



BC Ministry of Forests and Range

Repairs Summary Report

Page 1 of 65
 Date Printed: 2/16/2017
 User Id: IDIR\KCONWAYB
 Database: PROD
 Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Structure #: K484

Site #:	K484			Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	0.21			Crossing Name:	Pimainus Cr
Project File ID #:	0814	Br.	08	Forest Service Road:	SKUHUN-SPAIST WEST

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2016/06/26				
1	Required	Low	\$300	Install bridge ahead sign at #2 approach
2	Required	Medium	\$150	Brush out bridge
Inspection: 2013/06/21				
Inspection Comment: All the indicated repairs have been done since last inspection				
1	Required	High	\$200	one bridge head sign on the right approach

Structure #: K1117

Site #:	K1117			Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	2.01			Crossing Name:	Skuhost #2
Project File ID #:	0814	Br.	15	Forest Service Road:	-SKUHOST BRANCH 15

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2015/06/23				
Inspection Comment: None of the monitor or repair items have been addressed. The deck now has some planks that will not take industrial haul.				
1	Required	Medium	\$300	Brush out bridge
Inspection: 2014/08/27				
Inspection Comment: right approach is still settles and narrow, bearing pads have not been added. no signs of lock blocks breaking though, added brushing and approach barriers to repair list.				
LT (2014/12/11): Deficiencies due to poor workmanship. Repairs added: Re-install abutments, add sills or brg rubber pads, add ballast board, compact approaches, add guidelogs. Ties and deck rot condition should be assessed by P.Eng prior to abutment repairs. No site ID tag.				
1	Required	High	\$1,000	Brushing required
2	Required	High	\$15,000	LT: Remove superstructure, add adequate riprap for slope protection, level lock block abutments add timber sills and an additional ballast board to retain endfill.
4	Required	Low	\$500	add approach barriers
3	Required	Medium	\$3,000	LT: Add fill to both approaches.
Inspection: 2010/09/30				



BC Ministry of Forests and Range
Repairs Summary Report

Page 2 of 65
Date Printed: 2/16/2017
User Id: IDIRIKCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Inspection Comment: ACTUAL CO-ORDINATES ARE: N 50 DEG. 20' 35" , W 121 DEG 2' 20.7"
Repair will be required prior to industrial hauling. Not placing a load restriction at this time as minor amount of repair or lowbedding of equipment is acceptable, with structure monitoring of this issue. Let the engineering branch the future access for this structure. DA

1	Required	High	\$20,000	Romove bridge and lock blocks, install bearing pad re-install lock blocks, install timber sill and re-install structure. Have QRP determine proper soil bearing capacity for structure and acheive this onsite.
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Inspection: 2000/09/11

Inspection Comment: Overall: Approaches are narrow settled and unfinnished..

1	Required	Medium	\$0	Approach: Approaches appear unfinnished, narrow and settled at bridge.
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Structure #: K424

Site #:	K424	Primary User Name:	COPPER MOUNTAIN MINE (BC) LTD.
KM:	0.41	Crossing Name:	Similkameen R
Project File ID #:	0919	Br.	01
		Forest Service Road:	PLACER MOUNTAIN

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2014/08/11

Inspection Comment: LT 19/12/14: added repair items from pdf inspection report.

1	Required	High	\$15,000	Replace all curb rails and risers
2	Required	High	\$500	Replace bridge ahead sign at right approach.
5	Required	Low	\$500	Remove rodent nests from abutments.
3	Required	Medium	\$5,000	Replace deck joint compression seal at Pier 1
4	Required	Medium	\$20,000	Consider extending steel plate pier diaphragm to mudline during low flows.

Inspection: 2014/08/07

Inspection Comment: 4 - delin installed
the curbs were not repaired since last inspection
rat nest are still in place
joints were not regouted

LT (2014/12/17): Repair added (carried on from last inspection): Replace deck seal. P.Eng review with peeper truck recommended to assess movement of bearing, girder rotation over pier and condition of web.

2	Required	High	\$5,000	4- 16' 10" x 10" Fd rail and hardware.
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Inspection: 2011/11/01

Inspection Comment: Bridge is very lively under live load. It also sees more traffic than a typical forestry bridge because there is a quarry located on the woods side.
These deck seal replacements should be completed, if not this will decrease the design life of this structure. DA.

2	Required	High	\$0	Repair timber curb on downstream corners.
1	Required	Low	\$0	Remove rats nests from abutments.

Inspection: 2011/07/13



BC Ministry of Forests and Range
Repairs Summary Report

Page 3 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Inspection Comment: Peeper truck required.
To be professionally inspected in 2012, I will review the deck joint repair required at that time. Structure was also peeper truck inspected, view results from AEL inspection also for this year.

1	Required	High	\$10,000	Replace curbs and blocks.
2	Required	High	\$3,000	regROUT deck joints.

Structure #: K1310

Site #:	K1310			Primary User Name:	WEYERHAEUSER COMPANY LIMITED
KM:	3.00			Crossing Name:	Lynx Cr
Project File ID #:	0919	Br.	03	Forest Service Road:	PLACER CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2014/08/08				
Inspection Comment: 4 Delineators installed				
LT (2014/12/17): Added clean sand & gravel from deck, install waterbar on approach to prevent gravel from being carried onto deck.				
2	Required	Low	\$200	LT: Clean sand & gravel from deck, install waterbar to prevent gravel from being carried onto deck.

Structure #: K520

Site #:	K520			Primary User Name:	INTERWEST TIMBER LTD.
KM:	0.00			Crossing Name:	Bridge R
Project File ID #:	10194	Br.	01	Forest Service Road:	HURLEY RIVER NORTH

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2012/08/29				
Inspection Comment: The bridge is generally in good condition. The curb rails are in fair condition and require replacement. Signs of localized failure were noted on the 5th concrete deck panel at the downstream steel curb riser anchorage location; it appears to be resulting from impact damage on the curb rail. We recommend the Ministry to perform partial depth concrete patch repair at this location to maintain the effectiveness of the anchorage of the steel curb riser.				
The old log cribs at both abutments have failed and are no longer effectively retaining fill. This may result in loss of embankment fill and undermining of the footing at the Lillooet abutment downstream corner. The nature of the foundation at the downstream corner of the Lillooet abutment should be confirmed to determine the potential effect of log crib failure.				
Significant number of concrete repairs required. This proposed repair work should be reviewed by our engineering branch prior to completion. Ensure appropriate grout and procedures are utilized. Also works should be completed by a qualified bridge contractor. DA.				
1	Required	High	\$5,000	Replace curb rail as required.



BC Ministry of Forests and Range
Repairs Summary Report

Page 4 of 65
Date Printed: 2/16/2017
User Id: IDIRIKCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

2	Required	High	\$5,000	Repair downstream end of 5th panel at curb anchorage.
6	Required	Low	\$1,000	Realigned approach barriers as required.
7	Required	Low	\$300	Remove debris from deck.
3	Required	Medium	\$4,000	Repair Lillooet abutment downstream footing.
4	Required	Medium	\$2,000	Repair area of delamination in the Lillooet end deck panel.

Inspection: 2012/07/06

Inspection Comment: This structure requires peeper truck and is scheduled for inspection in 2012. Structure was peeper inspected, results to come in Feb. 2013. Minor concrete repair recommended a number of monitor items. DA.

1	Required	High	\$2,000	repair the fracture on the D/S left abutment. Will require two bags of grout. Note the rebar is exposed.
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Structure #: K617

Site #:	K617	Primary User Name:	INTERWEST TIMBER LTD.
KM:	13.87	Crossing Name:	Nine Mile Cr
Project File ID #:	10194	Br. 01	Forest Service Road: HURLEY RIVER NORTH

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2015/06/18				
Inspection Comment: Ground inspection only				
2	Required	High	\$300	Replace failed riser at the #2 approach upstream side. requires 1- 24"x10x10" block
1	Required	Medium	\$200	Brush out bridge

Structure #: K522

Site #:	K522	Primary User Name:	INTERWEST TIMBER LTD.
KM:	15.84	Crossing Name:	Hurley R
Project File ID #:	10194	Br. 01	Forest Service Road: HURLEY RIVER NORTH

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2015/06/18				
Inspection Comment: The deck needs repair, the outer planks could be left in place. Ground inspection only.				
2	Required	High	\$5,500	Leaving outside planks in place and replacing only the 8 runs of 3x12" the bridge is approximately 90 ft long so 2160 Bf is needed
1	Required	Medium	\$200	Surface water off the #1 approach has been ditched onto the bridge eroding fill at the downstream corner. Grader could redirect water.



BC Ministry of Forests and Range
Repairs Summary Report

Page 5 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Structure #: K1021

Site #:	K1021			Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	0.01			Crossing Name:	Unnamed
Project File ID #:	10194	Br.	04	Forest Service Road:	HURLEY RIVER SOUTH

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2001/10/24				
Inspection Comment: Region: Bridge is inaccessible.				
1	Suggested	Medium	\$0	Deck: Both curbs have been damaged the upstream knocked off the bridge and the downstream was knocked off and has been placed back on the deck not bolted to the risers.

Structure #: K535

Site #:	K535			Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	0.50			Crossing Name:	Hurley R
Project File ID #:	10194	Br.	05	Forest Service Road:	HURLEY RVR-SOUTH

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2002/07/23				
Inspection Comment: Overall: Consider removal of log under bridge, used as a spreader or perhaps for launching the bridge. All the bottom horizontals have been bent. The diagonals at each end of the bridge are also bent, to the point were the girders have been towed in at the bottom. This bridge was damaged very extensively during construction.. Region: > Remove log straddling creek under bridge. Monitor damaged bracing during > early stages of any industrial haul, > > Consider for removal seeing that the bridge at 0.2 km is to be closed > > Gary McClelland, P.Eng..				
1	Suggested	Medium	\$0	Deck: The curbs should be pulled back and re bolted, requires at least 3 - 5/8"x 12" bolts.
2	Suggested	Medium	\$0	SuperStructure: Monitor girder alignment, out of perpendicular.

Structure #: K1346

Site #:	K1346			Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	12.33			Crossing Name:	Quilchena Cr
Project File ID #:	10202	Br.	01	Forest Service Road:	PARADISE LAKE

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2012/08/09				



BC Ministry of Forests and Range
Repairs Summary Report

Page 6 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Inspection Comment: Road deactivated ~50m past crossing.
Still requires correct site id plate to be changed for this structure. DA.

1	Required	High	\$1	Add 2 bridge ahead signs.
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Structure #: K1492

Site #:	K1492	Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	7.80	Crossing Name:	Tepee Cr
Project File ID #:	10334	Br.	01
		Forest Service Road:	TEPEE LAKES BR 01

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2016/07/09

Inspection Comment: There appear to have been previous inspections. Only 1/2 lags used to connect deck without washers and some are loose.

1	Required	High	\$1,000	Grade or waterbar approaches to remove surface water from bridge
2	Required	High	\$1,000	Remove lags and install larger lags with washers. some of existing are loose

Inspection: 2013/08/17

Inspection Comment: Vegetation cover and coarse material in fill is limiting erosion on left downstream fill. Better road grading would reduce surface run-off reaching bridge.

1	Required	Medium	\$1,000	Grade road to surface run-off goes to fill slope prior to reaching fenders
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Inspection: 2010/07/22

Inspection Comment:

2	Required	Medium	\$3,000	REPAIR ROAD WHERE IT HAS ERODED STRAIGHEN OUT FENDERS AND ADD RIP RAP (.3 M) TO DS LEFT BANK SLOPE TO CONTROL EROSION.
1000	Required	Medium	\$1,000	CROWN ROAD WITH GRADER TO ALLOW WATER TO RUN OFF OF ROAD SURFACE BEFORE IT REACHES THE STREAM. Possible use of water bars in road surface water management may solve this problem. DA

Structure #: K671

Site #:	K671	Primary User Name:	TOLKO INDUSTRIES LTD.
KM:	7.59	Crossing Name:	McPhail Cr
Project File ID #:	1045	Br.	02
		Forest Service Road:	THYNNE-LOWER MCPHAIL

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2016/06/27

Inspection Comment: This culvert is in very poor condition, the culvert invert is rusted through the entire length. Consider for replacement
The creek is partially flowing under the culvert.



BC Ministry of Forests and Range
Repairs Summary Report

Page 7 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

1	Required	High	\$35,000	Replace culvert
2	Required	High	\$600	Clear debris from inlet and outlet

Structure #: K1495

Site #:	K1495	Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	0.30	Crossing Name:	Unnamed
Project File ID #:	10583	Br.	02
		Forest Service Road:	DUFFEY LAKE

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2015/06/22

Inspection Comment: Only 600 mm. x3 culverts materials fushed down creek are larger than diameter of culvert. One has a large rock embedded inside (first #2 approach) Cleared all culverts except the one with the rock. This site will likely blow out at high water if not before.

1	Required	High	\$2,000	Remove rock from #3 culvert
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Inspection: 2013/06/20

Inspection Comment: Monitor the CSP's inlet for debris accum.
3- 600mm CSP
Plan to have the inlets cleaned
These culverts were designed for a temporary installation, which require annual if not higher inlet and debris cleaning. Most likely user will pull them after silviculture obligations are completed. DA.

1	Required	High	\$1,000	Clean the inlet of structures
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Structure #: K1514

Site #:	K1514	Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	0.80	Crossing Name:	Unnamed
Project File ID #:	10583	Br.	02
		Forest Service Road:	DUFFEY LAKE

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2013/06/20

Inspection Comment: 3 - CSPs
Monitor debris accum. at inlets annually
Wrong coordinate - corret = 50 26 14.8 122 14 43.2
Plan to have inlet cleaned

1	Required	High	\$1,000	clean inlets
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BC Ministry of Forests and Range
Repairs Summary Report

Page 8 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Structure #: K1469

Site #:	K1469	Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	3.00	Crossing Name:	Blowdown Creek
Project File ID #:	10583	Br.	03
		Forest Service Road:	DUFFEY LAKE

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2015/06/22				
Inspection Comment: If used for industrial haul deck may deteriorate quickly, the most economical fix might be to add run strips prior to haul.				
2	Required	Low	\$200	This work was not completed at this inspection Guardrail: Install 4 nuts and washers on guardrail bolts. 2 X-ties are damaged making the guardrail bolt useless, on these 2 it is possible to redrill the holes into undamaged wood.
1	Required	Medium	\$200	Brush out bridge
Inspection: 2009/10/05				
Inspection Comment: This structure has been used before, some components appear new. The deck and X-ties are showing some minor signs of rot, check at next inspection.				
1	Required	Medium	\$1	Guardrail: Install 4 nuts and washers on guardrail bolts. 2 X-ties are damaged making the guardrail bolt useless, on these 2 it is possible to redrill the holes into undamaged wood.

