



BC Ministry of Forests and Range

Permanent Bridge Inspection Report

Page 1 of 4
Date Printed: 2016/01/07
User Id: IDIR\TYSMILLE
Database: PROD
Report Id: CBR001A
File:

Structure #:	CK-2231	Site #:	CK-2231	Road Name:	PITT-BUCKLIN	Inspection Date:	2015/09/23
KM:	0.80	User km:	0.80	Crossing Name:	Second Canyon Pitt River	Next Inspection Date:	2016/09/23
Project File ID #:	8394	Br.	03	Forest District:	Chilliwack Natural Resource District		
Deck Type:	Concrete Composite			Running Surface:	Concrete		
Superstructure	Steel I-beam			Abutments (Left/Right): (looking downstream)	Steel Pipe and Precast Pad		
Total Length (metres):	57.6	# Spans:	3	Span Length(s) (metres):	21.3, 17.6, 18		
UTM Zone:	10	UTM Easting:	521036	UTM Northing:	5504829		
Inspector Name:	T. Miller			Year Superstructure Installed:	1995		
Access:							

ABUTMENTS

Bearings	Good	
Bracing	Fair	
Ballast Wall	Good	
Corrosion Protection	Fair	
Caps or Sills	Unrated	NA
Fill	Fair	
Hardware	Good	
Piles or Posts	Good	
Riprap	Good	B/R controlled site
Wing Wall	Fair	downstream right bank only - log crib

APPROACHES

Alignment	Fair	fair to poor as heavy HC left approach
Bridge Ahead Signs Missing	2	
Brushing Required	No	
Delineator Missing Left (approaching structure)	0	
Delineator Missing Right (approaching structure)	0	
Fender Condition	Fair	
Posted Load Rating	not	not posted
Road Surface	Fair	

DECK

Span 1

Corporate Bridge Register (CBR)

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Concrete Deck	Good	
Curb Rail/Blocks/Posts	Good	
Deck Joints	Fair	water getting through - monitor
Grout Pockets	Good	
Hardware	Good	
Hand Rails/Walkouts	Not Applicable	
Overall Deck Condition	Fair	
Running Surface	Good	

Span 2

Concrete Deck	Good	
Curb Rail/Blocks/Posts	Good	
Deck Joints	Fair	
Grout Pockets	Good	
Hardware	Good	
Hand Rails/Walkouts	Not Applicable	
Overall Deck Condition	Fair	
Running Surface	Good	

Span 3

Concrete Deck	Good	
Curb Rail/Blocks/Posts	Good	
Deck Joints	Fair	
Grout Pockets	Good	
Hardware	Good	
Hand Rails/Walkouts	Not Applicable	
Overall Deck Condition	Fair	
Running Surface	Good	

PIERS

Pier 1

Bearings	Fair	
Bracing or Sheathing	Not Applicable	
Caps	Fair	moss covers the top of the cap
Cribs	Not Applicable	

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Dolphins	Not Applicable						
Hardware	Fair						
Overall	Fair						
Piles or Posts	Not Applicable						
Riprap	Not Applicable	none - CIP on B/R					
Wall	Not Applicable						
Pier 2							
Bearings	Fair	bearing bolts on downstream end bending					
Bracing or Sheathing	Not Applicable						
Caps	Fair	moss covers the top of the cap					
Cribs	Not Applicable						
Dolphins	Not Applicable						
Hardware	Fair						
Overall	Fair						
Piles or Posts	Not Applicable						
Riprap	Not Applicable	none - CIP on B/R					
Wall	Not Applicable						
SUPERSTRUCTURE							
Span 1							
Bracing	Good						
Diaphragms	Good						
Girders	Fair	corroding at deck joint locations where water is getting through					
Hardware	Good						
Under Trussing	Not Applicable						
Span 2							
Bracing	Good						
Diaphragms	Good						
Girders	Good						
Hardware	Good						
Under Trussing	Not Applicable						
Span 3							
Bracing	Good						
Diaphragms	Good						

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Girders	Good									
Hardware	Good									
Under Trussing	Not Applicable									
CHANNEL	Estimated Present Water Level Depth:	2.0	Estimated Present Water Level Width:		28.0					
	Estimated High Water Level Clearance:	6.0								
HAZARDS	High Water:	No	Scour:	Yes	Ice:	No	Debris:	No	Aggradation:	No
	Comment:	left abutment has scour noted								
REPAIRS	#	Status	Priority	Estimate	Description					
	1	Required	Low	\$500.00	replace missing bridge ahead signs					
MONITORS	#	Description								
	1	footing scour on left bank								
	2	corrosion on span 1 girders (left approach)								
	3	deck joints								
	4	bearing bolts on pier 2								
GENERAL	Inspector's Comment:									
GENERAL	PEng's Comment:	Replace the missing bridge ahead signs. There is water getting through the deck joints on span 1 (left approach span) and causing corrosion on the girders below - monitor. There has been scour noted in front of the left bank footings, monitor so it doesn't not effect the stability of the footing. The right pier has bearing bolts that are bent which also require monitoring. Present load rating of L120 or 109 tonnes to continue.								
GENERAL	Replacement Date for full log haul traffic (year):			2035	Replacement Date for light vehicle traffic (year):					
	Current Inspection Load Rating:		109	Design Load GVW (tonnes):		109	Design Vehicle Config.:			
	Professional Inspection Required?		No	Report Status:	Reviewed By Tyson Miller on 1/7/2016 8:30:05AM					
 07/01/2016										
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CK-2231

PITT-BUCKLIN 0.8km

2015 Inspection



Approach from Right Bank when facing downstream



Right Bank Abutment when facing downstream



Deck



right pier

CK-2231

PITT-BUCKLIN 0.8km

2015 Inspection



grout pockets - typical



right span upstream pier bearing



right span downstream pier bearing



compression seals on both jump spans missing

CK-2231

PITT-BUCKLIN 0.8km

2015 Inspection



left span upstream pier bearing



Left Bank Abutment when facing downstream



left span downstream pier bearing



top flange corrosion from poor deck joints

CK-2231

PITT-BUCKLIN 0.8km

2015 Inspection



top flange corrosion on left upstream girder - limited to outside of girder



left pier



Left Bank Abutment when facing downstream



top flange corrosion on left downstream girder