CK-2363
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SPUZZUM 25.2km

2022 Inspection

CBR iPad Offline Ver 0.36

BRITISH COLUMBIA

CBR Data

Latitude	Longitude
49°44'18.89"	-121°41'18.9"

Site Status	Active
Insp. Status	Inspect
Crossing Name	side creek
FSR #	8128
Branch #	1
Road Name	SPUZZUM
User km	25.2
Previous Load Rating (tonnes)	68
Structure Class	Permanent Bridge
Portable	N
Superstructure	Compo Girders
Deck Type	Concrete
Abutment Left	Steel Pipe and Precast Pad
Abutment Right	Steel Pipe and Precast Pad
Spans	1
Total Length (m)	9.7
Deck Width (m)	4.9

Updated Data

Latitude	Longitude
49°44'19.13"	-121°41'19.34"

HD Diff. (m)	11.4	Accuracy (m)	7

Inspection

Date of Inspection: 2022-11-01 3:55:19 PM

Inspector Name: Cameron VandenBrink, EIT

Recommended Next Inspection: 2024

Inspection Company: Chartwell Resource Group Ltd

Inspector Comments: Serial/ID Plate

P.Eng Comments

Load Rated by: MoF, M.Lowe, RPF, PEng, February 16, 2023
Load Rating: 5 Tonnes GVW
Next Inspection: September 1, 2025
Comments: Load rating only due to guard rail condition. Replace rails prior to next use.

PERMIT TO PRACTICE: 1003022

Approach

Alignment	Good	
Bridge Ahead Signs Missing	○ 0 ○ 1 ● 2	
Brushing Required	Y	
Delineator Missing Left	● 0 ○ 1 ○ 2	
Delineator Missing Right	● 0 ○ 1 ○ 2	
Fender Condition	Fair	Concrete no posts . Bullnose downstream right requires reconnection.
Posted Load Rating		Not posted
Road Surface	Fair	25 meters down right approach, either culvert fully plugged or new side channel has eroded road prism, flow currently running in ditch to upstream right of bridge. High flows overtop

Abutment

Log/Timber Cribs		
Tie Backs		
Bin Wall		
Pier		
Concrete		
Caps or Sills	Good	Integrated ballast wall
Piles or Posts	Good	What is visible
Ballast Wall	Good	
Wing Wall		
Bracing	Unrated	Buried
Hardware		
Fill	Good	
Riprap	Fair	Upstream left and downstream right tone monitored
Bearings	Good	
Corrosion Protection	Good	

Deck

Running Surface		25 meters down right approach, either culvert fully plugged or new side channel has eroded road prism, flow currently running in ditch to upstream right of bridge. High flows
Running Planks		
Sub Deck		
Ties		
Nails		
Deck to Girder Bolts		
Concrete Deck	Good	
Grout Pockets		
Deck Joints		
Steel Deck Plate		
Gravel Surface		
Curb Rail/Blocks/Posts	Fair	Poor-rotten
Hand Rails/Walkouts		
Hardware	Fair	
Overall Deck Condition	Fair	Poor due to guard rail
Gravel Depth (mm)		
Pier Deck		

Steel/Concrete

Girders	Good	2 inverted c channel
Diaphragms	Good	Monolithic end diaphragms
Bracing		
Under Trussing		
Hardware		
Welded/grouted shear connectors	Good	Welded

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	

Hazards

Estimated Present Water Level Depth (m)	.2	High Water ☐	Debris ☐
Estimated Present Water Level Width (m)	3	Aggradation ☐	Scour ☒
Estimated High Water Level Clearance		Ic ☐	

Comments

Repairs and Monitoring

	Repair Item	Repair Description
1	Structure. Curb Maintenance. # sites. Priority:Medium	Replace guard rail
2	Approach. Area/sight line brushing. m². Priority:Low	
3	Approach. Approach fenders (re-Install). # of units. Priority:Low	Connect bullnose
4		
5		
6		
7		

Item	Monitor Description	Frequency
1	Upstream left and downstream, right riprap	Routine Inspection
2		
3		

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Approach from bridge deck of Right bank approach when facing downstream

Approach from bridge deck of Left bank approach when facing downstream

Approach from Left Bank when facing downstream

Upstream from Crossing

Downstream from Crossing

Approach from Right Bank when facing downstream

Deck

Downstream right bullnose

Left Bank Abutment when facing downstream

Superstructure

Superstructure

Right Bank Abutment when facing downstream

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Downstream Profile

Upstream Profile

Downstream right riprap scour

Upstream left bankriprap

High chain blow out