Structure #: K1589

Site #:	K1589	Primary User Name:	DISTRICT MANAGER CASCADES (DCS)
KM:	1.50	Crossing Name:	Downton Cr
Project File ID #:	10806	Br.	01
		Forest Service Road:	DOWNTON CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
6	Required	High	\$4,000	Add bolted connection of 19 mm bolts with washers and nuts to connect each rail car together at the centerline of the bridge. These bolts are to be @ 600 mm O.C. spacing to be compliant with ministry Standard Railcar Bridge DWG 12-93-10. Also ensure angle iron is in place for railcar to deck ties connection at 1200 mm O.C. spacing.
Inspection: 2016/06/17				
Inspection Comment: This structures center to center of bearing is 16.3 m. The bridge will need a new deck for industrial haul as well as some new ties and curbs. See amounts in repairs				
1	Required	Medium	\$4,500	New decking 14.5' x 57' or 3306 BF of 4" deck planks.



BC Ministry of Forests and Range

Repairs Summary Report

Page 9 of 65
 Date Printed: 2/16/2017
 User Id: IDIR\KCONWAYB
 Database: PROD
 Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

3	Required	Medium	\$1,000	Replace ties that have high rot when redecking 6-10 20'x83/4x83/4" each DA Replace ties with 200X250 ties on 400 mm O/C spacing. You can achieve a 4.88 m deck width. With riser blocks and connection to the curbs at 2400 mm max spacing. With at least one angle iron connection from the ties to each rail car section at 1200 mm spacing.
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5	Required	Medium	\$250	Clean super structure These girders are dirty and require cleaning to be able to properly inspect them in the future.
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Inspection: 2014/08/29

Inspection Comment: load and speed limit posted on both sides

 LT (2014/12/18): Reviewed. No photos showing bearing arrangement.

1	Required	Low	\$2,000	Consider adding approach barriers. DA: suggest we add approach logs to meet ministry std. dwg 500 mm dia minimum at 6.0 m long
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Structure #: K1590

Site #:	K1590	Primary User Name:	DISTRICT MANAGER CASCADES (DCS)
KM:	2.50	Crossing Name:	Downton Cr
Project File ID #:	10806	Br.	01
		Forest Service Road:	DOWNTON CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2016/06/17

Inspection Comment: The deck dimensions are 16.6x4.6 m.and the clear span is 15.2 m. the rail cars are resting on a single log sill and the girders are at most 300 mm above the fill.
 Curbs have not been replaced

5	Required	High	\$2,000	Add 19 mm dia bolts to connect each railcar section at the centerline with nuts and bolts, @ O.C. 600 mm. D.A. Ensure ties in future have angle iron connection to each railcar section @ O.C. spacing of 1200 mm. The two items above will bring us in line with the ministry std drawing for rail car bridges.
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1	Required	Low	\$3,400	For heavy industrial haul full deck replacement may be required deck is 16.6 m. long and 4.6 wide
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2	Required	Low	\$300	Clean super structure This is required to allow for adequate inspection of the railcars on future inspections.
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Inspection: 2014/08/29



BC Ministry of Forests and Range

Repairs Summary Report

Page 10 of 65
 Date Printed: 2/16/2017
 User Id: IDIR\KCONWAYB
 Database: PROD
 Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Inspection Comment: Deck boards look fine, must have been replaced. Not sure what the guard rail comment is about, there are logs on blocks for guards, a bit smaller than the others but are the required 10" above the deck. Downstream guard could use blocking at mid span, seems to have come out.

LT (2014/12/18): Light brushing required, delineators obscured.

2	Required	Low	\$2,000	Consider adding approach barriers Suggest to add 500 mm min dia approach logs X 6.0 m
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Structure #: K1587A

Site #:	K1587	Primary User Name:	INTERWEST TIMBER LTD.
KM:	5.90	Crossing Name:	Unnamed
Project File ID #:	10808	Br.	01
		Forest Service Road:	VAN HORLICK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2016/06/17

Inspection Comment: The creek channel is very overgrown, brushing might minimize debris hanging up at structure

1	Required	High	\$400	The creek channel is very overgrown, brushing might minimize debris hanging up at structure
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Inspection: 2014/08/29

Inspection Comment: No need to clear debris, its gone

LT (2014/12/22): Updated load rating to 63 tonnes. Repair added: Brush outlet and inlet of culverts to prevent debris to get caught in brush and plug culverts.

1	Required	Medium	\$400	LT: Brush outlet and inlet of culvert to prevent debris to get caught in brush.
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Structure #: K753

Site #:	K753	Primary User Name:	WEYERHAEUSER COMPANY LIMITED
KM:	4.53	Crossing Name:	Corral Cr
Project File ID #:	3600	Br.	01
		Forest Service Road:	WHIPSAW CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2013/06/28

Inspection Comment: Update User kilometer from 4.7 to 4.5km
 Update coordinates: N49-21-01.7
 W120-36-54.0

Outlet requires more riprap underneath pipe. Access to pipe will be difficult from road, most likely will need to bench down to place riprap, 2 day job minimum. Will require half load of rock.
 Monitor scour at outlet.

1	Required	Medium	\$5,000	Outlet requires more riprap underneath pipe.
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BC Ministry of Forests and Range
Repairs Summary Report

Page 11 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Structure #: K751

Site #:	K751	Primary User Name:	WEYERHAEUSER COMPANY LIMITED
KM:	9.56	Crossing Name:	Fifteen Mile Cr
Project File ID #:	3600	Br.	01
		Forest Service Road:	WHIPSAW CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2016/07/06				
Inspection Comment: The inlet is very overgrown and should be brushed. The downward deflection of the roof mesurment is 1.6 m. from the weir top at the lowest point				
1	Required	High	\$350	Clear inlet of brush

Structure #: K754

Site #:	K754	Primary User Name:	STUWIX RESOURCES LTD.
KM:	3.09	Crossing Name:	Lamont Cr
Project File ID #:	3600	Br.	02
		Forest Service Road:	WHIPSAW-LAMONT

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2013/06/27				
Inspection Comment: Could not assess the deflection in the culvert due to velocity and height of water. Update Coordinates: N49-22-54.5 W120-36-59.4				
1	Required	High	\$5,000	Riprap at outlet. Approximately two loads recommended.
Inspection: 2010/09/21				
Inspection Comment: Professional should review deflection to determine if stucture can handle design flow. Removed prof. inspection as just a monitor item is sufficient. DA				
1	Required	High	\$3,000	Place rip rap at outlet to prevent erosion of streambed from perched pipe.

Structure #: K1348

Site #:	K1348	Primary User Name:	WEYERHAEUSER COMPANY LIMITED
KM:	0.03	Crossing Name:	Whipsaw Cr
Project File ID #:	3600	Br.	05
		Forest Service Road:	GARRISON

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2016/07/06				
Inspection Comment: There are some curb repairs due for this structure.				



BC Ministry of Forests and Range

Repairs Summary Report

Page 12 of 65
 Date Printed: 2/16/2017
 User Id: IDIR\KCONWAYB
 Database: PROD
 Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

1	Required	High	\$3,500	Some risers and 2 curb sections have very high rot. 2-16' curbs and 7-2' 7-3' risers. 559 BF of 10x10" timber
2	Required	High	\$250	Brush out bridge
Inspection: 2013/06/28				
Inspection Comment:				
1	Required	High	\$2,000	Clean and seal deck joints.

Structure #: K790

Site #:	K790	Primary User Name:	WEYERHAEUSER COMPANY LIMITED
KM:	12.06	Crossing Name:	Copper Cr
Project File ID #:	3600	Br.	05
		Forest Service Road:	GARRISON

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2016/07/06				
1	Required	Medium	\$200	The top edge of the #1 sill is chipped, some rebar exposed @ the downstream end.
2	Required	Medium	\$200	Seal the deck joints
Inspection: 2013/06/27				
Inspection Comment: update coorinates to: 49-12-26 120-43-26				
1	Required	Low	\$1,000	Seal deck slabs. This repair is optional for the user, it is reccommended but not required for Structural integrity. Use of paraseal or equivalent is reccommended. DA. Feb 2014
2	Required	Medium	\$500	patch the d/s left approach cap beam where rebar is exposed

Structure #: K650

Site #:	K650	Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	10.79	Crossing Name:	Copper Cr Trib
Project File ID #:	3600	Br.	06
		Forest Service Road:	NICOMEN

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2016/07/06				
Inspection Comment: Scour a monitor item appears to be stable. The lock blocks either were installed uneven or they have settled, causing the sill timber to deform. The upstream corner of the bridge at the #1 abutment appears to be lower.				



BC Ministry of Forests and Range

Repairs Summary Report

Page 13 of 65
 Date Printed: 2/16/2017
 User Id: IDIR\KCONWAYB
 Database: PROD
 Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

2	Required	High	\$80,000	I've decreased the FLHRD to 2017. I think users should plan to reconstruct this abutment under the direction of a P. Eng. With a structural evaluation of these steel girders, including steel sections cut for sampling. Timber sill is cracked and undersized, it should be a 200 mm X 400 mm treated timber sill. The abutment configuration should be reviewed as it appears undersized for this structure. Recommend replacement and posting at 10 tonnes. DA
1	Required	Low	\$200	Clean flanges

Structure #: K1347

Site #:	K1347	Primary User Name:	BC TIMBER SALES - HEADQUARTERS		
KM:	0.09	Crossing Name:	Allison Cr		
Project File ID #:	3601	Br.	14	Forest Service Road:	HORNET-MYSTERY BR 14

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2016/07/10

Inspection Comment: Deck and subdeck are untreated. Bridge ahead signs have been installed

1	Required	High	\$1,000	Bring both approach up to the level of the deck.
2	Required	Medium	\$150	Brush out around bridge

Inspection: 2013/10/15

Inspection Comment: Minor fill settlement on Right end. Fix prior to hauling.

1	Required	Low	\$500	Raise fill on rightl approach prior to hauling. (cost does not include mob-demob)
3	Required	Low	\$1,000	install bridge ahead signs

Structure #: K1396

Site #:	K1396	Primary User Name:	BC TIMBER SALES - HEADQUARTERS		
KM:	0.00	Crossing Name:	Allison Cr		
Project File ID #:	3601	Br.	16	Forest Service Road:	HORNET BR 16

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2014/06/27

Inspection Comment: LT (2014/12/12) No comments on the culverts installed below this bridge. Debris at inlet of culverts is a risk for culvert fill to be washed out. Ties condition and bearings also need to be assessed. No evidence of drilling timber components for rot depth. No photos showing deck wear as indicated in inspection. For long term use of this crossing, culverts should be removed.

1	Required	High	\$500	Clean inlets LT: and brush grown in vegetation close to structure.
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Inspection: 2012/08/10

Inspection Comment: None of the recommendation from last inspection were implemented, the inlet was not cleaned and no cross ditches installed to manage surface flows.



BC Ministry of Forests and Range
Repairs Summary Report

Page 14 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

3	Required	High	\$200	Add 2 bridge ahead signs.
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Structure #: K427

Site #:	K427	Primary User Name:	ASPEN PLANERS LTD.
KM:	10.35	Crossing Name:	Spius Cr
Project File ID #:	4332	Br.	01
		Forest Service Road:	SPIUS CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2016/06/27

Inspection Comment: The inspection comments appear to be for another structure, unless the comment refers to the #2 abutment. Also this structure has concrete deck not ties. The sill should be cleaned

1	Required	High	\$500	Clean sills
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Inspection: 2013/06/25

Inspection Comment: Difficult to access left abut due to steep bedrock face and high water. The excessive dirt cleaning off the girders is not just a minor issue. All weathering steel is not meant to have constant moisture on it. If the dirt is left in place then the girders will excessively rust and cause delamination. This repair is clearly within the scope of the RUP holder maintenance and should be completed. Manage surface maintenance properly and this fill typically doesn't get onto the girders. If this repair is not completed, then the girders will not meet their full designed industrial haul life. DA.

2	Required	High	\$500	clean debris off right approach girders
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Inspection: 2010/09/29

Inspection Comment:

2	Required	Medium	\$500	Clean off bearings/girder ends.
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Inspection: 2007/07/13

Inspection Comment:

1	Required	Medium	\$0	SuperStructure: Clean off girder ends.
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Structure #: K476

Site #:	K476	Primary User Name:	ASPEN PLANERS LTD.
KM:	12.60	Crossing Name:	Silver Cr
Project File ID #:	4332	Br.	01
		Forest Service Road:	SPIUS CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2015/06/24

Inspection Comment: The curb bolts are round machine heads, no washers.

1	Required	High	\$1,000	Remove debris dam upstream of bridge has diverted the historical flow and caused erosion of the #2 abutment
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BC Ministry of Forests and Range

Repairs Summary Report

Page 15 of 65
 Date Printed: 2/16/2017
 User Id: IDIRIKCONWAYB
 Database: PROD
 Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

2	Required	Low	\$200	Fill gap between ballast and deck panel
3	Required	Low	\$100	Clean bearing ar #2 abutment

Inspection: 2013/06/25

Inspection Comment: user km 23.
 Round logs do not meet our ministries minimum CL-1 curb system, not acceptable. DA.

1	Required	Low	\$500	grout the top of ballast wall on right approach to ensure rebar is not exposed, (1 bag)
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Inspection: 2003/10/09

Inspection Comment: Overall: The rebar mentioned last inspection has been bent over..

1	Required	Medium	\$0	Hazard: Clear debris from under the bridge. Monitor erosion.
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Inspection: 2001/09/20

Inspection Comment: Overall: Is this a composite Design?.

2	Required	Medium	\$0	Hazard: Clear out debris from under bridge and monitor erosion.
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Inspection: 1998/08/17

Inspection Comment: Overall: Appears as though bulk heads were placed on footing and were then to high. the concrete was then broken down to the deck level, which exposed the rebar..

1	Required	Medium	\$0	Abutment: Cut off exposed rebar on bulkheads, traffic hazard.
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Inspection: 1995/06/28

Inspection Comment:

1	Required	Medium	\$0	Approach: Cut off rebar that is exposed at both approaches.
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Structure #: K487

Site #:	K487	Primary User Name:	ASPEN PLANERS LTD.
KM:	13.68	Crossing Name:	Spius Cr
Project File ID #:	4332	Br.	01
		Forest Service Road:	SPIUS CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2014/07/16

Inspection Comment: Curb and block replacement not completed. Pull back of old birdge fill not completed. Did not repeat these items in repair list.
 GPS Coordinates: zone 10 0636060 E 5533900 Google Earth Place marker not over bridge, update with new coordinates

LT (2014/12/17): Repair added: Replace curbs and blocks, seal gap location between RB ballast wall and deck to retain fill properly, previous attempts have failed. No deck photos showing non-standard curbs. Approach photos taken too far away.

1	Required	High	\$6,000	LT: Replace curbs and blocks.
2	Required	Medium	\$2,000	LT: Custom fit and glue timber at gap location between ballast wall and deck to retain fill properly. Form seat may be required to retain filler.



BC Ministry of Forests and Range

Repairs Summary Report

Page 16 of 65
 Date Printed: 2/16/2017
 User Id: IDIR\KCONWAYB
 Database: PROD
 Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Inspection: 2011/07/18

Inspection Comment: Professional inspection required box is checked because the curbs are not standard and should be reviewed by a P.Eng.

Old abutment (Upstream, left bank) is still in place and is slowly failing and introducing silt to stream.
 To be reinspected in 2012 by myself. If curb system doesn't match with our standard. These curbs, blocks and riser may require replacement at this time.

