CK-2441
CK-2441

FIFTEEN MILE 1.5km

2022 Inspection

CBR iPad Offline Ver 0.36

CBR Data

Latitude	Longitude
49°28'28.49"	-121°15'39.4"

Site Status	Barricaded/Closed
Insp. Status	Inspect
Crossing Name	Fifteen Mile Creek
FSR #	10452
Branch #	1
Road Name	FIFTEEN MILE
User km	1.5
Previous Load Rating (tonnes)	0
Structure Class	Temporary Bridge
Portable	N
Superstructure	Rail Car
Deck Type	Timber - Untreated
Abutment Left	Sill -Temporary Materials
Abutment Right	Sill -Temporary Materials
Spans	1
Total Length (m)	16
Deck Width (m)	5.6

Updated Data

Latitude	Longitude
49°28'27.74"	-121°15'39.28"

HD Diff. (m)	23.7	Accuracy (m)	4

5 tonnes

Inspection

Date of Inspection	2022-09-28 12:15:28 PM
Inspector Name	Tyson Miller
Recommended Next Inspection	2024
Inspection Company	MoF

Inspector Comments

Timber deck sufficient for pickup traffic

P.Eng Comments

The Hawker Siddeley railcar subframes are still in fair condition and can be reused for industrial traffic once the timber deck and timber sills have been replaced. Replace the entire timber deck system (cross ties, planks, guardrail and risers) and both abutment timber sills. Ensure the railcar subframes are replaced and fastened to the new timber sills as they were prior to their removal, ensuring the same span. Ensure the cross ties are fastened to the cross tie clips. Brush and grade approaches. Post bridge ahead signs. 5 tonnes load limit until repair items have been completed. Post load rating sign.

PERMIT TO PRACTICE: 1003022

Approach

Alignment	Fair	HC both approaches
Bridge Ahead Signs Missing	○ 0 ○ 1 ● 2	
Brushing Required	Y	
Delineator Missing Left	● 0 ○ 1 ○ 2	
Delineator Missing Right	● 0 ○ 1 ○ 2	
Fender Condition	Good	Concrete no post barriers
Posted Load Rating	0	Not posted
Road Surface	Poor	Vegetation growing within subgrade

Abutment

Log/Timber Cribs		
Tie Backs		
Bin Wall		
Pier		
Concrete	Good	5 lock blocks wide
Caps or Sills	Poor	Rotten timber sill
Piles or Posts		
Ballast Wall	Unrated	Not visible
Wing Wall		
Bracing		
Hardware	Fair	
Fill	Fair	
Riprap	Fair	
Bearings	Fair	
Corrosion Protection		

Deck

Running Surface		Vegetation growing within subgrade
Running Planks	Poor	Rotten
Sub Deck		
Ties	Poor	Rotten
Nails	Fair	
Deck to Girder Bolts	air	i i ult to assess
Concrete Deck		
Grout Pockets		
Deck Joints		
Steel Deck Plate		
Gravel Surface		
Curb Rail/Blocks/Posts	Poor	Rotten
Hand Rails/Walkouts		
Hardware		
Overall Deck Condition	Poor	Entire deck system requires replacement
Gravel Depth (mm)		
Pier Deck		

Steel/Concrete

Girders	Fair	2 Hawker Siddeley railcars
Diaphragms		
Bracing		
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

Hazards

Estimated Present Water Level Depth (m)	0.2	High Water	☐	Debris	☐
Estimated Present Water Level Width (m)	2.0	Aggradation	☐	Scour	☐
Estimated High Water Level Clearance	2.5	Ic	☐		

Comments

Repairs and Monitoring

	Repair Item	Repair Description
1	Approach. Area/sight line brushing. m². Priority:High	Brush prior to activity
2	Approach. Approach surfacing grading. m. Priority:Medium	
3	Structure. Major redecking (crossties or laminated deck). m. Priority:High	Replace ties and planks prior to industrial activity
4	Substructure. Timber caps and log sills. m². Priority:High	Replace timber sills prior to industrial activity
5	Approach. Bridge Ahead Signs. # of signs. Priority:Medium	Post bridge ahead signs prior to industrial activity
6		
7		

