

CK-2111
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HARRISON EAST 47.2km

2020 Inspection

CBR iPad Offline Ver 0.33



CBR Data

Latitude 49°42'12.8" Longitude -121°51'18.9"

Crossing Name Big Silver River

FSR # 5748 Branch # 1

Road Name HARRISON EAST

User km 47.2

Previous Load Rating (tonnes) 109

Structure Class Permanent Bridge

Portable N

Superstructure Steel I-beam

Deck Type Concrete Composite

Abutment Left Steel Pipe and Precast Pad

Abutment Right Concrete Cast in Place

Spans 1

Total Length (m) 47.5

Deck Width (m) 5

Updated Data

Latitude 49°43'34.78" Longitude -121°51'11.61"

HD Diff. (m) 2539.0 Accuracy (m) 200

L120 or 109 tonnes

Inspection

Date of Inspection 2020-05-15 10:41 AM

Inspector Name Tyson Miller

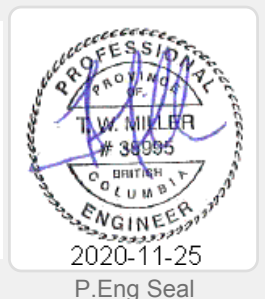
Recommended Next Inspection Year 2023

Inspection Company FLNRORD

Inspector Comments

P.Eng Comments

Add a minimum 6m long x 600mm log fender (or concrete no post barriers) to the upstream left bank approach. Repair the damage to the right bank ballast wall consistent with the Concrete Repair Guide for Concrete Bridge Components MoFLNRO (2017). Monitor the bearing bolt condition at the left bank and the condition of the right bank ballast wall. The current load rating of L120 or 109 tonnes to continue.



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Approach

Alignment Fair

HC and VC both approaches

Bridge Ahead Signs
Missing ☒ 0 ☐ 1 ☐ 2

Brushing Required N

Delineator Missing
Left ☒ 0 ☐ 1 ☐ 2

Delineator Missing
Right ☒ 0 ☐ 1 ☐ 2

Fender Condition Fair Missing upstream left bank

Posted Load Rating 109,000

Road Surface Good

Abutment

Log/Timber Cribs

Tie Backs

Bin Wall

Pier

Concrete

Caps or Sills Good CIP right bank

Piles or Posts Good Left bank

Ballast Wall Fair Damage/spall noted on stream side right bank

Wing Wall Fair Lock blocks downstream left bank - Good, downstream right bank have rotated slightly

Bracing Good

Hardware

Fill Good

Riprap Good BR

Bearings Fair Bearing bolts on bearings 1 and 2 are slightly bent towards stream side on left bank, bearing 3 on flare is in good condition left bank; right bank has steel keepers and in good condition

Corrosion Protection Good

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Deck

Running Surface Good

Running Planks

Sub Deck

Ties

Nails

Deck to Girder Bolts

Concrete Deck Good wearing on wheel path, with heavy wear on left bank deck panel 1

Grout Pockets Good

Deck Joints Good

Steel Deck Plate

Gravel Surface

Curb Rail/Blocks/Posts Good

Hand Rails/Walkouts

Hardware Good

Overall Deck Condition Good

Gravel Depth (mm)

Pier Deck

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Steel/Concrete

Girders Good

Diaphragms Good

Bracing Good

Under Trussing Good Dywidag post tensioning rods and hardware

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
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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)	15	Ice	☐		

Comments

Repairs and Monitoring

Repair Item	Repair Description
1 Approach. Approach fenders (install). Priority:high	Add upstream left bank approach barrier
2 Substructure. Ballast wall/ retaining wall maintenance. Priority:Low	Repair damage noted to right bank wall

3

4

5

6

7

Item	Monitor Description	Frequency
1	bearing bolt condition at left bank	Routine Inspection
2	right bank ballast wall condition	Routine Inspection
3		



Approach from Left Bank when facing downstream



Approach Barrier downstream left approach



Deck



Load Rating Sign



Missing upstream left approach barrier



Upstream from Crossing



Downstream from Crossing



Approach from Right Bank when facing downstream



Superstructure



Right bank ballast wall damage



Duwideg rods



Right bank ballast wall damage



Downstream left bank retaining wall



Utilities



Right Bank Abutment when facing downstream

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Upstream left bank bearing bolt



Left bank flared girder