1	Required	High	\$2,000	Pull back old abutment so it does not threaten stream.
2	Required	High	\$5,000	replace all curbing, blocks (one is broken others may be rotten) and risers to match with MFR standard timber. DA

Inspection: 2002/07/16

Inspection Comment: Region: Region indicated grout between panels is resolved rp02.

1	Required	Medium	\$0	Deck: Requires new riser blocks, as rot values are fairly high replacement of all probably makes sense rather than just the failed at high chain.
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Inspection: 1998/08/17

Inspection Comment: Overall: Deck panels are very tight, very little or no grout between. is this structure a composite design..

1	Required	Medium	\$0	Deck: Tighten curb bolts.
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Structure #: K714

Site #:	K714			Primary User Name:	ASPEN PLANERS LTD.
KM:	14.48			Crossing Name:	S Fork Spius
Project File ID #:	4332	Br.	01	Forest Service Road:	SPIUS CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2016/06/27

1	Required	Medium	\$200	Brush out bridge
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Inspection: 2013/06/25

Inspection Comment: concrete slab bridge - update CBR rails replaced since last inspection

1	Required	Medium	\$2,000	clean and seal deck joint to ensure no damage to girders edge. As well might be important if the stream is fishy
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Structure #: K486

Site #:	K486			Primary User Name:	ASPEN PLANERS LTD.
KM:	14.69			Crossing Name:	Spius Cr
Project File ID #:	4332	Br.	01	Forest Service Road:	SPIUS CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2016/06/27



BC Ministry of Forests and Range
Repairs Summary Report

Page 17 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Inspection Comment: Some curb sections have extensive rot and may require replacement before next inspection

1	Required	Medium	\$300	Clean sills
2	Required	Medium	\$200	Brush out bridge

Inspection: 2013/06/25

Inspection Comment: Repairs to rails have been carried out since last inspection.

1	Required	High	\$500	Seal deck panel to ballast wall.
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Structure #: K626

Site #:	K626	Primary User Name:	ASPEN PLANERS LTD.
KM:	3.66	Crossing Name:	S Fork Spius
Project File ID #:	4332	Br.	02
		Forest Service Road:	SPIUS SOUTH

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2016/06/27

Inspection Comment: Rot values are elevated in some curbs and risers, may need upgrading prior to the next inspection

1	Required	Low	\$150	Clean girder flanges
2	Required	Medium	\$250	Brush out bridge ahead signs

Structure #: K682

Site #:	K682	Primary User Name:	TOLKO INDUSTRIES LTD.
KM:	29.19	Crossing Name:	Spius Cr
Project File ID #:	4669	Br.	03
		Forest Service Road:	PROSPECT BR 03

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2016/06/28

Inspection Comment: The water was low enough to access the abutments, the concrete to rock bond does not appear to be fully in contact. connection to the bedrock is not observable.

4	Required	Medium	\$600	Add damn sacks under the downstream right bank log wing wall. To protect against scour. DA.
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Inspection: 2013/06/21

Inspection Comment: 1-Delineator installed
could not assess abut. due to high water levels
Repairs to rail has been done

1	Required	High	\$1,000	Bridge ahead signs
2	Required	High	\$500	grade bridge approaches, lost of potholes.

Inspection: 2009/09/22



BC Ministry of Forests and Range

Repairs Summary Report

Page 18 of 65
 Date Printed: 2/16/2017
 User Id: IDIR\KCONWAYB
 Database: PROD
 Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Inspection Comment: The previous inspection noted undermining of the townside abutment. The water is low enough at this inspection that I was able to get in and use a stick to see how far in the undermining goes, best guess would be that 50% or less of the abutment is supported. There is bedrock under the abutment, seems this is what is supporting the abutment. A professional opinion is recommended.

The townside upstream lock block wingwall has been undermined to the point that one on the blocks is basically hanging.
 Will complete professional inspection to determine if works are required in 2010. Have well documented history for monitoring on this abutment. DA

2	Required	Medium	\$1	Reseal deck joints.
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Inspection: 2006/06/27

Inspection Comment: Region: Feb28/07 Gmc We should do an underwater inspection of the east abutment.

1	Required	Medium	\$0	Deck: The sealant material between the panels is gone. May require replacement.
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Structure #: K439

Site #:	K439	Primary User Name:	ASPEN PLANERS LTD.
KM:	0.03	Crossing Name:	Nicola R
Project File ID #:	4670	Br.	01
		Forest Service Road:	MANNING CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2016/06/26

Inspection Comment: Some of the curb sections have extensive rot, expect less than two years life.
 The #1 jump span is full blocked with woody debris, consider removal or perhaps cutting up the jam with the expectation of it flushing at the nex high water.

1	Required	Medium	\$2,500	The #1 span is fully plugged with woody debris, see photo. This has concentrated the flow to the #2 span entirely. Consideration might be given to removal of this material
2	Required	Medium	\$200	Install bridge ahead sign at the #2 approach

Structure #: K667

Site #:	K667	Primary User Name:	ASPEN PLANERS LTD.
KM:	2.03	Crossing Name:	Manning Cr
Project File ID #:	4670	Br.	01
		Forest Service Road:	MANNING CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2015/06/23

1	Required	Medium	\$300	Brush out inlet. Very overgrown, lots of small woody debris migrating down the creek
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BC Ministry of Forests and Range
Repairs Summary Report

Page 19 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Structure #: K1094

Site #:	K1094	Primary User Name:	INTERWEST TIMBER LTD.
KM:	16.20	Crossing Name:	Unnamed
Project File ID #:	4767	Br.	01
		Forest Service Road:	NICOAMEN RIVER

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2014/08/27				
Inspection Comment: user km is 36 Scour on right abutment is minor, it is only under the downstream side of the fill retaining sill in front of the actual sill LT (2014/12/22): Updated load rating to 63 tonnes. Brush obstructing view of delineators. Clean gravel from deck. As stringers and deck are still in good condition, the structure will continue at current load rating.				
2	Required	Low	\$2,000	suggest installing approach barriers

Structure #: K544

Site #:	K544	Primary User Name:	KWOIEK CREEK RESOURCES LIMITED PARTNERSHIP.
KM:	2.90	Crossing Name:	Kwoiek #3
Project File ID #:	4768	Br.	01
		Forest Service Road:	4768

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2015/06/21				
Inspection Comment: The #2 sill is two timbers and while not centered it is at both stiffners, see photo. The #2 bearing is supported on the upstream but not at the girder end on the downstream. A suggestion would be to shim the bearing on the downstream end. see photo No tag on the bridge				
2	Required	Low	\$500	Install 2 bridge ahead signs
3	Required	Medium	\$500	The #2 bearing is supported on the upstream but not at the girder end on the downstream. A suggestion would be to shim the bearing on the downstream end
Inspection: 2013/09/26				
Inspection Comment: Note the right abutment was not centered and this has caused an issue with the timber sill. To be repaired asap. DA.				
1	Required	High	\$4,000	Move bearing plate and lag bolt on right abutment to ensure treated timber sill is not damaged further and superstructure is properly lagged to the abument. DA.



BC Ministry of Forests and Range
Repairs Summary Report

Page 20 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Structure #: K890A

Site #:	K890	Primary User Name:	KWOIEK CREEK RESOURCES LIMITED PARTNERSHIP.
KM:	3.69	Crossing Name:	Kwoiek #4
Project File ID #:	4768	Br.	01
		Forest Service Road:	4768

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2016/06/16				
1	Required	Low	\$400	Install bridge ahead signs
2	Required	Low	\$400	Clean flanges and bearings
Inspection: 2014/08/27				
Inspection Comment:				
LT (2014/12/18): Updated load rating to 68 tonnes according to bridge L75 load from CBR although posted sign indicates 75 tonnes. Sign should be reinstalled in a more visible location. Scour at toe of slope is indicated in repairs, but not clearly visible on photos. No RB abutment rip rap photo. Repair added: Install delineator at LBDS, clean gravel from sills, deck and flanges.				
1	Required	Low	\$600	consider adding bridge approach signs
3	Required	Low	\$500	LT: Clean gravel from sills, deck and flanges.
2	Required	Medium	\$600	LT: Install delineator at LBDS and reinstall posted load sign in more visible location.

Structure #: K546A

Site #:	K546	Primary User Name:	KWOIEK CREEK RESOURCES LIMITED PARTNERSHIP.
KM:	4.53	Crossing Name:	Kwoiek #5
Project File ID #:	4768	Br.	01
		Forest Service Road:	4768

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2016/06/16				
1	Required	Low	\$400	Install bridge ahead signs
2	Required	Low	\$150	Clean bearings and flanges
Inspection: 2014/08/27				
Inspection Comment:				
LT (2014/12/18): Posted load sign indicates 75 tonnes - should be 68? Repair added: Clean sand and gravel from sills, deck and flanges. Wingwalls and log cribs should be assessed by P.Eng. Plan for replacement in the short term.				
1	Required	Low	\$400	Consider adding bridge ahead signs.
2	Required	Low	\$600	LT: Clean gravel from sills, deck and girder flanges.
3	Required	Medium	\$30,000	LT: Replace log crib abutment.



BC Ministry of Forests and Range
Repairs Summary Report

Page 21 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Structure #: K547

Site #:	K547			Primary User Name:	DISTRICT MANAGER CASCADES (DCS)
KM:	12.29			Crossing Name:	Kwoiek #6
Project File ID #:	4768	Br.	01	Forest Service Road:	4768

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2014/08/27				
Inspection Comment: running deck still not replaced. Scour still a potential but still not affecting load path				
LT (2014/12/18): RB approach photo taken from too far away. No visible delineators on photos. Add bridge ahead signs and delineators. Detail extents of riprap scour for monitoring.				
1	Required	High	\$8,000	LT: Replace running deck and curbs.
3	Required	Medium	\$1,000	consider upgrading approach barriers

Inspection: 2010/10/05				
Inspection Comment:				
3	Required	High	\$3,500	Replace deck, curbs, and blocks.
Inspection: 2007/07/05				
Inspection Comment:				
1	Required	Medium	\$0	Deck: May require replacement prior to next inspection

Structure #: K963

Site #:	K963			Primary User Name:	STOBART
KM:	8.15			Crossing Name:	10 Mile Cr
Project File ID #:	5104	Br.	01	Forest Service Road:	LAWLESS CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2015/06/14				
Inspection Comment: The scour back from the outlet at the invert is .6 m. and appears to be stable				
1	Required	Low	\$200	Brush is growing up around the inlet, non critical.



BC Ministry of Forests and Range
Repairs Summary Report

Page 22 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Structure #: K602

Site #:	K602			Primary User Name:	ASPEN PLANERS LTD.
KM:	3.22			Crossing Name:	Jim Cr
Project File ID #:	5496	Br.	01	Forest Service Road:	MUD CREEK BR 01

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2014/08/30				
Inspection Comment: LT (2014/12/19): Updated load rating to 68 tonnes. No photos of bearing arrangement. Clean gravel from deck and assess deck & joints condition.				
1	Required	Low	\$2,000	add approach barriers on left
2	Required	Low	\$500	Clean gravel from deck and assess deck & joints condition.

Structure #: K601

Site #:	K601			Primary User Name:	ASPEN PLANERS LTD.
KM:	14.01			Crossing Name:	Liza Cr
Project File ID #:	5496	Br.	01	Forest Service Road:	MUD CREEK BR 01

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2014/08/30				
Inspection Comment: LT (2014/12/19) Updated load rating to 68 tonnes according to bridge label L75.				
1	Required	Low	\$2,000	left approach barriers

Structure #: K504

Site #:	K504			Primary User Name:	ASPEN PLANERS LTD.
KM:	15.45			Crossing Name:	Noaxe Cr
Project File ID #:	5496	Br.	02	Forest Service Road:	MUD-NOAXE CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2014/08/30				
Inspection Comment: approach barriers missing				
LT (2014/12/22): Monitor rot condition of ties, especially at ends. Needle beam data updated in CBR structure details section.				
1	Required	High	\$2,000	Add approach barriers (fenders). There are big drops off the approaches.



BC Ministry of Forests and Range
Repairs Summary Report

Page 23 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Structure #: K505

Site #:	K505			Primary User Name:	ASPEN PLANERS LTD.
KM:	1.44			Crossing Name:	Tyaughton Cr
Project File ID #:	5496	Br.	03	Forest Service Road:	MUD-TAYLOR CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2015/06/19				
Inspection Comment: No tag on bridge				
2	Required	Low	\$300	Tighten curb bolts
1	Required	Medium	\$400	Clear the #2 approach of raveled rock and gravel

Structure #: K506

Site #:	K506			Primary User Name:	ASPEN PLANERS LTD.
KM:	0.62			Crossing Name:	Tyaughton Cr
Project File ID #:	5496	Br.	04	Forest Service Road:	MUD-TYAUGHTON CRK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2015/06/19				
Inspection Comment: It appears that rock and fill were added to the downstream corner of the #2 approach. addressing the monitor note				
1	Required	Low	\$500	Install bridge ahead signs
Inspection: 2013/09/19				
Inspection Comment: access becoming more difficult due to cut slope failures on road				
2	Required	High	\$1,000	bridge ahead signs
Inspection: 2011/07/20				
Inspection Comment: See monitors and repairs. Monitor of old log crib abutments will eventually lead to a pretty significant repair of removing and replacing with permanent abutments, if the structure is large enough for the site. Other option would be to deactivate the structure in future if required. DA				
2	Required	High	\$1,000	Install waterbar on right bank approach. Clean road and ditches on road on left bank approach. Repair sink hole.
Inspection: 2009/10/08				
Inspection Comment: Span length: approx 26.5m Monitor wingwall from previous inspection: No change, it is not failing. Repair: install x-ditch has not been completed.				
1	Required	High	\$1	Install waterbar on bushside to stop erosion behing wingwall.



BC Ministry of Forests and Range

Repairs Summary Report

Page 24 of 65
 Date Printed: 2/16/2017
 User Id: IDIRKCONWAYB
 Database: PROD
 Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Inspection: 2006/11/09

Inspection Comment: Region: Feb28/07GMc Monitor Low Chain Downstream Wingwall. Can rip rap be piled up against it for support? Would require fisheries approval.

2	Required	Medium	\$0	Approach: Water bar to control surface water off high chain approach. Add fill to low chain approach if used for industrial haul.
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Structure #: K620

Site #:	K620	Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	1.10	Crossing Name:	Mud Cr #1
Project File ID #:	5496	Br.	05
		Forest Service Road:	MUD-PARADISE CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2014/08/31

Inspection Comment: LT (2014/12/22): Added repair: RB brushing required, RBDS delineator obscured.

1	Required	High	\$2,000	consider adding approach barriers, big drops off bridge corners
2	Required	Medium	\$500	LT: Brushing required.

Inspection: 2011/07/20

Inspection Comment: Coordinates correct.

