

QC-7827

MORESBY 0.09km

2019 Inspection

CBR iPad Offline Ver



CBR Data

Latitude	Longitude		
53°6'45.9"	-132°1'6.6"		
Crossing Name	Parsons Creek		
FSR #	10308	Branch #	01
Road Name	MORESBY		
User km	0.09		
Previous Load Rating (tonnes)	150		
Structure Class	Permanent Bridge		
Portable	N		
Superstructure	Concrete Slab Girders		
Deck Type	Concrete		
Abutment Left	Steel Pipe and Precast Pad		
Abutment Right	Steel Pipe and Precast Pad		
Spans	1		
Total Length (m)	12		
Deck Width (m)	4.88		

Updated Data

Latitude	Longitude		
53°6'45.05"	-132°1'6.15"		
HD Diff. (m)	27.5	Accuracy (m)	5
.04			

Inspection

Date of Inspection 2019-09-14 11:45:08 AM

Recommended Next Inspection Year 2022

Inspector Name Lindsey McGill

Inspection Company Chartwell Consultants Ltd.

Inspector Comments Serial/ID Plate QC-7827

Newer bridge install in good condition. Riprap is likely to continue to move on left bank as original log sill rots and scour progresses.

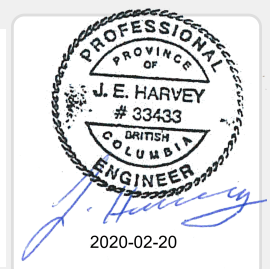
P.Eng Comments

Load Rated by: FLNRORD, J. Harvey P.Eng., February 13, 2020

Load Rating: 150 Tonnes GVW

Next Inspection: September 1, 2022

Comments:



P.Eng Seal

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Approach

Alignment Good

 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

Concrete no posts are leaning outwards on left abutment.

Posted Load Rating

Road Surface Good

Abutment

Log/Timber Cribs N/A

Tie Backs N/A

Bin Wall N/A

Pier N/A

Concrete Good

Caps or Sills Good

Piles or Posts Good

Assumed post/pad footings

Ballast Wall Good

Wing Wall Good

Integrated with cap beam

Bracing N/A

No access

Hardware N/A

Fill Good

Riprap Fair

Scour on downstream left bank, being undermined from below and old log sill appears to be moving resulting in a void in riprap.

Bearings Good

Corrosion Protection N/A

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**Deck**

Running Surface N/A

Running Planks N/A

Sub Deck N/A

Ties N/A

Nails N/A

Deck to Girder Bolts N/A

Concrete Deck Good Welded shear keys.

Grout Pockets N/A

Deck Joints Fair

Steel Deck Plate N/A

Gravel Surface N/A

Curb Rail/Blocks/Posts Good

Hand Rails/Walkouts N/A

Hardware N/A

Overall Deck Condition Good Minor accumulation of gravel on deck.

Gravel Depth (mm)

Pier Deck N/A

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Steel/Concrete

Girders Good 5 slab girder areangement

Diaphragms N/A

Bracing N/A

Under Trussing N/A

Hardware N/A

Welded/grouted
shear connectors Good**Log**

Log Curbs N/A Concrete no posts

Needle Beam N/A

Needle Lashing/
Shimming N/A

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)	.25	High Water	☐	Debris	☐
Estimated Present Water Level Width (m)	5.5	Aggradation	☐	Scour	☒
Estimated High Water Level Clearance (m)	2.5	Ice	☐		

Comments Riprap is actively moving on left abutment (low chain).

Repairs and Monitoring

Repair

Item	Priority	Repair Description
1	Low	Post load rating and add bridge ahead sign to high chain approach
2	Medium	Consider addition of sediment catch boards to edges of deck and clean existing debris off bridge deck.
3		

Item	Monitor Description	Frequency
1	Monitor scour on left abutment and confirm original sill log remains intact. Road fills will be affected as riprap continues to erode from below.	Routine Inspection
2		
3		

Sketch
(Select Signature)

A handwritten signature in black ink, appearing to read "J. McNeil".



Approach from Left Bank when facing downstream



Approach from Right Bank when facing downstream



Upstream Profile



Right Bank Abutment when facing downstream

Riprap actively being scoured.



Downstream Profile



Upstream from Crossing



Left Bank Abutment when facing downstream



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Downstream from Crossing



Leaning concrete no posts on left abutment.



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