status Inspect

Crossing Name Not Known

FSR # 7004 Branch # 1

Road Name SOWAQUA

User km 9.6

Previous Load Rating (tonnes) 41

Structure Class Temporary Bridge

Portable Y

Superstructure Steel I-beam

Deck Type Timber - Untreated

Abutment Left Sill -Temporary Materials

Abutment Right Sill -Temporary Materials

Spans 1

Total Length (m) 15.2

Deck Width (m) 4.9

Updated Data

Latitude 49°23'44.93" Longitude -121°11'51.76"

HD Diff. (m) 11.4 Accuracy (m) 5

L10 or 9 tonnes

Inspection

Date of Inspection 2022-10-26 12:07 PM

Inspector Name Tyson Miller

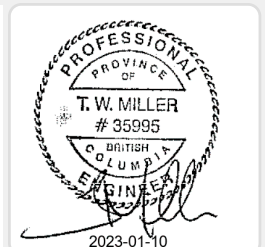
Inspector Comments Serial/ID Plate

Recommended Next Inspection 2024

Inspection Company MoF

P.Eng Comments

The left bank road approach material was significantly eroded and is susceptible to further erosion putting the safe use of this bridge in question. Both abutments have round rock with voids used as riprap, which has eroded and is highly susceptible to further erosion. There is large diameter transportable organic material laying across the stream channel immediately above the bridge that should be removed prior to use. The Sowaqua FSR sustained major damage as a result of the November 2021 storm event and industrial traffic is not expected until the repair works are undertaken. The Ministry is currently working on repair plans for the FSR, and a replacement structure for this site is being considered. Until those plans are finalized limit loading to L10 or 9 tonnes.



PERMIT TO
PRACTICE: 1003022

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Approach

Alignment Fair

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 Fair combination of logs and large rock

Posted Load Rating not posted

Road Surface Fair

Abutment

Log/Timber Cribs

Tie Backs

Bin Wall

Pier

Concrete

Caps or Sills Fair Single log sills, left bank up to 50mm sap rot

Piles or Posts

Ballast Wall Poor Right bank logs rotting but functional

Wing Wall

Bracing

Hardware Fair

Fill Fair

Riprap Fair Round, not well graded, or properly keyed together or into the stream banks. Both banks have scoured as a result of the November 2021 storm event

Bearings Fair The sills not cut flat, the bearing plates not completely all on the sills and the superstructure not square to the sills - a temporary install at the time

Corrosion Protection

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Deck

Running Surface

Running Planks Good

Sub Deck Good

Ties Fair

Nails Good

Deck to Girder Bolts Fair Clips on inside of girders

Concrete Deck

Grout Pockets

Deck Joints

Steel Deck Plate

Gravel Surface

Curb Rail/Blocks/Posts Fair

Hand Rails/Walkouts

Hardware Fair

Overall Deck Condition Fair

Gravel Depth (mm)

Pier Deck

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Steel/Concrete

Girders Fair

Minor corrosion

Diaphragms Fair

4 welded bays with minor corrosion. Both bottom chords at abutments slightly twisted

Bracing Fair

Minor corrosion

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)	3.0	Aggradation	☐	Scour	☒
Estimated High Water Level Clearance	1.5	Ice	☐		

Comments

Repairs and Monitoring

Repair Item	Repair Description
1 Channel. Debris removal. # of sites/items. Priority:High	Remove debris upstream of bridge
2 Approach. Approach fill repair. m³. Priority:High	Left bank road approach requires significant erosion control placed and fill imported
3 Channel. Add Riprap (placed). m³. Priority:High	Both bank abutments require riprap repair

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



Left bank approach fill slope severely eroded



Deck



Upstream from Crossing



Downstream from Crossing



Debris accumulation upstream



Approach from Right Bank when facing downstream



Left Bank Abutment when facing downstream



Riprap erosion downstream left bank



Right Bank Abutment when facing downstream



Riprap erosion at right bank



Superstructure