1	Required	High	\$2,000	Replace blocks.
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Structure #: K619

Site #:	K619	Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	1.64	Crossing Name:	Relay Cr
Project File ID #:	5496	Br.	05
		Forest Service Road:	MUD-PARADISE CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2014/08/31

Inspection Comment: LT (2014/12/22): Updated load rating to L75 according to bridge label. Minor brushing required, one delineator obscured.

3	Required	Low	\$500	LT: Brushing required.
2	Required	Medium	\$2,000	consider adding approach barriers

Inspection: 2011/07/20

Inspection Comment: See repairs.

1	Required	High	\$3,000	Replace curb blocks.
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BC Ministry of Forests and Range
Repairs Summary Report

Page 25 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Structure #: K1130

Site #:	K1130	Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	0.08	Crossing Name:	Mud Cr
Project File ID #:	5496	Br.	07
		Forest Service Road:	MUD-SLUICEBOX CRK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2015/06/19				
Inspection Comment: Both approaches have settled and a sink hole has developed at the #2 approach				
1	Required	High	\$1,000	Both approaches have settled and a sink hole has developed at the #2 approach. This is largely caused by the lack of fill in front of the ballast walls. Add additional fill materials to both approaches and some addition 300 mm angular rock at toe of ballast walls where gaps exist.
3	Required	Low	\$500	Install 2 bridge ahead signs
2	Required	Medium	\$200	Brush out around the bridge

Inspection: 2012/07/10

Inspection Comment: Lack of surface approach repairs are causing early wear and will cause a more significant concrete repair required in the future if not addressed. This repair was first listed in 2000. DA.				
1	Required	High	\$500	Grade the approaches to the bridge to avoid further damage to ballast wall. Add 2 loads of fill per abutment.
3	Required	High	\$1,000	lifting holes were not grouted. Grout lifting holes.
4	Required	High	\$1	Add 2 bridge ahead signs.

Structure #: K509

Site #:	K509	Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	0.01	Crossing Name:	Mud Cr
Project File ID #:	5496	Br.	15
		Forest Service Road:	MUD-PACKHORSE

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2013/09/19				
Inspection Comment: 4 delineators installed				
1	Required	High	\$1,000	bridge ahead sign
Inspection: 2001/10/25				
Inspection Comment:				
1	Required	Medium	\$0	Abutment: The lifting loops should be cut off, traffic tire hazard.



BC Ministry of Forests and Range
Repairs Summary Report

Page 26 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Structure #: K917

Site #:	K917			Primary User Name:	DISTRICT MANAGER CASCADES (DCS)
KM:	0.00			Crossing Name:	Watson Bar Cr
Project File ID #:	5848	Br.	01	Forest Service Road:	West Pavilion

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2014/09/01				
Inspection Comment: delineator fixed, curbs fair.				
LT (2014/12/22): reviewed. Rejected due to missing abutment inspection data.				
LT (2015/01/29): Accepted.				
1	Required	Low	\$2,000	consider adding approach barriers

Structure #: K921

Site #:	K921			Primary User Name:	ASPEN PLANERS LTD.
KM:	47.15			Crossing Name:	Leon Cr
Project File ID #:	5848	Br.	01	Forest Service Road:	West Pavilion

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2015/06/20				
Inspection Comment: Deck is poor, rot and worn.				
1	Required	High	\$4,800	Deck is worn and rotten, failed sections. Will require 1,346 Bf of 3" decking. Bridge is skewed so there may be wastage cutting skew
2	Required	Low	\$200	Clean bearing and girder flange

Structure #: K919

Site #:	K919			Primary User Name:	DISTRICT MANAGER CASCADES (DCS)
KM:	93.28			Crossing Name:	South French Bar Cr
Project File ID #:	5848	Br.	01	Forest Service Road:	West Pavilion

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2016/06/15				
Inspection Comment: The curbs have hi rot values and will require replacement soon. Some impact damage at the upstream side of #1, the metal riser is now resting on a cracked tie. This can be remedied when replacing the curbs by moving riser to undamaged tie.				
3	Required	High	\$2,000	Replace damaged bottom chord angle at mid span location. CWB certified company and welder required. Documentation of repairs and welder qualification to be sent to RSI engineering branch.



BC Ministry of Forests and Range

Repairs Summary Report

Page 27 of 65
 Date Printed: 2/16/2017
 User Id: IDIR\KCONWAYB
 Database: PROD
 Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

1	Required	Low	\$2,000	The curbs have hi rot values and will require replacement soon. Some impact damage at the upstream side of #1, the metal riser is now resting on a cracked tie. This can be remedied when replacing the curbs by moving riser to undamaged tie. Curbs consist of 2- 16' and 2-18' 10x10" timbers on metal risers
2	Required	Low	\$150	Brush out bridge

Structure #: K564

Site #:	K564	Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	6.99	Crossing Name:	Pony Valley Cr
Project File ID #:	5848	Br. 05	Forest Service Road: W. PAVILION-PONY VLY

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
3	Required	High	\$4,000	replace ties with 8X8 ties at 406 mm O/C spacing to remove the 10 tonnes load restriction. Also replace associated sub and running decking.

Inspection: 2016/06/15

Inspection Comment: The bridge was posted at 10 tonnes as requested. Eronious previous inspections indicate few ties in actuality there are many ties but they are staggered from upstream to downstream under the deck. The ties are 6x6" and spaced approximately 255 mm apart +/- The deck is however in poor condition with one failed spot (see photo) between the run strips. Deck planks are 2x10 and 2x6" sub deck. Stringers appear to be sound, #3 is heavily checkede and was core sampled but is sound as well 7&8 sampled and no rot. there are 8 stringers not 7 as noted in previous inspection. :(

1	Required	High	\$3,200	Will require new deck for industrial haul, deck is 14.5' x 33'
3	Required	High	\$1,000	Reslope road or water bar if not used
2	Required	Low	\$200	Brush out bridge

Inspection: 2014/09/01

Inspection Comment: Not sure how the load rating could be 63 with the deck the way it is. Suggest review of the rating, deck strength and load sharing capability of the deck

Some work has been done on the right approach but it is still bad, the left side drains onto the bridge, the road is not good

LT (2014/12/22) Recommend load rating. Provisional load rating set at 41 tonnes. Control water draining onto bridge which promotes rot.

2	Required	Low	\$2,000	COnsider adding approach barriers
1	Required	Medium	\$500	Minor brushing. Beginning to obscure signs.

Inspection: 2012/07/12

Inspection Comment:

2	Required	High	\$2,000	Inslope the road and direct surface flows into ditch
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BC Ministry of Forests and Range
Repairs Summary Report

Page 28 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Structure #: K915

Site #:	K915	Primary User Name:	ASPEN PLANERS LTD.
KM:	0.56	Crossing Name:	Maka Cr
Project File ID #:	6069	Br.	03
		Forest Service Road:	LOWER MAKA

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2014/07/16				
Inspection Comment: Fill has not been added on the approaches at the bridge ends. Tree in channel upstream monitored and OK for now.				
LT (2014/12/17): No photos to show deficiencies noted by inspector. Approach photos taken too far away. Repair added: paint steel posts with xymax to resist corrosion, remove formwork from underside of bridge deck joints.				
2	Required	Low	\$600	LT: Consider painting steel posts with xymax to resist corrosion.
3	Required	Medium	\$500	LT: remove formwork from underside of deck.

Structure #: K715

Site #:	K715	Primary User Name:	TOLKO INDUSTRIES LTD.
KM:	3.85	Crossing Name:	Debbie Cr
Project File ID #:	6069	Br.	04
		Forest Service Road:	MAKA-MICHAEL

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2016/06/27				
Inspection Comment: Fill sink hole at the #2 approach				
1	Required	High	\$350	Fill small sink hole at the #2 approach, see photo
2	Required	Medium	\$200	Brush out bridge
Inspection: 2013/08/23				
Inspection Comment:				
3	Required	Medium	\$1,000	add bridge ahead signs

Structure #: K350

Site #:	K350	Primary User Name:	WEYERHAEUSER COMPANY LIMITED
KM:	1.63	Crossing Name:	McNulty Cr
Project File ID #:	6427	Br.	02
		Forest Service Road:	STEMWINDER-HEDLEY MT

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2016/07/05				



BC Ministry of Forests and Range

Repairs Summary Report

Page 29 of 65
 Date Printed: 2/16/2017
 User Id: IDIR\KCONWAYB
 Database: PROD
 Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Inspection Comment: There is considerable debris collected on the #1 culvert inlet, it should be removed before more can collect.

1	Required	High	\$400	There is considerable debris collected on the #1 culvert inlet, it should be removed before more can collect.
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Structure #: K551

Site #:	K551	Primary User Name:	INTERWEST TIMBER LTD.
KM:	0.23	Crossing Name:	Texas #1
Project File ID #:	6678	Br.	01
		Forest Service Road:	6678

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2015/06/30				
1	Required	Medium	\$500	Install both bridge ahead signs
2	Required	Medium	\$150	Brush out bridge
Inspection: 2012/07/13				
Inspection Comment:				
1	Required	High	\$1,000	Bridge ahead sign

Structure #: K569

Site #:	K569	Primary User Name:	DISTRICT MANAGER CASCADES (DCS)
KM:	2.72	Crossing Name:	Murray #1
Project File ID #:	6879	Br.	01
		Forest Service Road:	MURRAY-LALUWISSIN CK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2012/06/21				
Inspection Comment: replace rail with the start of industrial traffic				
1	Required	High	\$10,000	replace risers and tighten rail with the start of industrial traffic

Structure #: K567

Site #:	K567	Primary User Name:	DISTRICT MANAGER CASCADES (DCS)
KM:	3.10	Crossing Name:	Murray #3
Project File ID #:	6879	Br.	01
		Forest Service Road:	MURRAY-LALUWISSIN CK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2015/06/24				
Inspection Comment: Bridge will require new curbs and risers soon				



BC Ministry of Forests and Range

Repairs Summary Report

Page 30 of 65
 Date Printed: 2/16/2017
 User Id: IDIRIKCONWAYB
 Database: PROD
 Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

2	Required	Medium	\$4,500	All curb components have extensive rot. Requires 1284 Bf. of 10x10" timber which includes 12-24" and 12-36" riser blocks
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Structure #: K570

Site #:	K570	Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	1.70	Crossing Name:	Murray Cr North
Project File ID #:	6879	Br.	04
		Forest Service Road:	MURRAY CREEK WEST

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2015/06/24				
1	Required	High	\$300	Brush out bridge
2	Required	Medium	\$900	Two section of curb timber have high rot, Requires 2-6'x10x10" curb timbers
Inspection: 2013/06/20				
Inspection Comment: Asbuilt completed as requested. It appears none of the repair items addressed. Cleaning the dirt off of girder and bearings is a very normal RUP maintenance item. Evaluation completed, structure load rating of 63 tonnes, CL-625 loading. DA.				
1	Required	High	\$5,000	12m of rail (10"x10") and all the hardware. No post or risers needed as structure has steel risers.
2	Required	High	\$200	Clean all dirt off bearing plates, girder flanges etc. DA
Inspection: 2011/07/18				
Inspection Comment: Professional should review the footings. Each bank has 2 lock blocks with the I-beams on them. The right bank up stream I-beam is not centred on the lock block. The left bank lock blocks have settled in towards the centre. Professional inspection planned for 2012, to determine if abutment repair is required.				
1	Required	High	\$2,000	Replace curbs.
2	Required	High	\$6,000	Lift structure off of lock blocks and rebuild footings and replace structure. I will review this repair item, once I've been on site. If this structure is to be in for a more permanent basis this abutment may require a more permanent repair. DA.

Structure #: K563

Site #:	K563	Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	5.20	Crossing Name:	Unnamed
Project File ID #:	6879	Br.	05
		Forest Service Road:	MURRAY CREEK N-WEST

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2015/06/24				



BC Ministry of Forests and Range
Repairs Summary Report

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Inspection Comment: This bridge was well built and stringers were protected from moisture. However rot values are starting to climb. Particularly #7 at bearing #2 abutment is rotted through. The rest are relatively good but some punky fiber in stringer #3 see photo. The deck will not take industrial haul and its questionable whether stringer life warrants a new deck.

3	Required	High	\$4,000	Replace rotten running deck prior to industrial hauling.
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Inspection: 2014/08/27

Inspection Comment: Bridge ahead signes posted on both approaches. No load limit signs posted.

LT (2014/12/23): Replace deck prior to industrial haul. Monitor rot condition of deck and curbs. No rot in spruce stringers is suspect after 17 yrs.

2	Required	Low	\$2,000	Consider adding approach logs
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1	Required	Medium	\$100	LT: Reinstate LBDS delineator.
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Inspection: 2012/07/13

Inspection Comment: C/C span : 6.2m
Runnig surface width: 4.2m
O/A deck width: 5.1

Better Structure coordinates:
50 33 01.1
121 32 10.9

1	Required	High	\$2,000	Bridge ahead sign Post load limit
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Structure #: K1488

Site #:	K1488	Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	0.50	Crossing Name:	Simen Cr
Project File ID #:	7469	Br.	02
		Forest Service Road:	ME7469.02

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
3	Required	High	\$2,000	Add approximately 4 loads of fill to left bank approach. Ensure level grade with bridge deck panels. DA June 14, 2012.

Inspection: 2016/07/09

Inspection Comment: The #2 approach has water flowing onto the bridge, previous waterbaring has failed

1	Required	High	\$2,000	The #2 approach has water flowing onto the bridge, previous waterbaring has failed. Reestablish
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BC Ministry of Forests and Range
Repairs Summary Report

Page 32 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Structure #: K445

Site #:	K445	Primary User Name:	STUWIX RESOURCES LTD.
KM:	0.27	Crossing Name:	Similkameen R
Project File ID #:	7573	Br.	01
		Forest Service Road:	PASAYTEN RIVER

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2016/07/05				

Inspection Comment: The #7 pile on the #2 abutment is rotted through

1	Required	Medium	\$300	Clean the deck
2	Required	Medium	\$300	Repair impact damage to curb, see photo

Inspection: 2015/06/26

Inspection Comment: This bridge was inspected during ideal weather conditions via the use of a snooper truck to gain access to the girders, underside of deck, and the top portions of the tall abutments. The lower portion of the abutments were accessed on foot. The approaches to the bridge are in fair condition. The approach roads are rutted, the hazard signs / delineators are damaged and substandard in size, no guide logs or approach barriers are present. The timber superstructure appears to generally be in good condition, with the exception of isolated areas of damage to the curb rail. The four glulam girders are in good condition, with extensive creosote coverage remaining (between 75%-100%), and negligible checks / splits noted only on exterior girder faces. The substructure of the bridge is in fair condition, with extensive sloughing occurring both through and from under the ballast walls of both abutments. Furthermore, the camp end abutment (A1) has two wingwall piles and one bearing pile with significant rot present.

1	Required	High	\$2,000	Install approach barriers / guide logs at both camp and woods end.
2	Required	High	\$500	Replace damaged sections of curb rails.
3	Required	High	\$500	Replace hazard signs / bridge delineators.
4	Required	Medium	\$0	Re-grade approaches.
5	Required	Medium	\$10,000	Install sister piles adjacent to two wingwall piles found to be in poor condition.
6	Required	Medium	\$1,000	Replace fill in front of ballast walls to mitigate continued sloughing of headslope / approach fill.