Item	Monitor Description	Frequency
1		
2		
3		

Deck

Approach from Left Bank when facing downstream

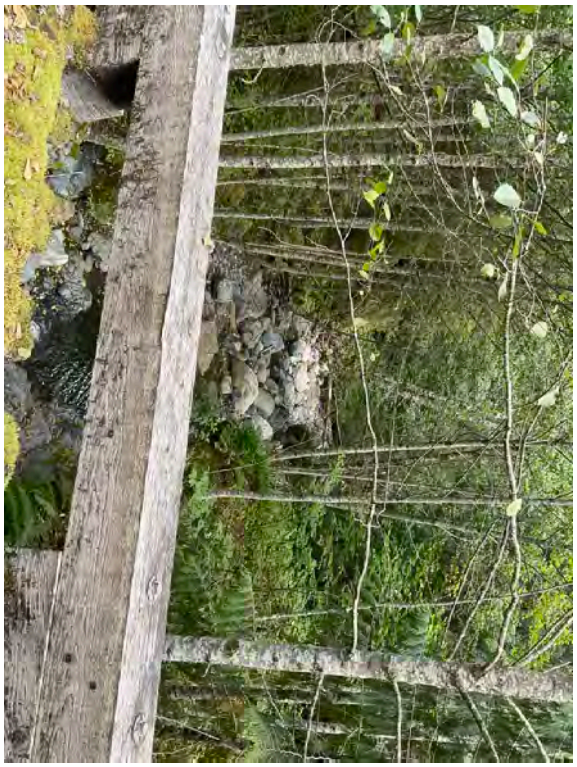
Approach from Left Bank when facing downstream

