

CK-2068
CK-2068A

SLESSE 6.1km

2022 Inspection

CBR iPad Offline Ver 0.36



CBR Data

Latitude 49°2'19.5" Longitude -121°39'47.4"

Site Status Active

Insp. Status Inspect

Crossing Name Slesse Creek

FSR # 5127 Branch # 7

Road Name SLESSE

User km 6.1

Previous Load Rating (tonnes) L75 or 68 tonnes

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) 43

Deck Width (m) 5

Updated Data

Latitude 49°2'19.13" Longitude -121°39'47.1"

HD Diff. (m) 13.0 Accuracy (m) 5

L75 or 68 tonnes

Inspection

Date of Inspection 2022-06-30 9:53:01 AM

Recommended Next Inspection 2023
Year

Inspector Name Tyson Miller

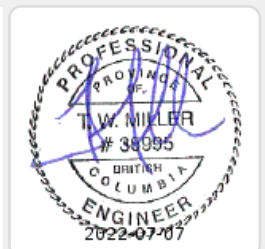
Inspection Company MoF

Inspector Comments Serial/ID Plate See photo

Significant bank erosion has occurred at both the right and left bank locations as a result of the November 2021 storm events. The bank erosion has extended approximately 100m upstream from the right bank abutment. At this location the flood plain widens and within the vegetated cover there is an old rock berm that was previously constructed to protect the FSR when these types of events occur. The high stream flow from the November 2021 storm event did reach this rock berm; however did not cause any damage to it. Consideration should be given to extending this rock berm downstream and tying into the existing right bank riprap to fully protect the FSR in future high flow events. The storm event also resulted in the left bank road approach being washed away, which now requires replacement.

P.Eng Comments

In reviewing the record drawings completed in 2018 there has been significant riprap erosion to both abutments as a result of the November 2021 storm events. I recommend replacing all eroded riprap so the finished product resembles what the record drawing indicates. Furthermore, I recommend repairing the upstream right bank riprap erosion, approximately 100m extent from the right bank abutment. All riprap works should take place during low stream flows. Also, replace the eroded road approach material at the left approach; brush both approaches; and post bridge ahead signs. The current load rating of L75 or 68 tonnes to continue.



PERMIT TO
PRACTICE: 1003022

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Approach

Alignment Fair slight HC right approach

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 Not posted

Road Surface Good

Abutment

Log/Timber Cribs

Tie Backs

Bin Wall

Pier

Concrete

Caps or Sills Good

Piles or Posts Unrated not visible - buried in fill

Ballast Wall Good

Wing Wall

Bracing Unrated not visible - buried in fill

Hardware

Fill Poor Left road approach has been washed away

Riprap Poor Eroded at both abutments - repair prior to Fall precipitation events

Bearings Good

Corrosion Protection Unrated not visible, steel buried in fill

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Deck

Running Surface **Good**

Running Planks

Sub Deck

Ties

Nails

Deck to Girder Bolts

Concrete Deck **Good**

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 11 bolted bays

Bracing Good

Under Trussing

Hardware

Welded/grouted
shear connectors

Log

Log Curbs

Needle Beam

Needle Lashing/
Shimming

Needle Beam to Crib (m)

Needle Diameter (mm)

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

Estimated Present Water Level Depth (m)	1.0	High Water	☐	Debris	☐
Estimated Present Water Level Width (m)	20.0	Aggradation	☐	Scour	☒
Estimated High Water Level Clearance	5.0	Ic	☐		

Comments

Repairs and Monitoring

Repair Item	Repair Description
1 Approach. Area/sight line brushing. m². Priority:Low	Brush approaches
2 Channel. Add Riprap (placed). m³. Priority:High	Add placed riprap to both bank abutments, the finished product should be similar to what the record drawing indicates. The right bank riprap should extent approximately 100m upstream.
3 Approach. Bridge Ahead signs. Priority:Low	Post bridge ahead signs
4 Approach. Reconstruct fill. Priority: High	Replace the eroded road approach material at the left bank approach.

5

6

7

Item	Monitor Description	Frequency
1		
2		
3		



Approach from Right Bank when facing downstream



Approach from Right Bank when facing downstream



Deck



Upstream from Crossing



Upstream right bank riprap erosion



Upstream right bank riprap erosion



Downstream from Crossing



Downstream left bank riprap erosion



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Looking at left bank approach subgrade erosion



Approach from Left Bank when facing downstream



Structure ID



Right Bank Abutment when facing downstream



Superstructure



Upstream right bank riprap erosion



Plate washers not installed on rail



Left Bank Abutment when facing downstream



Bearings - typical



Cable access under deck



Upstream right bank Riprap erosion extent -100m extent



Upstream Profile



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Old rock berm constructed within floodplain under vegetated cover