Inspection: 2012/10/02

Inspection Comment: The bridge is generally in good condition, no significant checks noted on the glulam girders. One pile at the camp end abutment has heartwood rot, no sign of crushing and likely does not affect the capacity of the abutment. We recommend monitoring the condition of the pile during future inspections.

1	Required	High	\$1,000	Replace delineators (4 required)
2	Required	High	\$2,000	Replace damaged section of curb rail.
5	Required	Low	\$150	Brush along approaches and around abutments.
4	Required	Medium	\$250	Replace flashing on top of camp end downstream wing wall pile 2.

Inspection: 2012/06/28



BC Ministry of Forests and Range

Repairs Summary Report

Page 33 of 65
 Date Printed: 2/16/2017
 User Id: IDIR\KCONWAYB
 Database: PROD
 Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Inspection Comment: Peeper truck required to inspect superstructure
 Structure was peeper inspected in 2012, results to follow in March 2013. DA.

1	Required	High	\$5,000	Bridge ahead sign Post load limit
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Inspection: 2007/06/20

Inspection Comment: Overall: Requires deck repairs. Peeper inspected and torqued.. Region: Feb 28/07 GMC.

1	Required	Medium	\$0	Deck: Loose planks, some rotten ends and one failed. (see photo) 146"x10"x3" Replace rotten planks 3"x10"s and spike loose ends.
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2	Required	Medium	\$0	Approach: Brush out approaches.
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Inspection: 2003/08/11

Inspection Comment:

1	Required	Medium	\$0	Deck: Will require deck planks soon, as well as cleaning.
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Inspection: 2001/09/26

Inspection Comment: Environmental: Creosote is weeping from bridge onto rip rap and creek..

1	Required	Medium	\$0	Deck: Rebolt metal curb rail back to wood curb at the low chain approach.
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Inspection: 1995/07/04

Inspection Comment: Overall: Needs new deck, and inspect with peeper truck next inspection..

1	Required	Medium	\$0	Deck: Redeck, run strip is rotten.
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Structure #: K446

Site #:	K446	Primary User Name:	DISTRICT MANAGER CASCADES (DCS)
KM:	20.39	Crossing Name:	Pasayten R
Project File ID #:	7573	Br.	01
		Forest Service Road:	PASAYTEN RIVER

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2015/06/26

1	Required	High	\$300	Low at both approaches, grader could raise material
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Structure #: K447

Site #:	K447	Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	20.79	Crossing Name:	Peeve Cr
Project File ID #:	7573	Br.	01
		Forest Service Road:	PASAYTEN RIVER

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2015/06/26

1	Required	Medium	\$200	Brush out around the bridge
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BC Ministry of Forests and Range
Repairs Summary Report

Page 34 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Inspection: 2012/06/28

Inspection Comment:

Clean off deck and ensure bearings are kept clean also. DA.

1	Required	High	\$1	surface runoffs from blocked ditch at left approach is washing onto te deck and introducing sediments into stream. Consider cleaning the ditch or installing a cross ditch
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Structure #: K448

Site #:	K448	Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	24.79	Crossing Name:	Upper Peeve Cr
Project File ID #:	7573	Br.	01
		Forest Service Road:	PASAYTEN RIVER

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2016/07/07

Inspection Comment:

One riser has failed see photo, the curbs and some risers have significant rot. Minimum replace the failed riser consider full replacement of curbs and risers.

1	Required	High	\$300	One riser has failed see photo, the curbs and some risers have significant rot. Minimum replace the failed riser consider full replacement of curbs and risers. Requires 1-2' 10x10" riser block
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Structure #: K512

Site #:	K512	Primary User Name:	ASPEN PLANERS LTD.
KM:	1.67	Crossing Name:	Yalakom #1
Project File ID #:	7649	Br.	01
		Forest Service Road:	YALAKOM RIVER

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2014/09/08

Inspection Comment:

Add running planks before you damage the treated sub deck!!!!!!

LT: (2014/12/22): Debris appears to have accumulated in bearing areas although photos are not that conclusive.

2	Required	High	\$5,000	Add running planks
1	Required	Low	\$2,000	add approach barriers
3	Required	Medium	\$500	Clean debris from bearing areas.



BC Ministry of Forests and Range

Repairs Summary Report

Page 35 of 65
 Date Printed: 2/16/2017
 User Id: IDIR\KCONWAYB
 Database: PROD
 Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Structure #: K911

Site #:	K911	Primary User Name:	ASPEN PLANERS LTD.
KM:	4.41	Crossing Name:	Shulaps Cr
Project File ID #:	7649	Br.	01
		Forest Service Road:	YALAKOM RIVER

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2014/09/08				
Inspection Comment: guardrails not replaced, spalling minor and likely construction damage, riprap seems okay				
LT (2014/12/22): Reviewed. Curb/Block replacement required. Excessive gravel up against curbs, curbs beginning to fail.				
2	Required	High	\$2,000	add approach barriers
Inspection: 2011/07/20				
Inspection Comment: Coordinates are correct.				
1	Required	High	\$6,000	Replace curbs and blocks. Including grader strip. DA.

Structure #: K514

Site #:	K514	Primary User Name:	ASPEN PLANERS LTD.
KM:	9.22	Crossing Name:	Yalakom #3
Project File ID #:	7649	Br.	01
		Forest Service Road:	YALAKOM RIVER

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2015/06/20				
Inspection Comment: Some of the deck joints have cracked and fallen out, does not appear to extend to the top. Curbs require attention				
1	Required	Medium	\$2,000	Impact damage at the #1 approach upstream side. still functional. Requires 3-36" and 2-24" risers and tighten all curbs
2	Required	Medium	\$5,000	recommend addition of no-post approach barriers to deter users from contacting end of curb rails. Align with inside edge of curb rails.
3	Required	Medium	\$4,000	Add new deck joint seals, either para-seal or compression seals are recommended. User should measure deck gap sizing, then discuss with Rapid span or engineering branch to determine appropriate replacement product.
Inspection: 2012/07/11				
Inspection Comment:				
Note the deck joints are failing, this is not a structural issue. It may be causing more sedimentation into the channel. DA.				
4	Required	High	\$2,000	Bridge ahead signs



BC Ministry of Forests and Range
Repairs Summary Report

Page 36 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

1	Required	Medium	\$10,000	Replace rail, at the very least the section on approaches
Inspection: 2009/10/08				
Inspection Comment: Span length: approx:19.4m				
Is this a composite structure, if yes the deck joints may require a closer look.				
1	Required	Medium	\$1	Current guardrail is still functional. There is some minor contact damage on the bush upstream end, the last riser is missing 25% on the inside. Recommend replacing the damaged riser.

Structure #: K1131

Site #:	K1131	Primary User Name:	ASPEN PLANERS LTD.
KM:	9.86	Crossing Name:	Junction Cr
Project File ID #:	7649	Br.	01
		Forest Service Road:	YALAKOM RIVER

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2015/06/20				
1	Required	High	\$2,500	Impact damage and rot @ the #2 approach upstrea side. Requires 2-36" and 2-24" and 1- 11' 10x10" timber. Curbs also need to be tightened.
4	Required	Medium	\$10,000	change out the timber rail for an HSS retro fit rail. This will decrease maintenance cost in the long run. Add approach no-post barriers, with transitions and bullnose. Ensure these are placed in line with the inside edge of the curb system.

Inspection: 2012/07/11

Inspection Comment:

If curb repairs are not completed by the next scheduled inspection then this structure will be downgraded. DA.

1	Required	High	\$1	As stated in the last insp, the upstream right rail is loose. The riser is cracked and will likely not take a vehicle impact. 1- 8' 10 x 10 rail and 3' risers needs to be replaced. The hardware may not be usable.
3	Required	High	\$1	Add 2 bridge ahead signs.

Inspection: 2009/10/08

Inspection Comment: Span Length: approx 10.0m

1	Required	Medium	\$1	There is some damage to the guardrail on the bush upstream end. 2 risers and 1 slab block need to be replaced, it is unclear if the hardware is reuseable.
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BC Ministry of Forests and Range
Repairs Summary Report

Page 37 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Structure #: K910

Site #:	K910			Primary User Name:	DISTRICT MANAGER CASCADES (DCS)
KM:	30.69			Crossing Name:	Yalakom Cr
Project File ID #:	7649	Br.	01	Forest Service Road:	YALAKOM RIVER

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2014/09/08				
Inspection Comment: riprap not fixed or changed.				
LT (2014/12/22): Light brushing required - beginning to obscure signs and growing over deck. Deficient gravel wearing surface. Consider complete removal to inspect joints.				
2	Required	Low	\$1,000	LT: suggest to remove spotty coverage of gravel deck to inspect slab connectors and joints.
3	Required	Medium	\$500	LT: light brushing required. Beginning to grow over deck and obscure signs.
Inspection: 2011/07/20				
Inspection Comment: Some exposed geotextile at right bank, upstream.				
1	Required	Medium	\$2,000	Cover up bare geotextile with rip rap.

Structure #: K838

Site #:	K838			Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	0.05			Crossing Name:	Yalakom B
Project File ID #:	7649	Br.	02	Forest Service Road:	-BURKHOLDER B

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2016/06/14				
Inspection Comment: The riser blocks are in poor condition partly due to gravel running surface. Consider replacement soon				
1	Required	High	\$4,000	The riser blocks are in poor condition partly due to gravel running surface. Consider replacement soon. Will require 1900 BF to replace all with 10x10" timber
2	Required	Low	\$150	Brush out bridge
Inspection: 2013/09/26				
Inspection Comment:				
1	Required	Low	\$1,000	add bridge ahead signs



BC Ministry of Forests and Range

Repairs Summary Report

Page 38 of 65
 Date Printed: 2/16/2017
 User Id: IDIR\KCONWAYB
 Database: PROD
 Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Structure #: K351

Site #:	K351	Primary User Name:	DISTRICT MANAGER CASCADES (DCS)	
KM:	0.14	Crossing Name:	Salmon R	
Project File ID #:	7666	Br.	01	Forest Service Road: SALMON RIVER

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2014/09/19				
Inspection Comment: Gravel to be removed from deck. LT (2014/12/17) Reviewed.				
1	Required	Low	\$1,000	Clean deck

Structure #: K638

Site #:	K638	Primary User Name:	PIETILA	
KM:	0.00	Crossing Name:	Piebiter Cr	
Project File ID #:	8059	Br.	01	Forest Service Road: KINGDOM LAKE BR 01

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2016/06/13				
Inspection Comment: Structure labeling is WO 1628 McGillvary 15.24 m. L-75 Mar98 Bridge requires deck repairs				
2	Required	High	\$2,800	Some have failed others with high rot values, consists of two 5' running strips. Full replacement would require 1500 BF of 3" planks
1	Required	Medium	\$100	Settled at both approaches , grade up would fix
3	Required	Medium	\$200	Brush out bridge
Inspection: 2013/09/18				
Inspection Comment: fill on the left approach is acceptable. Requires grading to fill potholes.				
2	Required	Low	\$200	grade approaches

Structure #: K637

Site #:	K637	Primary User Name:	PIETILA	
KM:	5.20	Crossing Name:	Hawthorn Cr	
Project File ID #:	8059	Br.	01	Forest Service Road: KINGDOM LAKE BR 01

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2016/06/13				



BC Ministry of Forests and Range

Repairs Summary Report

Page 39 of 65
 Date Printed: 2/16/2017
 User Id: IDIR\KCONWAYB
 Database: PROD
 Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Inspection Comment: Will soon require running decking replacement, if used for industrial Haul

1	Required	Low	\$3,200	Punky and rot pockets, will likely not take much industrial haul. Full deck will require 1794BF of 3" planks
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Structure #: K1006

Site #:	K1006	Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	25.28	Crossing Name:	Unnamed
Project File ID #:	8059	Br.	01
		Forest Service Road:	KINGDOM LAKE BR 01

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2016/06/13

2	Required	Low	\$500	Install bridge ahead signs
1	Required	Medium	\$300	Brush out bridge

Inspection: 2013/09/18

Inspection Comment: no issues observed with lowchain settlement (right abut)

2	Required	High	\$1,000	bridge ahead signs
1	Required	Low	\$200	grade the approaches to the bridge

Inspection: 2010/10/06

Inspection Comment:

2	Required	High	\$1,000	Bolt bridge to abutments.
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Structure #: K1007

Site #:	K1007	Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	25.71	Crossing Name:	Cadwallader Cr
Project File ID #:	8059	Br.	01
		Forest Service Road:	KINGDOM LAKE BR 01

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2015/06/17

Inspection Comment: None of the issues mentioned in the previous inspections appear to have been addressed. Posted @ 20 tonnes this inspection, structure should likely be removed and rebuilt for industrial haul.

1	Required	Low	\$30,000	Bridge should be removed and rebuilt for industrial haul
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Inspection: 2012/07/11



BC Ministry of Forests and Range

Repairs Summary Report

Page 40 of 65
 Date Printed: 2/16/2017
 User Id: IDIR\KCONWAYB
 Database: PROD
 Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Inspection Comment: Access beyond the structure is not possible at the time of the inspection due to wind throw.
 A number of major issue have to be address before industrial traffic:
 Scour on camp side fil, behind the ballast wall
 settlement of woods fill
 girders to deck connection
 lock block settlement on woods side (not the load bearing block)

The issues associated with these abutments/approaches and their temporary construction, require attention.
 Post load restriction of 20 tonnes, which shouldn't be a problem as this area see's very little industrial traffic.
 Structure is fine for supervised construction or deactivation loading requirements. DA.

1	Required	High	\$2,000	One to two loads of fill is required for the woods approach to address settlement issue
2	Required	High	\$5,000	Replace deck to girder connections
4	Required	High	\$2,000	Post load limit
5	Required	High	\$1	Add 1 delineator (left).
6	Required	High	\$1	Add 2 bridge ahead signs.
3	Required	Medium	\$20,000	Reccomend reconstruct lock block abutments, with interlocked design and treated timber sill if structure is required for industrial hauling. DA. 2012

Inspection: 2009/10/06

Inspection Comment: Unique deck panel to girder bolt system. Use's an L-bolt from decking to the under side of the top flange, this system would work well except the deck board used is notched at every bolt location, severely reducing the strength of the connection. If this bridge is to be reused a new girder connection should be thought of or replacing the knotted deck boards.

1	Required	Medium	\$1	Replace knotted deck boards to re-establish the deck to girder connection integrity.
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Structure #: K1023

Site #:	K1023	Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	0.70	Crossing Name:	Cadwallader Cr
Project File ID #:	8059	Br.	03
		Forest Service Road:	KINGDOM LAKE BR 03

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2016/06/13

Inspection Comment: Unknown connections girder bearing plate to lock blocks and structure has no sill. It appears that the structure has settled or perhaps was built with the #1 abutment lower on the upstream side by 5 mm on a 1m. hand level. Perhaps a survey of the structure could more closely determine the levelness.

