

CK-2460
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HORNET 0.6km

2023 Inspection

CBR iPad Offline Ver 0.36B



CBR Data

Latitude 49°36'16.89" Longitude -121°48'53.6"

Site Status Active

Insp. Status Inspect

Crossing Name Unknown

FSR # 5748 Branch # 19

Road Name HORNET

User km 0.6

Previous Load Rating (tonnes) 68

Structure Class Temporary Bridge

Portable Y

Superstructure Steel Box Beam

Deck Type Steel

Abutment Left Steel Pipe and Precast Pad

Abutment Right Steel Pipe and Precast Pad

Spans 1

Total Length (m) 18.3

Deck Width (m) 4.9

Updated Data

Latitude 49°36'16.97" Longitude -121°49'.9"

HD Diff. (m) 146.4 Accuracy (m) 6

L75 or 68 tonnes

Inspection

Date of Inspection 2023-08-29 2:48:35 PM

Inspector Name Cameron VandenBrink

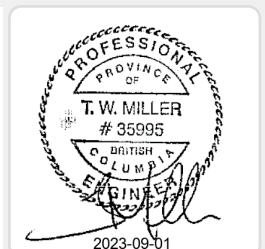
Inspector Comments Serial/ID Plate

Recommended Next Inspection 2024

Inspection Company Chartwell Resource Group Ltd.

P.Eng Comments

The riprap has failed at both abutments and the fill slope continues to erode into the stream. I recommend replacing both abutment riprap prior to the Fall season precipitation events to prevent further erosion. Replace the existing log fenders with minimum 6m length x 600mm diameter logs. Replace delineators and install bridge ahead signs. Brush approaches. Monitor the riprap condition, the eroding fill slope, the concrete spalls noted to the right bank concrete cap and the deck deformations. The current load rating of L75 of 68 tonnes to continue.



PERMIT TO
PRACTICE: 1003022

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Approach

Alignment Fair

VC both approaches.

Bridge Ahead Signs

Missing

☐ 0

☐ 1

☒ 2

Brushing Required Y

Delineator Missing

Left

☐ 0

☐ 1

☒ 2

No longer functional

Delineator Missing

Right

☐ 0

☐ 1

☒ 2

No longer functional

Fender Condition Fair

Downstream left has 5m of bermed material then extends with guidelogs. All other corners have guidelogs

Posted Load Rating

Not posted

Road Surface Fair

Surface erosion

Abutment

Log/Timber Cribs

Tie Backs

Bin Wall

Pier

Concrete Fair

Cap beam with integrated ballast walls. Right bank has spalls

Caps or Sills Good

Treated Timbers. 4" atop 6" timber above cap beam.

Piles or Posts Unrated

Not visible

Ballast Wall Good

Wing Wall

Bracing Unrated

Not visible

Hardware

Fill Fair

Riprap Poor

Almost fully scoured away on both abutments

Bearings Fair

Timbers

Corrosion Protection Unrated

Not visible

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Deck

Running Surface Fair Surface erosion

Running Planks

Sub Deck

Ties

Nails

Deck to Girder Bolts

Concrete Deck

Grout Pockets

Deck Joints

Steel Deck Plate Fair Deformation in tracking locations

Gravel Surface

Curb Rail/Blocks/Posts Good

Hand Rails/Walkouts

Hardware Good

Overall Deck Condition Fair

Gravel Depth (mm)

Pier Deck

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Steel/Concrete

Girders Fair

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

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Hazards

Estimated Present Water Level Depth (m) .15 High Water ☐ Debris ☐
Estimated Present Water Level Width (m) 3 Aggradation ☐ Scour ☒
Estimated High Water Level Clearance 2.5 Ic ☐

Comments Both abutments require riprap. Almost fully washed away on both sides. Bridge bearing is set far back and currently safe. Recommend remedial works to limit risk to further fill loss.

Repairs and Monitoring

Repair Item	Repair Description
1 Channel. Add Riprap (placed). m ³ . Priority:High	
2 Structure. Add Load Rating Signs. # sites. Priority:Medium	Add all missing signage and delineators
3 Approach. Approach fenders (re-Install). # of units. Priority:Medium	Install downstream left guidelog.
4 Approach. Area/sight line brushing. m ² . Priority:Low	

5

6

7

Item	Monitor Description	Frequency
1	Fill loss due to riprap scour	Anually
2	Spalled concrete along top edge of right bearing cap beam	Routine Inspection
3		



Upstream from Crossing



Downstream from Crossing



Bridge deck, viewing to left approach



Bridge deck, viewing to right approach



Deck



Approach from Right Bank when facing downstream



Downstream Profile



Left Bank Abutment when facing downstream



Right Bank Abutment when facing downstream



Left Bank Abutment when facing downstream



Right Bank Abutment when facing downstream



Upstream Profile



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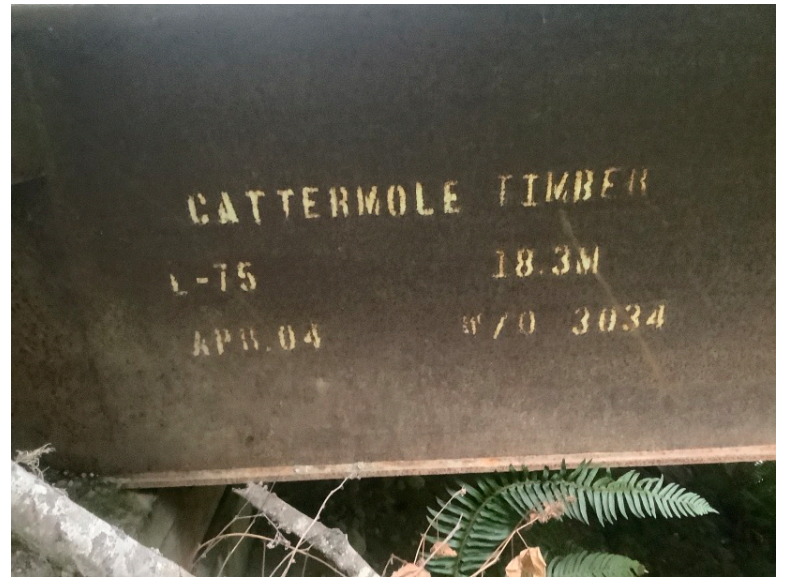
Bearing right



Bearing left



Superstructure



Structure ID



Bearing



Approach from Left Bank when facing downstream