



BC Ministry of Forests, Lands, and Natural Resource Operations

Log Stringer Bridge Inspection Report

Page: 1 of 4
Date Printed: 2023/01/03
User Id: IDIRITYSMILLE
Database: PROD
Report Id: CBR001B

Site #:	CK-2524	Structure Name:	CK-2524	Road Name:	BIG SILVER	Inspection Date:	2022/11/16
KM:	0.30	User km:	0.30	Crossing Name:	Big Silver River	Next Inspection Date:	2023/10/31
Project File ID #:	5748	Br.	30	Forest District:	Chilliwack Natural Resource District		
Deck Type:	Timber - Untreated			Running Surface:	Timber Planks		
Curb Type:				Abutments (looking downstream)	Left	Steel Pipe and Precast Pad	
Superstructure:	Steel I-beam				Right	Crib, Log or Untreated Timber	
Total Length (metres):	50.3	# Spans:	2	Span Width:			Span Length(s) (metres):
UTM Zone:	10	UTM Easting:	584909	UTM Northing:	5495763		
Inspector Name:	Tyson Miller			Year Superstructure Installed:	2014		
Access:							

ABUTMENTS

Bearings	Good	
Bracing	Good	
Ballast Wall	Good	Treated timbers left bank, logs right bank
Corrosion Protection	Fair	Left bank only
Caps or Sills	Unrated	NA
Fill	Fair	Loosing fill upstream right bank
Hardware	Good	Lashing at right bank
Log/Timber Crib	Good	Right bank only, 6 large diameter cedar face logs
Piles or Posts	Good	Left abutment only
Riprap	Good	
Tie-backs	Fair	1 sheared tieback end at right abutment, otherwise good condition
Wing Wall	Fair	Right bank only, part of crib

APPROACHES

Alignment	Fair	HC both approaches, VC right approach
Bridge Ahead Signs Missing	0	
Brushing Required	Yes	Minor
Delineator Missing Left (approaching structure)	1	
Delineator Missing Right (approaching structure)	2	
Fender Condition	Fair	Logs

Corporate Bridge Register (CBR)

Disclaimer:
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2) Historic Load Rating data not available, contact FLNRO Regional Office for detailed information.



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Posted Load Rating (Enter 0 if sign missing)	0	Not posted
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Road Surface	Good	
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DECK

Span 1

Curb Rail/Blocks/Posts	Fair	
Deck to Girder Bolts	Good	
Hardware	Fair	
Nails	Fair	
Overall Deck Condition	Fair	
Running Planks	Fair	Minor wear developing on wheel path
Sub Deck	Good	Treated
Ties	Good	Treated

Span 2

Curb Rail/Blocks/Posts	Fair	
Deck to Girder Bolts	Good	
Hardware	Fair	
Nails	Fair	
Overall Deck Condition	Fair	
Running Planks	Fair	Minor wear developing on wheel path
Sub Deck	Good	Treated
Ties	Good	Treated

PIERS

Pier 1

Bearings	Good	
Bracing or Sheathing	Good	
Caps	Good	concrete
Overall	Good	
Piles or Posts	Good	4 piles, upstream and downstream piles are battered
Riprap	Good	

SUPERSTRUCTURE

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Span 1

Bracing	Good	
Diaphragms	Good	3 welded bays
Girders	Good	

Span 2

Bracing	Fair	
Diaphragms	Fair	
Girders	Fair	light corrosion, modified for jump span seat

CHANNEL

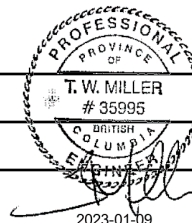
Estimated Present Water Level Depth:	3.0	Estimated Present Water Level Width:	25.0
Estimated High Water Level Clearance:	4.0		

HAZARDS

High Water:	No	Scour:	No	Ice:	No	Debris:	No	Aggradation:	No
Comment:									

REPAIRS

#	Status	Priority	Estimate	Description
4	Suggested	Low		brush approaches
5	Suggested	Low		Remove sediment from deck
6	Suggested	Medium		Replace missing delineators



MONITORS

#	Description
2	Sheared tieback condition and fill retention at upstream right bank

GENERAL

Inspector's Comment:	No shifting of face logs apparent with respect to the sheared tieback end at the upstream right bank abutment
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GENERAL

PEng's Comment:	Remove sediment accumulations on the deck, brush approaches, and replace missing delineators. Monitor the right bank crib condition where the single tieback log has sheared; currently no apparent movement noted. Monitor the fill retention at the upstream right bank location. The current load rating of L100 or 91 tonnes to continue.
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GENERAL	Estimated Load Restriction (year):		2035	Estimated Replacement (year):		2035		
	Current Inspection Load Rating:		See footnote	Design Load GVW (tonnes):		91	Design Vehicle Config.:	L100
	Professional Inspection Required?		No	Report Status: In Progress By IDIR\TYSMILLE on 2023/01/03 12:30:43				

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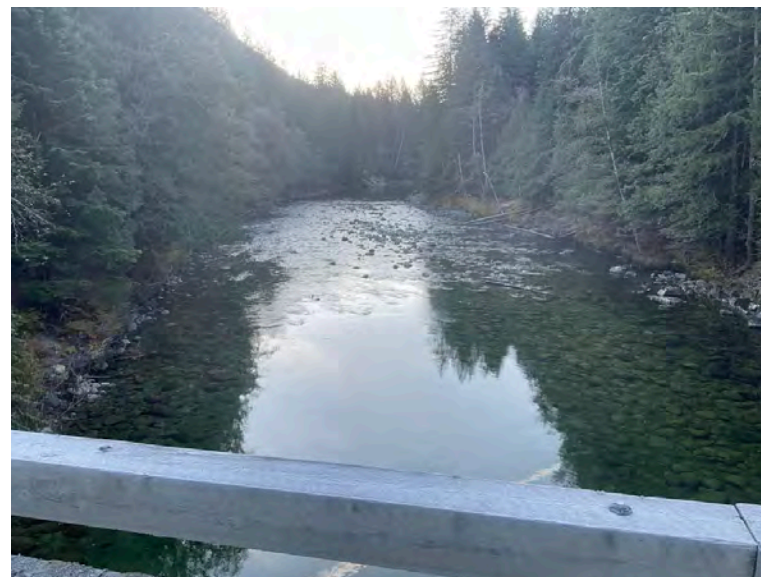
Approach from Left Bank when facing downstream



Deck



Upstream from Crossing



Downstream from Crossing



Sediment on deck



Sediment on deck



Approach from Right Bank when facing downstream



Right face of main span pier



Main span superstructure



Right bank tieback end missing



Loosing fill at upstream right bank



Loosing fill at upstream right bank



Upstream Profile



Missing tieback end



Right Bank Abutment when facing downstream



Left Bank Abutment when facing downstream



Jump span seat