1	Required	Low	\$150	Clean flanges
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BC Ministry of Forests and Range
Repairs Summary Report

Page 41 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Structure #: K639

Site #:	K639			Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	1.25			Crossing Name:	Crazy #1
Project File ID #:	8059	Br.	03	Forest Service Road:	KINGDOM LAKE BR 03

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2016/06/13				
1	Required	Low	\$250	Clean girder bearing and flanges

Structure #: K640

Site #:	K640			Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	1.43			Crossing Name:	Crazy #2
Project File ID #:	8059	Br.	03	Forest Service Road:	KINGDOM LAKE BR 03

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2016/06/13				
1	Required	Low	\$500	Bent diagonal brace on superstructure

Structure #: K541

Site #:	K541			Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	8.45			Crossing Name:	Unnamed
Project File ID #:	8060	Br.	01	Forest Service Road:	TRUAX CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2016/06/11				
Inspection Comment: Past inspections noted concern that deck joints should be sealed, it is this inspectors opion that if any material is falling through it is very minimal. Given that the road is now deactivated on one branch and unused on the other further diminishes the reported problem. The road into this structure is overgrown with numerous small slides and material ravling onto the road.				
1	Required	Low	\$200	If bridge and road become active install bridge ahead signs

Inspection: 2013/09/18

Inspection Comment:

1	Required	High	\$1,000	bridge aheah signs



BC Ministry of Forests and Range
Repairs Summary Report

Page 42 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

2	Required	Low	\$2,000	seal joints between slabs
I would look at this structure and determine if any gravel is actually getting through to determine if sealing the deck joints will actually make a significant difference. DA Feb 2014.				

Structure #: K539A

Site #:	K539	Primary User Name:	AMARC RESOURCES LTD
KM:	9.33	Crossing Name:	Roxey Cr
Project File ID #:	8151	Br.	01
Forest Service Road:	SLIM CREEK		

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2014/08/30				
Inspection Comment: Newish install. Riprap failure on right downstream side at corner of bridge. Really steep down into creek. One boulder and some fill went into the creek. Some riprap left hanging. Suggest small GRS wall. Bring 5 forms and half a roll of Armtec855 to fix. LT (2014/12/22): Updated load rating to 64 according to BCL-625 bridge label. I agree with inspector's recommendation to install a retaining wall at RBDS corner.				
1	Required	High	\$5,000	Build retaining wall on left downstream side, see comments

Structure #: PS-024

Site #:	K540	Primary User Name:	AMARC RESOURCES LTD
KM:	24.02	Crossing Name:	Slim Cr
Project File ID #:	8151	Br.	01
Forest Service Road:	SLIM CREEK		

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2014/09/09				
Inspection Comment: New install with road not yet complete LT (2014/12/22): Updated load rating to 43 tonnes according to bridge label L-45. Repairs added: Bolt ballast wall to girders. Clean sand from sills to prevent rot.				
1	Required	High	\$5,000	Finish left approach and build up right approach
2	Required	Low	\$400	LT: Bolt ballast wall to girders.
3	Required	Low	\$100	LT: Clean sand on log sills to prevent rot.



BC Ministry of Forests and Range
Repairs Summary Report

Page 43 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Structure #: K966

Site #:	K966			Primary User Name:	STUWIX RESOURCES LTD.
KM:	2.57			Crossing Name:	Blakeburn Cr
Project File ID #:	8479	Br.	01	Forest Service Road:	ARRASTRA CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2014/06/26				
Inspection Comment: No site ID tag				
LT (2014/12/11): Recommend to monitor riprap at RBDS due to steeper slope. No photos of deck.				
1	Required	Low	\$250	Install bridge ahead signs

Structure #: K1092

Site #:	K1092			Primary User Name:	STUWIX RESOURCES LTD.
KM:	5.48			Crossing Name:	Newton Cr
Project File ID #:	8479	Br.	01	Forest Service Road:	ARRASTRA CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2016/07/07				
Inspection Comment: To negotiate on and off the bridge requires full use of the road width at both approaches. The exposed and actively sloughing bank at the #1 approach which has a number of small springs has filled the ditch line and saturated the road shoulder. Water is running down and across the bridge. Stabilizing and re-ditching is required to alleviate this issue.				
1	Required	High	\$10,000	Stabilize and re-ditch the #1 approach. To negotiate on and off the bridge requires full use of the road width at both approaches. The exposed and actively sloughing bank at the #1 approach which has a number of small springs has filled the ditch line and saturated the road shoulder. Water is running down and across the bridge. Stabilizing and re-ditching is required to alleviate this issue. Lock block wall may be required.
Inspection: 2013/08/14				
Inspection Comment: Current road upgrade should have done repairs to approaches.				
1	Required	High	\$1,000	Ditch and grade approaches. This work should be completed with 2013 road upgrade.
2	Required	High	\$500	Tighten curb bolts
Inspection: 2010/09/20				
Inspection Comment:				
2	Required	High	\$500	Clean deck.
3	Required	High	\$1,000	Grade road.



BC Ministry of Forests and Range

Repairs Summary Report

Page 44 of 65
 Date Printed: 2/16/2017
 User Id: IDIR\KCONWAYB
 Database: PROD
 Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Inspection: 2007/07/03

Inspection Comment:

1	Required	Medium	\$0	Deck: Tighten curbs and install delin.
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Structure #: K1091

Site #:	K1091	Primary User Name:	STUWIX RESOURCES LTD.
KM:	14.81	Crossing Name:	Arrastra Cr
Project File ID #:	8479	Br.	01
		Forest Service Road:	ARRASTRA CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2016/07/07

1	Required	High	\$100	Replace angle bracket to delineator
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Inspection: 2013/08/14

Inspection Comment: Approaches should have been improved by road upgrade occurring at time of inspection.

1	Required	High	\$500	tighten curb bolts
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Inspection: 2010/09/20

Inspection Comment:

2	Required	High	\$500	Tighten all curb hardware.
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Structure #: TKA008

Site #:	K1609	Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	19.10	Crossing Name:	Trib to Arrastra Cr
Project File ID #:	8479	Br.	01
		Forest Service Road:	ARRASTRA CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2016/07/07

Inspection Comment: The outside concrete girders have been chipped up and repaired. This patching has resulted in one bolt missed at the mid upstream curb riser.
 The creek has been pinched to 0 and is steep.

1	Required	Medium	\$500	Fill and compact sinks at all bridge corners
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Inspection: 2014/06/26

Inspection Comment: Fill on both approaches is settling.

LT (2014/12/22) Added repair to grade approaches. Water is being directed toward bridge ends causing settlement of the fill.

1	Required	High	\$2,000	Compact existing fill, place and compact more fill to grade up to bridge deck.
2	Required	High	\$600	LT: Grade approaches to direct water away from bridge ends.



BC Ministry of Forests and Range
Repairs Summary Report

Page 45 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Structure #: WO2125

Site #:	K1610			Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	19.50			Crossing Name:	Arrastra Cr
Project File ID #:	8479	Br.	01	Forest Service Road:	ARRASTRA CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2016/07/07				
Inspection Comment: The structure components match the shop drawings supplied				
1	Required	Medium	\$200	move no-post approach barriers to line up with inside edge of the timber rails.

Structure #: K528

Site #:	K528			Primary User Name:	ASPEN PLANERS LTD.
KM:	5.11			Crossing Name:	Ault Cr
Project File ID #:	8490	Br.	01	Forest Service Road:	BRIDGE RIVER

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2015/06/17				
Inspection Comment: This was a ground inspection only, no significant issues noted.				
1	Required	Medium	\$200	Clean bearings of bridge
2	Required	Medium	\$150	Brush out the #1 approach
Inspection: 2012/08/29				
Inspection Comment: The bridge is generally in good condition. Signs of localized failure were noted on the 3rd concrete deck panel at the downstream steel curb riser anchorage location; it appears to be resulting from impact damage on the curb rail. We recommend the Ministry to perform partial depth concrete patch repair at this location to maintain the effectiveness of the anchorage of the steel curb riser. We observed minor scour under concrete sill at both abutments. The condition of the scour at both abutments should be monitored to confirm the structural integrity of the abutment. A number of concrete repairs to be completed by qualified contractor. Engineering branch to review repair procedures prior to completion of works. DA.				
1	Required	High	\$5,000	Replace two damaged woods end downstream curb risers.

Structure #: K530A

Site #:	K530			Primary User Name:	ASPEN PLANERS LTD.
KM:	9.74			Crossing Name:	Cathy Cr
Project File ID #:	8490	Br.	01	Forest Service Road:	BRIDGE RIVER

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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BC Ministry of Forests and Range
Repairs Summary Report

Page 46 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Inspection: 2016/06/12

Inspection Comment: Seal broken and small section damage to panel at bulkhead of #2 end see Photo. May require repair

1	Required	Low	\$500	Seal broken and small section damage to panel at bulkhead of #2 end see Photo. May require repair
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Structure #: K531

Site #:	K531	Primary User Name:	ASPEN PLANERS LTD.
KM:	17.56	Crossing Name:	Jamie Cr
Project File ID #:	8490	Br.	01
		Forest Service Road:	BRIDGE RIVER

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2012/08/29

Inspection Comment: The bridge is generally in good condition. The curb rails appear to be recently replaced, however, the majority of the timber blockings are in poor condition and need to be replaced. There are no approach barriers at either end of the bridge. We recommend the Ministry considers installing approach barriers due to steep embankments at the bridge site.

Replacement of bracket timber blocks required.

1	Required	High	\$3,000	Replace curb rail blocking as required.
3	Required	Low	\$2,000	Replace sealant at abutment joints.
4	Required	Low	\$3,500	Repair concrete spall in the underside of the woods end deck panel.
5	Required	Low	\$3,000	Repair concrete spall on the downstream face of the downstream girder web at the woods end.
2	Required	Medium	\$5,000	Consider installing approach barriers.

Inspection: 2012/07/06

Inspection Comment: Structure requires a peeper truck for closer inspection.
Reccomend installation of the no-post approach barriers for any industrial activities. DA.

1	Required	Medium	\$1,000	With higher industrial traffic consider installing fenders on the downstreams
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Structure #: K834

Site #:	K834	Primary User Name:	ASPEN PLANERS LTD.
KM:	29.75	Crossing Name:	McParlon Cr
Project File ID #:	8490	Br.	01
		Forest Service Road:	BRIDGE RIVER

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2016/05/12

2	Required	High	\$4,500	Replace the lower Risers 28 - 3' riser blocks 700 BF
1	Required	Medium	\$300	Clear Bearing



BC Ministry of Forests and Range
Repairs Summary Report

Page 47 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Inspection: 2013/09/18

Inspection Comment: Peeper truck required to inspect the structure closely

2	Required	High	\$1,000	bridge ahead signs
1	Required	Low	\$5,000	replace 1st deck to ballast wall joint with Paraseal or equivalent. DA

Inspection: 2010/10/28

Inspection Comment: Curbs and risers were replaced but not the curb to deck blocks. These must now be replaced. This structure requires a peeper truck because of its elevation from the stream.

2	Required	High	\$1,500	Replace curb to deck bracket blocks.
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Structure #: K623

Site #:	K623	Primary User Name:	TOLKO INDUSTRIES LTD.
KM:	3.75	Crossing Name:	Switchback Cr
Project File ID #:	8528	Br.	01
		Forest Service Road:	TULAMEEN

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2015/06/16

Inspection Comment: The no post barriers have not been installed.

1	Required	High	\$5,000	Install concrete no post barriers
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Inspection: 2012/06/18

Inspection Comment: No post were not as recommended in previous inspection. Tracking issues warrant the installation of no post barriers as reported in previous inspection. Ensure completed to protect curb system and possible future damage. DA.

2	Required	High	\$5,000	Install concrete no post barriers
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Inspection: 2009/08/28

Inspection Comment: Reccomend no post approach barriers due to tracking and traffic.

1	Required	Medium	\$5,000	Add no post bull nose, approach and barrier to all for corners. DA.
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Structure #: K853

Site #:	K853	Primary User Name:	COALMONT ENERGY CORP.
KM:	8.25	Crossing Name:	Britton Cr
Project File ID #:	8528	Br.	01
		Forest Service Road:	TULAMEEN

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2014/08/07



BC Ministry of Forests and Range

Repairs Summary Report

Page 48 of 65
 Date Printed: 2/16/2017
 User Id: IDIR\KCONWAYB
 Database: PROD
 Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Inspection Comment: structure sound				
LT (2014/12/18): Inspector tends to rate all components fair without comments. More appropriate rating may be good.				
2	Required	High	\$1,500	no post barriers

Structure #: K873

Site #:	K873	Primary User Name:	COALMONT ENERGY CORP.	
KM:	12.44	Crossing Name:	Eagle Cr	
Project File ID #:	8528	Br.	01	Forest Service Road: TULAMEEN

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2014/08/07				
Inspection Comment: LT (2014/12/18) Clean sand and gravel from deck and flanges. No photo evidence of deck wear as indicated in inspection. Changed adding no-post fenders as a high priority.				
4	Required	High	\$3,000	Install no post barriers on both approaches.

Structure #: K458

Site #:	K458	Primary User Name:	HULDRA SILVER INC.	
KM:	27.20	Crossing Name:	Jim Kelly Cr	
Project File ID #:	8528	Br.	01	Forest Service Road: TULAMEEN

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2013/08/19				
Inspection Comment: Wing wall displacement has increased slightly since last inspection. See notes.				
2	Required	Medium	\$1,000	Replace damaged curb and bolt. 17 feet of 10 in x 10 in curb.

Structure #: K459

Site #:	K459	Primary User Name:	HULDRA SILVER INC.	
KM:	31.21	Crossing Name:	Railroad Cr	
Project File ID #:	8528	Br.	01	Forest Service Road: TULAMEEN

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2016/07/08				
Inspection Comment: no water appears to be flowing onto the bridge. The bridge requires fill at both approaches, grader could fix this problem.				
1	Required	High	\$250	Fill in potholes at both ends of the bridge, grader could likely resolve
Inspection: 2010/09/22				



BC Ministry of Forests and Range

Repairs Summary Report

Page 49 of 65
 Date Printed: 2/16/2017
 User Id: IDIR\KCONWAYB
 Database: PROD
 Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Inspection Comment:

2	Required	Medium	\$5,000	Dig out bank and widen out corner on lowchain approach to accomodate longer trucks. If traffic requires. DA
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Structure #: K461

Site #:	K461	Primary User Name:	HULDRA SILVER INC.
KM:	33.61	Crossing Name:	Sutter Cr
Project File ID #:	8528	Br. 01	Forest Service Road: TULAMEEN

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2016/07/08				
Inspection Comment: The #2 sill is buried, clear debris from sill.				
1	Required	Low	\$300	Clean the sills
Inspection: 2013/08/19				
Inspection Comment: Cleaning bearings and top of footing will require a safe work procedure.				
1	Required	Low	\$600	remove soil off concrete sills bearing connection and girders at both ends

Structure #: K1118

Site #:	K1118	Primary User Name:	TOLKO INDUSTRIES LTD.
KM:	37.65	Crossing Name:	Vuich Cr
Project File ID #:	8528	Br. 01	Forest Service Road: TULAMEEN

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2015/06/14				
Inspection Comment: The repair to the #2 downstream side of the concrete ballast wall has not been done				
1	Required	Medium	\$200	Install a bridge ahead for the #2 approach
Inspection: 2012/06/27				
Inspection Comment: Details are the ballast wall repair required are listed under the repair list, this is a high priority item. DA.				
1	Required	High	\$1,000	Grout the damaged ballast wall end and ensure rebar not exposed. Ali. Remove any surface rust from rebar, utilize a bonding agent and place minimum of 50 mm cover of Traffic Patch over the exposer bar. DA.
3	Required	High	\$1	Add 1 bridge ahead sign.



