CK-2104
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HARRISON EAST 6.8km

2020 Inspection

CBR iPad Offline Ver 0.33

BRITISH COLUMBIA

CBR Data

Latitude	Longitude
49°23'54.39"	-121°44'49.4"

Crossing Name: Slollicum Creek

FSR #: 5748 Branch #: 1

Road Name: HARRISON EAST

User km: 6.8

Previous Load Rating (tonnes): 91

Structure Class: Permanent Bridge

Portable: N

Superstructure: Steel I-beam

Deck Type: Concrete Composite

Abutment Left: Steel Pipe and Precast Pad

Abutment Right: Steel Pipe and Precast Pad

Spans: 1

Total Length (m): 27.7

Deck Width (m): 6.9

Updated Data

Latitude	Longitude
°0'0"	°0'0"

HD Diff. (m): 5499009.6 Accuracy (m):

L100 or 91 tonnes

Inspection

Date of Inspection: 2020-06-04 2:59:38 PM

Inspector Name: Tyson Miller

Recommended Next Inspection Year: 2023

Inspection Company: FLNRORD

Inspector Comments

P.Eng Comments

The upstream guardrail was struck and all 14 risers have sustained damage, replace them all and ensure they are properly connected to the W beam. Replace the eroded fill at the downstream left bank location. Replace the missing delineator and brush both approaches. Remove all sediment from the deck. Monitor the lockblocks retaining fill at the downstream right bank. Monitor the old log crib retaining fill at both abutments. The current load rating of L100 or 91 tonnes to continue.

2020-11-25

P.Eng Seal

Approach

Alignment	Fair	Tight HC and VC both approaches
Bridge Ahead Signs Missing	(•) 0 ( ) 1 ( ) 2	
Brushing Required	Y	
Delineator Missing Left	( ) 0 (•) 1 ( ) 2	
Delineator Missing Right	(•) 0 ( ) 1 ( ) 2	
Fender Condition	Good	
Posted Load Rating	91000	
Road Surface	Good	

Abutment

Log/Timber Cribs	Fair	Old log crib under existing structure for fill retention
Tie Backs	Poor	End splitting and rot noted at ends
Bin Wall		
Pier		
Concrete		
Caps or Sills		
Piles or Posts	Good	
Ballast Wall	Good	
Wing Wall	Good	Lock blocks downstream right bank - 2nd and 3rd rows are slightly out of alignment and could have been like this since installation - monitor
Bracing	Good	
Hardware		
Fill	Fair	Old log cribs are retaining fill at both abutments, and the downstream left bank is eroding from a lack of surface drainage
Riprap	NA	Both abutments set back from the stream and elevated
Bearings	Fair	
Corrosion Protection	Good	

Deck

Running Surface	Fair	sediment collecting on downstream deck edge
Running Planks		
Sub Deck		
Ties		
Nails		
Deck to Girder Bolts		
Concrete Deck	Fair	
Grout Pockets	Fair	
Deck Joints	Fair	
Steel Deck Plate		
Gravel Surface		
Curb Rail/Blocks/Posts	Poor	All 14 upstream risers damaged, but rail still functional
Hand Rails/Walkouts		
Hardware	Poor	Rail bolts connecting Wbeam to risers not functioning at all locations
Overall Deck Condition	Poor	Due to riser condition along upstream edge
Gravel Depth (mm)		
Pier Deck		

Steel/Concrete

Girders	Good	4800mm between girders
Diaphragms	Good	
Bracing	Good	
Under Trussing		
Hardware	Good	
Welded/grouted shear connectors		

Log

Log Curbs	
Needle Beam	
Needle Lashing/ Shimming	

Needle Beam to Crib (m)

Needle Diameter (mm)

Stringer Number	Species	Peeled	Diameter (mm)	Rot Depth (mm)	Condition	Comment

Hazards

Estimated Present Water Level Depth (m)	1.0	High Water ☐	Debris ☐
Estimated Present Water Level Width (m)	15.0	Aggradation ☐	Scour ☐
Estimated High Water Level Clearance (m)	10	Ice ☐	

Comments

Repairs and Monitoring

	Repair Item	Repair Description
1	Approach. Area/sight line brushing. m². Priority:Low	Brush approaches
2	Structure. Curb Maintenance. # sites. Priority:High	Replace all 14 risers at upstream end
3	Structure. Delineator maintenance. . Priority:Low	Replace missing delineator
4	Approach. Approach fill repair. m³. Priority:Medium	Repair fill at down stream left approach
5	High	Remove sediment from deck
6		
7		

Item	Monitor Description	Frequency
1	lockblocks retaining fill at the downstream right abnk	Routine Inspection
2	old log crib retaining fill at both abutments	Routine Inspection
3		

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Approach from Left Bank when facing downstream

Load Rating Sign

Approach from Left Bank when facing downstream

Fill erosion down stream left bank

Upstream from Crossing

Guard Rail

Downstream from Crossing

Guard Rail

Approach from Right Bank when facing downstream

Damaged guardrail and risers entire upstream

Left Bank Abutment when facing downstream

Upstream guardrail damage

Superstructure

Lock blocks retaining fill at downstream right bank

Right Bank Abutment when facing downstream

Downstream left bank