Deck

Upstream from Crossing

Approach from Right Bank when facing downstream

Downstream from Crossing



Superstructure

Timber sill condition at right bank

Superstructure

Left Bank Abutment when facing downstream

Tie condition

Superstructure

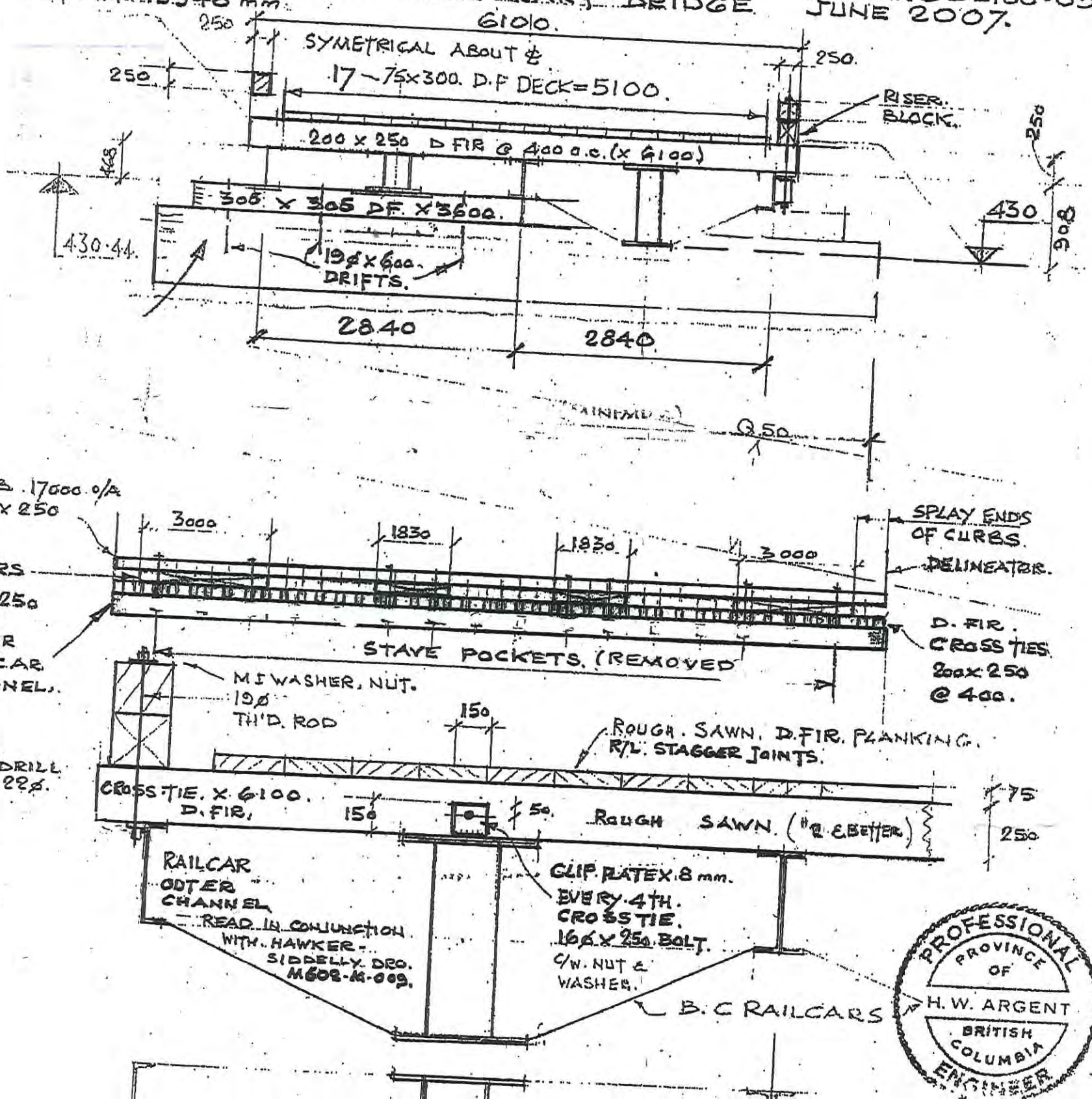
Bearing plate and girder connection

Right Bank Abutment when facing downstream

Upstream Profile

Timber sill condition at left bank

L75-GVW 68040 Kg 2- B.C. RAILCARS DRAWING DE100-03 R..
DESIGN LOAD RATING. TEMPORARY BRIDGE JUNE 2007.
SPAN 15348 mm



R.SAWN D. FIR SILL OVER D.FIR LOG.

PROFESSIONAL ENGINEER PROVINCE OF BRITISH COLUMBIA H. W. ARGENT
H.W.A.

NOTES AND SPECIFICATIONS. - TEMPORARY RAILCAR BRIDGE.

1. THE EXISTING NINE METER SPAN CN RAILCAR BRIDGE. DE100 AT 15 MILE CK WITH TIMBER CROSS TIES AND BROKEN DECKING IS ~~TO BE~~ REMOVED, INCLUDING UPPER LOG SILLS; AND REPLACED BY MINISTRY SUPPLIED AND APPROVED "B.C RAILCARS AS SHOWN. WORK INCLUDES SUPPLY AND COMPLETE INSTALLATION OF STEEL ACCESSORIES, HARDWARE, CROSSTIES, DECKING, APPROACHES AND "NO-POST" BARRIERS. B.C. RAILCARS TO BE IN ACCORDANCE WITH "FERIC" TECHNICAL REPORT SR98; UNLESS OTHERWISE NOTED. ALL TIMBER No. 2 AND BETTER. D.FIR. DECKING R/L, HARDWARE GALVANISED; ADDED STEEL CSA G40.21M-350 AT, WELDING TO CSA W59. LOAD RATING L75. G V W - 68040 Kg. ALL WORK IN ACCORDANCE WCB REGULATIONS.

B.C.T.S.
CHINOOK.
B.C. TIMBER SALES.
REPLACEMENT.
RAILCAR BRIDGE
ASSEMBLY DETAILS
ROAD. - DE100.
LOCATION 15M. CREEK
DRAWING No DE100-03.
DRAWN H.WARGENT. P ENG.
DATE MAY 2007