BC Ministry of Forests and Range
Repairs Summary Report

Page 50 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Structure #: K463A

Site #:	K463	Primary User Name:	TOLKO INDUSTRIES LTD.
KM:	46.00	Crossing Name:	Podunk Cr
Project File ID #:	8528	Br.	01
		Forest Service Road:	TULAMEEN

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2013/08/19				
Inspection Comment: Road has been graded since last inspection. Move no-post approach barriers as per repair description. Part of RUP maintenance. DA.				
2	Required	High	\$200	Re-align no-post approach barriers. They are suppose to line up with the inside edge of the HSS curb rail. They are designed so vehicles hit the concrete barrier then are directed inside the curbs of the bridge deck. HSS rails and their deck connection are not designed for impact on the end of the HSS rails. DA Jan 2014

Structure #: K464

Site #:	K464	Primary User Name:	TOLKO INDUSTRIES LTD.
KM:	48.19	Crossing Name:	Chan Cr
Project File ID #:	8528	Br.	01
		Forest Service Road:	TULAMEEN

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2013/09/17				
Inspection Comment: Need to reinstall low chainage bridge ahead sign.				
1	Required	Medium	\$500	Reinstall narrow structure sign on low chainage approach

Structure #: K465

Site #:	K465	Primary User Name:	TOLKO INDUSTRIES LTD.
KM:	50.96	Crossing Name:	White Cloud Cr
Project File ID #:	8528	Br.	01
		Forest Service Road:	TULAMEEN

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2013/08/17				
Inspection Comment: Repair fill against right ballast wall (high chainage) prior to hauling. Monitor fill on right approach.				



BC Ministry of Forests and Range

Repairs Summary Report

Page 51 of 65
 Date Printed: 2/16/2017
 User Id: IDIR\KCONWAYB
 Database: PROD
 Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

1	Required	High	\$1,000	<p>Rebuild fill at scour hole behind high chainage ballast wall. At same time armour fill slope on high chainage downstream approach where surface run-off is coming down fill or redirect drainage at other location further upchainage.</p> <p>Looks like some smaller angular rock will be required. Also ensure proper surface water maintenance is utilized. DA.</p> <p>Could also redirect ro</p>
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Inspection: 2010/09/22

Inspection Comment:

2	Required	Medium	\$500	Clean deck.
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Structure #: K466

Site #:	K466	Primary User Name:	BASIN MINE LIMITED PARTNERSHIP
KM:	0.12	Crossing Name:	Tulameen R
Project File ID #:	8528	Br.	02
		Forest Service Road:	TULAMEEN-CHAMPION

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2015/06/14

Inspection Comment: There appears to be some discrepancies regarding the measurement of the concrete wing wall possible movement. It does not appear that there is significant movement. Across the road flat face to flat face of the wing wall is @#2 4.827 m and @#1 5.083 m. Also measured at the #2 was from the flat face to the girder web, downstream was 1.045 m. and upstream .98 m.

The deck will require at a minimum some planks replaced soon and a full deck within a year or two

1	Required	Medium	\$9,000	<p>For a full deck replacement will require 5820 bf of 4" timber. The deck is 97' long and 15' wide.</p> <p>Various planks may be replced until full redeck</p>
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Structure #: K033

Site #:	K033	Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	3.83	Crossing Name:	Railroad Cr
Project File ID #:	8528	Br.	04
		Forest Service Road:	TULAMEEN-RAILROAD CR

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2016/07/08

1	Required	High	\$250	Clear debris, Woody debris collecting upstream of structure
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BC Ministry of Forests and Range
Repairs Summary Report

Page 52 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Structure #: K719

Site #:	K719	Primary User Name:	STUWIX RESOURCES LTD.
KM:	10.88	Crossing Name:	Shrimpton Cr
Project File ID #:	8529	Br.	01
		Forest Service Road:	DILLARD CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2016/07/10				
Inspection Comment: The downstream curb has had impact damage, two of the welds have broken away.				
1	Required	High	\$800	The downstream curb has had impact damage, two of the welds have broken away. Weld repairs to be completed.
2	Required	Low	\$200	Brush out bridge
3	Required	Medium	\$300	Waterbar or contour road to remove surface water from the road and eroding the downstream #1 corner
Inspection: 2013/09/12				
Inspection Comment: Minor ditch cleaning and grading of pot holes recommended.				
1	Required	Medium	\$200	Clean ditches on approaches and and fill pot holes when grading road.
Inspection: 2010/09/20				
Inspection Comment:				
1	Required	High	\$2,000	Grade and pack approaches to crown road in order to prevent water from running down the surface, eroding the road prism and introducing sediment into the stream .

Structure #: K1301

Site #:	K1301	Primary User Name:	ASPEN PLANERS LTD.
KM:	12.35	Crossing Name:	Siwash #1
Project File ID #:	8529	Br.	04
		Forest Service Road:	GALENA

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2014/08/23				
Inspection Comment: Structure is in good condition.				
LT (2014/12/12) Monitor all timber components for rot. May soon affect load rating. Repairs added: Brush abutment vegetation next to bridge, clean deck gravel.				
1	Required	Low	\$800	LT: Brush vegetation on abutment slopes next to bridge.
2	Required	Low	\$200	LT: Clean gravel off deck.



BC Ministry of Forests and Range
Repairs Summary Report

Page 53 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Structure #: K1302

Site #:	K1302			Primary User Name:	ASPEN PLANERS LTD.
KM:	13.06			Crossing Name:	Siwash #2
Project File ID #:	8529	Br.	04	Forest Service Road:	GALENA

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2014/08/23				
Inspection Comment: Update gps coordinates to 49 48 42.3 x 120 23 32. Structure is in good condition.				
LT (2014/12/12) Given the age, all timber components should be assessed for rot condition as it may soon effect capacity to haul. Repairs added: Clean gravel off deck, remove rocks from girder flanges and abutment bracing.				
1	Required	Low	\$200	LT: Clean gravel from deck.
2	Required	Low	\$200	LT: Remove rocks from girder flanges and bearing area.

Structure #: K1303

Site #:	K1303			Primary User Name:	ASPEN PLANERS LTD.
KM:	15.90			Crossing Name:	Siwash #3
Project File ID #:	8529	Br.	04	Forest Service Road:	GALENA

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2014/08/23				
Inspection Comment: Update gps coordinates to 49 48 05.5 x 120 21 37.9. K1303 steel id plate has been installed. Structure is in good condition.				
LT (2014/12/12) Repairs added: Clean gravel of deck. Monitor rot condition of curb blocks				
1	Required	Low	\$2,000	Consider installing 4 fenders - may have to widen road or pin logs to ground.
2	Required	Low	\$200	LT: Clean sand and gravel accumulated on deck.

Structure #: K2042

Site #:	K2042			Primary User Name:	ASPEN PLANERS LTD.
KM:	17.93			Crossing Name:	Elusive Cr
Project File ID #:	8529	Br.	04	Forest Service Road:	GALENA

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2016/07/10				



BC Ministry of Forests and Range

Repairs Summary Report

Page 54 of 65
 Date Printed: 2/16/2017
 User Id: IDIR\KCONWAYB
 Database: PROD
 Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Inspection Comment: There is some geotextile exposed of footing "rock sausage" but the creek is relatively centered and functioning well.
 2014 repairs do not appear to have been done.

1	Required	Low	\$300	Brush out inlet.
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Inspection: 2013/09/12

Inspection Comment: 6.0 x approximately 1.5 m low profile arch with reinforced ribs. INlet cover = 0.5m, Outlet cover = 0.9m. Displaced rip-rap inside arch with exposed geotextile. Potential for scour during extreme flood event. P.Eng inspection not required in 2013. Do recommend P.Eng. to review and provide repair prescription. Recommend to monitor annually until scour protection is repaired.
 This geotextile exposure has been in place since original installation and channel micro migration seems to be causing the issue. I would suggest the riprap should be sized by a PEng. I will inspect if I get time in 2014. DA.

1	Required	High	\$4,000	Drew Alway notes from July 19, 2014 inspection with Shane Stockwell - Left Bank: 2 m up stream abutment outlet, place another 2 m ³ of 300 mm plus angular rip rap for a 5m upstream length - Right bank abutment: 4.5 m from inlet, start add 2 ³ m of same angular rock for a 4m length. Work to key together.
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Structure #: K718

Site #:	K718	Primary User Name:	ASPEN PLANERS LTD.
KM:	19.11	Crossing Name:	Galena Cr
Project File ID #:	8529	Br.	04
		Forest Service Road:	GALENA

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2016/07/10

1	Required	Medium	\$400	Clear brush and trees from inlet
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Inspection: 2013/10/15

Inspection Comment: Continue to monitor roof deflection and piping at coupled connections. Minor ditch cleaning on approaches when grading road.

1	Required	Low	\$200	Ditch cleaning on woods approach (left) to direct ditch flow to sediment catch basin when grading road.
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Structure #: K634

Site #:	K634	Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	4.72	Crossing Name:	Galais Cr
Project File ID #:	8529	Br.	35
		Forest Service Road:	DILLARD CREEK BR 35

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2015/06/12

Inspection Comment: There is a tree growing across the inlet which is collecting debris. It has built up .8 m. above the invert at the inlet.



BC Ministry of Forests and Range
Repairs Summary Report

Page 55 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

1	Required	High	\$300	There is a tree growing across the inlet which is collecting debris. It has built up .8 m. above the invert at the inlet. Clear debris to allow bedload to flush through
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Structure #: 930-B007

Site #:	K1577	Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	2.30	Crossing Name:	Galena Cr
Project File ID #:	8529	Br.	62
		Forest Service Road:	BRANCH 62

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2013/09/10				
Inspection Comment: Minor erosion on left approach can be fixed with grader. Originally I recommended addition of approach log barriers to be added to this site.				
1	Required	High	\$500	Grade left approach to crown road and remove berm on downstream side of road. Replace eroded fill on left downstream corner. Complete when grading road. Cost does not include mob-demob.
2	Required	Medium	\$500	Add 6 m long by 500 mm dia approach barrier logs typ., all four corners. DA.

Structure #: K1031

Site #:	K1031	Primary User Name:	ASPEN PLANERS LTD.
KM:	11.04	Crossing Name:	Spahomin Cr
Project File ID #:	8551	Br.	01
		Forest Service Road:	MELLIN LAKE

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2015/06/13				
Inspection Comment: One section of timber rail has high rot values and may require replacement prior to next inspection				
1	Required	Medium	\$1,000	One section of timber has high rot values and may require replacement prior to next inspection. Requires a 13' 2" 10x10. Some of the risers have elevated rot values as well

Structure #: K1501

Site #:	K1501	Primary User Name:	STUWIX RESOURCES LTD.
KM:	36.80	Crossing Name:	Unknown
Project File ID #:	8614	Br.	01
		Forest Service Road:	RED CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2013/06/26				
Inspection Comment: User KM: 39 Cont to monitor downstream right approach road fill scour				



BC Ministry of Forests and Range
Repairs Summary Report

Page 56 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

1	Required	Medium	\$1,000	Right approach, downstrea requires riprap to protect road prism.
Inspection: 2010/07/22				
Inspection Comment:				
1	Required	Medium	\$1,500	PLACE RIP RAP ON DS RIGHT BANK SLOPE TO PROTECT ROAD PRISM AND PREVENT SILT FROM ENTERING STREAM.
2	Required	Medium	\$250	GRASS SEED EXPOSED FILL SLOPES. PREVIOUS SEEDING WAS NOT EFFECTIVE. THIS WILL HELP PREVEN SILT FROM ENTERING STREAM.

Structure #: K408A

Site #:	K408	Primary User Name:	STUWIX RESOURCES LTD.
KM:	36.88	Crossing Name:	Alaric Cr
Project File ID #:	8614	Br. 01	Forest Service Road: RED CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2014/08/23				
Inspection Comment: Deck joints have not yet been filled with epoxy. No damaged block could be found so it must have been replaced as per previous inspection. Structure is in good condition.				
LT (2014/12/17): Reviewed.				
1	Required	Low	\$2,000	Consider installing 4 real fenders (log or concrete barriers) as a visual for drivers to keep onto the bridge. The rocks are good for keeping vehicles out of the creek but lack the visual that the road is narrowing.
Inspection: 2011/07/15				
Inspection Comment: Coordinates are correct.				
See repairs.				
2	Required	Low	\$1,000	Fill deck joints with epoxy. Updated to low priority as this isn't essential to be completed, but is recommended as a current standard of practice. DA dec 2011

Structure #: K407

Site #:	K407	Primary User Name:	STUWIX RESOURCES LTD.
KM:	40.23	Crossing Name:	McNulty Cr
Project File ID #:	8614	Br. 01	Forest Service Road: RED CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2016/07/09				
Inspection Comment: the curbs have not been replaced.				
2	Required	Medium	\$300	Install both bridge ahead signs



BC Ministry of Forests and Range

Repairs Summary Report

Page 57 of 65
 Date Printed: 2/16/2017
 User Id: IDIR\KCONWAYB
 Database: PROD
 Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Inspection: 2013/06/26

Inspection Comment: 4 delineators installed
 rails have been tightened
 If curbs are not replaced by the time the next inspection is completed then this structure will require a load restriction at that time. DA.

2	Required	High	\$2,000	seal dek joints
3	Required	High	\$1,000	Install bridge ahead signs

Structure #: K406

Site #:	K406	Primary User Name:	STUWIX RESOURCES LTD.
KM:	40.59	Crossing Name:	McNulty Cr
Project File ID #:	8614	Br.	01
		Forest Service Road:	RED CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2016/07/09

Inspection Comment: May require curbs and risers prior to next inspection

1	Required	Low	\$4,000	May require replacement prior to next inspection. Full curb replacement requires 4- 18' and 2- 8' ft curb rails. 12- 2' and 12- 3' riser blocks, all 10x10 " timber. 1234 BF
2	Required	Medium	\$350	Install bridge ahead signs

Inspection: 2013/06/26

Inspection Comment: curbs are tight
 Sealing of deck is a medium priority, but is beneficial for decreasing sedimentation into this stream. Creek appears to be medium to higher value fish habitat. DA.

2	Required	High	\$1,000	bridge ahead signs
1	Required	Medium	\$1,000	Seal deck panels. Reccomended use of Paraseal or equivalent product. Measure gaps, use the appropriate sized foam backer rod and make sure manufacturers specifications sheets meet gap requirements. Can give our branch a call if users have questions. DA.

Structure #: WO4622

Site #:	K1485	Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:		Crossing Name:	Red Cr
Project File ID #:	8614	Br.	06
		Forest Service Road:	ME8614.06

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2015/06/26

Inspection Comment: This structure has no tag.



BC Ministry of Forests and Range

Repairs Summary Report

Page 58 of 65
 Date Printed: 2/16/2017
 User Id: IDIR\KCONWAYB
 Database: PROD
 Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

2	Required	Low	\$250	Install a bridge ahead sign at the #2 approach
3	Required	Low	\$2,000	Add rip rap and fill, Some erosion at the corner of #2, downstream side
1	Required	Medium	\$500	The downstream side fender log #2 approach has been pushed off the road grade

Structure #: WO3228

Site #:	K1486			Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	0.40			Crossing Name:	Unnamed Cr
Project File ID #:	8614	Br.	07	Forest Service Road:	ME8614.07

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2015/06/26				
Inspection Comment: The deck and curb need repair. No tag on this structure				
4	Required	High	\$500	Impact damage has split the first section @#1 approach downstream side. Requires 1-10'x10x10" timber
2	Required	Medium	\$300	The #1 sign has fallen over, requires a post as well
3	Required	Medium	\$300	A hole has been punched through one of the planks, requires 2-10'x4x10" planks

Inspection: 2013/06/26

Inspection Comment: the fill slopes on the approach are very fine soils and it's scouring from surface runoffs. Long term monitoring issue.

1	Required	High	\$1,000	BRIDGE REQUIRES 1X - 10"x10" TIMBER RAIL FOR D/S SIDE OF BRIDGE.
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Structure #: K842

Site #:	K842			Primary User Name:	DISTRICT MANAGER CASCADES (DCS)
KM:	0.16			Crossing Name:	Hayes Cr
Project File ID #:	8615	Br.	01	Forest Service Road:	GRANT CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2016/07/09				
Inspection Comment: There now appears to be 10 of the deck grout pockets that have some degree of degeneration. It doesnt help that as the concrete disintergrates the pockets are continuesly full of water. Recommend removal of disintergrating concrete assess depth and refill if satisfactory from a structural standard. The bridge is now posted @ 5 tonnes and the curbs have not been replaced. The road is overgrown and appears to be only used by a private residence. It looks like a new power line has been placed directly over the middle of the deck				
1	Required	High	\$2,000	There now appears to be 10 of the deck grout pockets that have some degree of degeneration. It doesnt help that as the concrete disintergrates the pockets are continuesly full of water. Recommend removal of disintergrating concrete assess depth and refill if satisfactory from a structural standard.



BC Ministry of Forests and Range

Repairs Summary Report

Page 59 of 65
 Date Printed: 2/16/2017
 User Id: IDIR\KCONWAYB
 Database: PROD
 Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

2	Required	High	\$4,500	Curbs have extensive rot. Required materials: all 10x10" timber. 6-13' 2-20' and 20- 2' , 20-3' riser blocks
3	Required	Medium	\$200	Brush out bridge

Inspection: 2013/06/26

Inspection Comment: Update coordintes on CBR: N49 37' 55"
 W120 21'15.9"

No industrial traffic over the structure as grout pockets and rails require repair. Continue with L-20 load limit. Ensure 20 tonnes load restriction is posted on both approaches, if curb repairs are not completed by the next routine inspection. The restriction will move to 5 tonnes. I did professionally inspect this structure in 2012. DA.

1	Required	High	\$15,000	regROUT joints and grout pockets
2	Required	High	\$10,000	replacer rail
3	Required	High	\$500	patch the damaged balaast wall top (u/s left approach)

Inspection: 2010/07/22

Inspection Comment: SEE REPAIRS
 I will Professional Inspect in summer 2011 to evaluate grout pockets a little closer. DA. Curb repair should be completed.

2	Required	High	\$3,000	REPLACE CURBS AND RISERS.
3	Required	High	\$15,000	RE-GROUT all GROUT POCKETS and deck joints. Remove all old wood forms. Replace any damaged nelson studs at time of fix. DA

Inspection: 2007/08/09

Inspection Comment: Overall: Six of the grout pockets have concrete that has deteriorated to a maximum depth of 40 mm. The underlying concrete appears to be sound.. Region: GMC Feb 14/08. The number of grout pockets that is showing damaged grout has been progressively getting worse over time. We must ascertain that the cavities are not getting any deeper. I recommend that a Coop student be sent in to LIGHTLY chip away at and completely remove any damaged grout. Then measure the depth of the cavities That way when the inspector comes back , if there is a bunch more damaged grout in the pockets we should know if it is getting worse..

1	Required	Medium	\$0	Deck: Monitor grout pockets. Six of the grout pockets have concrete that has deteriorated to a maximum depth of 40 mm. The underlying concrete appears to be sound. Tighten curbs
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Structure #: K683

Site #:	K683	Primary User Name:	STUWIX RESOURCES LTD.
KM:	0.49	Crossing Name:	Pothole Cr
Project File ID #:	8707	Br.	01
		Forest Service Road:	POTHOLE CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2012/08/09

Inspection Comment: The repairs on the upstream inlet have not been done. The log will continue to scour.

1	Required	High	\$1	inlet is being scoured. Armour inlet with rip rap
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Inspection: 2009/09/21



BC Ministry of Forests and Range
Repairs Summary Report

Page 60 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Inspection Comment:

1	Required	Medium	\$1	Remove boulders from streambed at inlet, this will prevent any further erosion of left bank. Use rock to armour wingwalls if possible.
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Structure #: K532

Site #:	K532	Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	8.13	Crossing Name:	West Hope Cr
Project File ID #:	9150	Br.	01
		Forest Service Road:	HOPE CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2015/06/18

Inspection Comment: Measured up the bridge, see photo. This structure appears to be used by snow cats which is damaging the curbs as it crosses the bridge.

4	Required	High	\$3,500	Requires 1122 Bf of 3x10" deck planks
1	Required	Low	\$100	Brush out bridge
2	Required	Low	\$400	Install bridge ahead signs 2
3	Required	Low	\$100	Clean flanges

Inspection: 2013/09/19

Inspection Comment:

1	Required	High	\$10,000	replace rail
2	Required	High	\$15,000	Replace deck
3	Required	High	\$1,000	bridge ahead sign
4	Required	Low	\$1,000	replace bent cross bracing on structure

Inspection: 2012/07/10

Inspection Comment: Bent brace was not repair since last inspection
Reccomend replacement of decking and curbs prior to industrial hauling prior to next inspection. DA.

1	Required	High	\$1	replace the rail.
2	Required	High	\$1	Replace the rotten running surface prior to industrial traffic. (entire deck)
4	Required	High	\$2,000	Install delineators
5	Required	High	\$1	Add 2 bridge ahead signs.
3	Required	Medium	\$1	Replace bent brace.



BC Ministry of Forests and Range
Repairs Summary Report

Page 61 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Structure #: K533

Site #:	K533	Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	0.28	Crossing Name:	Hope Cr
Project File ID #:	9150	Br.	03
		Forest Service Road:	EAST HOPE CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2016/06/12				
Inspection Comment: The creek is running hard onto the #1 abutment and rip rap, armouring of the upstream bank has been successful to this point but the large poorly graded rip rap under the bridge and along the crib face has allowed the fill to be come scoured. This has caused some settling of the upstream corner and a sink has developed in the #1 approach fill.the crib face is scoured 6 m. of a 8.5 m. wide crib. This bridge may have to be longer in length or shifted to the #1 approach. Elevated rot in the crib logs and sill as well as crushed rotten tiebacks rotten deck planks all culminate in structures life. Consider replacement of structure for industrial haul				
1	Required	High	\$3,500	Full running deck required 1560 BF of 3" planks
2	Required	High	\$1,500	Fill in #1 approach sink hole

Inspection: 2014/08/29				
Inspection Comment: still no bridge ahead signs, left is still washed, running planks not replaced. Monitor items: left crib is still washed with hole in road at end of bridge, filled a bit with rocks. Suspect its eroding because they absolutely plugged the creek with rip rap whereby reducing the end area and causing high velocities and turbulence at left crib. Suggest removing and rebuilding cribs, they are getting rotten but still not crushing. LT (2014/12/19): No good photos showing the scour at LB. Monitor rotting cribs.				
3	Required	Low	\$2,000	consider adding approach barriers

Inspection: 2013/09/19				
Inspection Comment: please see repair and mon. notes				
1	Required	High	\$1,000	bridge ahead signs
2	Required	Medium	\$5,000	replace the runing surface

Inspection: 2011/07/19				
Inspection Comment: See repairs and monitoring. Structure will most likely only attain 15 years from installation date due to channel and hydraulic encroachment. At the current moment this is a wilderness FSR. Significant crib repair may be required after the last inspection (including replacement of bridge endfill with rock, geotextiles and clean granular fill etc.). If nothing changes significantly then the structure will meet the 2020 date and a more suitable evaluation and designed replacement could be entertained at that time. DA				
3	Required	High	\$5,000	replace running surface and curbs.



BC Ministry of Forests and Range
Repairs Summary Report

Page 62 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Structure #: K534

Site #:	K534			Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	0.63			Crossing Name:	Unnamed
Project File ID #:	9150	Br.	03	Forest Service Road:	EAST HOPE CREEK

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
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Inspection: 2016/06/12

Inspection Comment: Bridge requires bridge ahead signs and brushing. For industrial haul running deck will deteriorate quickly. The #2 sill log is rotten from both ends primarily on the upstream end. This rot extends into the bearing area. The #1 sillis less so.

2	Required	High	\$250	Brush out bridge
3	Required	Low	\$400	Install bridge ahead signs
1	Required	Medium	\$3,500	Requires deck of 3" planks 1560 bf.

Inspection: 2014/08/29

Inspection Comment: all delineators present, no bridge ahead signs, running deck still not replaced

LT (2014/12/19): Repair added: Replace running deck for industrial haul, brush approaches remove gravel from deck, check condition of ties when deck gets replaced. Photo of RB approach was taken from too far away.

1	Required	High	\$4,000	LT: Replace running deck for industrial haul.
3	Required	Low	\$2,000	consider adding approach barriers
2	Required	Medium	\$500	LT: Brushing required.
4	Required	Medium	\$500	LT: Remove gravel from deck.

Inspection: 2012/07/10

Inspection Comment: There appears to be a mix up in CBR and last years insp between this structure and K533. The ID number on the bridge indicates it as K534, while in CBR the informatin and pictures are for K533. Also site cordinates are off, correct coordinates: 50 37 20.6 122 57 12.4 Placement of correct site ID plates required on this structure.

1	Required	High	\$2,000	Bridge ahead sign install delineator
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Inspection: 2010/10/06

Inspection Comment:

1	Required	High	\$2,000	Replace running surface.
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BC Ministry of Forests and Range

Repairs Summary Report

Page 63 of 65
 Date Printed: 2/16/2017
 User Id: IDIR\KCONWAYB
 Database: PROD
 Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Structure #: K914

Site #:	K914	Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	0.59	Crossing Name:	Hope Cr
Project File ID #:	9150	Br.	05
		Forest Service Road:	HOPE CREEK BR 05

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2015/06/18				
Inspection Comment: Notified Region of structure condition, Drew offered to notify the district and concerned users. Posted tructure @ 10 tonnes.				
3	Required	High	\$40,000	survey and design for replacement if required for industrial use
1	Required	Low	\$500	Install bridge ahead signs
Inspection: 2013/09/19				
Inspection Comment: all stringers and crib sound, the running planks will require replacement soon.				
LT 2015/02/09 : No rot might be suspect for a 20 yr old stringers.				
1	Required	High	\$1,000	bridge ahead sign
2	Required	High	\$5,000	replace running deck prior to log haul
Inspection: 2010/10/06				
Inspection Comment:				
1	Required	High	\$2,500	Replace decking and sub decking. Inspect ties with deck off. Replace if showing signs of rot.
2	Required	Medium	\$1,000	Replace Curbs.

Structure #: PS-029

Site #:	K1300	Primary User Name:	DISTRICT MANAGER CASCADES (DCS)
KM:	0.14	Crossing Name:	Noel Cr
Project File ID #:	9177	Br.	02
		Forest Service Road:	NOEL CREEK-WEST

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2016/06/12				
Inspection Comment: The structure is posted @ 20 Tonnes. The rust and spall of the web and flange is up to 5 mm. deep				
1	Required	Medium	\$500	Some rot pockets near through, if used extensively will require at a minimum 6 - 10' 4x10" planks



BC Ministry of Forests and Range
Repairs Summary Report

Page 64 of 65
Date Printed: 2/16/2017
User Id: IDIR\KCONWAYB
Database: PROD
Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Structure #: K490

Site #:	K490			Primary User Name:	DISTRICT MANAGER CASCADES (DCS)
KM:	1.40			Crossing Name:	Coldwater R
Project File ID #:	9279	Br.	01	Forest Service Road:	UPPER COLDWATER

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2016/06/27				
Inspection Comment: May require fill at the #2 downstream corner, material has been pulled down by ATV's				
1	Required	Low	\$1,000	May require fill at the #2 downstream corner, material has been pulled down by ATV's

Structure #: K479

Site #:	K479			Primary User Name:	DISTRICT MANAGER CASCADES (DCS)
KM:	6.48			Crossing Name:	Unnamed
Project File ID #:	9279	Br.	01	Forest Service Road:	UPPER COLDWATER

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2016/06/27				
Inspection Comment: This structure has been redecked				
2	Required	High	\$350	Clean sills bearing and girder flanges
1	Required	Medium	\$1,000	Water bar or reslope the #1 approach to remove surface water from the bridge

Structure #: WO-1871

Site #:	K1482			Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	0.56			Crossing Name:	Reservoir Lake Crk
Project File ID #:	9764	Br.	05	Forest Service Road:	RESERVOIR

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2015/06/12				
Inspection Comment: The cross drain culvert at the #1 approach has a crushed end, which has caused the culvert to silt up and not run freely. It appears that concerns from the previous inspection were addressed with exception of the fore noted. The structure does not have a tag.				
1	Required	Low	\$200	Clean bridge flanges
2	Required	Medium	\$500	repair damaged culvert end at the #1 approach see photo. The cross drain culvert at the #1 approach has a crushed end, which has caused the culvert to silt up and not run freely. It appears that concerns from the previous inspection were addressed with exception of the fore noted.



BC Ministry of Forests and Range
Repairs Summary Report

Page 65 of 65
 Date Printed: 2/16/2017
 User Id: IDIR\KCONWAYB
 Database: PROD
 Report Id: CBR005

Forest District: Cascades Natural Resource District Sort By: Project Number, Branch, KM (Asc), Completed Date (Desc) Site Status:Active

Structure #: K1304

Site #:	K1304	Primary User Name:	BC TIMBER SALES - HEADQUARTERS
KM:	6.53	Crossing Name:	Unnamed
Project File ID #:	9856	Br.	01
		Forest Service Road:	9856

REPAIRS

Repair #	Status	Priority	Estimate (\$)	Description
Inspection: 2005/11/14				
Inspection Comment:				
1	Suggested	Medium	\$0	Approach: Clear slump. Bank has slumped down at the low chain, this has brought trees and gravel into the ditch.