



BC Ministry of Forests, Lands, and Natural Resource Operations

Permanent Bridge Inspection Report

Page: 1 of 3
 Date Printed: 2019/01/17
 User Id: IDIR\TYSMILLE
 Database: PROD
 Report Id: CBR001A

Structure #:	CK-2107	Site #:	CK-2107	Road Name:	HARRISON EAST	Inspection Date:	2018/06/19
KM:	24.80	User km:	24.10	Crossing Name:	Cogburn Creek	Next Inspection Date:	2021/06/19
Project File ID #:	5748	Br.	01	Forest District:	Chilliwack Natural Resource District		
Deck Type:	Concrete Composite			Running Surface:	Concrete		
Superstructure	Steel I-beam			Abutments (looking downstream)	Left Right	Steel Pipe and Precast Pad Steel Pipe and Precast Pad	
Total Length (metres):	43.6	# Spans:	2	Span Length(s) (metres):	10, 24.9		
UTM Zone:	10	UTM Easting:	589589	UTM Northing:	5487819		
Inspector Name:	Tyson Miller			Year Superstructure Installed:	1990		
Access:	Drive north on road north of Harrison Hot Springs this road connects with Harrison East FSR.						

ABUTMENTS

Bearings	Fair	Slight bulging of pads
Bracing	Good	
Ballast Wall	Good	Creosote timbers
Corrosion Protection	Fair	
Fill	Fair	
Piles or Posts	Fair	
Riprap	Good	

APPROACHES

Alignment	Good	
Bridge Ahead Signs Missing	0	
Brushing Required	Yes	
Delineator Missing Left (approaching structure)	0	
Delineator Missing Right (approaching structure)	0	
Fender Condition	Good	
Posted Load Rating	136090	
Road Surface	Good	

DECK

Span 1

Concrete Deck	Fair	Damage to wheel path, appears to damage sustained from walking tracked equipment across
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Corporate Bridge Register (CBR)

Disclaimer:
 1) Structure and site information is current at the time of report creation and may have changed since the inspection was submitted and/or accepted.
 2) Historic Load Rating data not available, contact FLNRO Regional Office for detailed information.



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Curb Rail/Blocks/Posts	Poor	Rotten risers and blocks
Deck Joints	Good	
Grout Pockets	Good	
Hardware	Poor	Loose rail
Overall Deck Condition	Poor	Due to rail condition
Running Surface	Good	

Span 2

Concrete Deck	Fair	Damage to wheel path, appears to damage sustained from walking tracked equipment across
Curb Rail/Blocks/Posts	Poor	Rotten risers and blocks
Deck Joints	Good	
Grout Pockets	Good	
Hardware	Poor	Loose rail
Overall Deck Condition	Poor	Due to rail condition
Running Surface	Good	

PIERS

Pier 1

Bearings	Good	
Bracing or Sheathing	Good	
Overall	Fair	
Piles or Posts	Fair	minor damage noted to upstream column

SUPERSTRUCTURE

Span 1

Bracing	Good	
Diaphragms	Good	
Girders	Good	
Hardware	Good	

Span 2

Bracing	Good	
Diaphragms	Good	
Girders	Good	
Hardware	Good	

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CHANNEL	Estimated Present Water Level Depth:	2.0	Estimated Present Water Level Width:	18.0						
	Estimated High Water Level Clearance:	3.0								
HAZARDS	High Water:	No	Scour:	No	Ice:	No	Debris:	No	Aggradation:	No
	Comment:									
REPAIRS	#	Status	Priority	Estimate	Description					
	1	Required	Medium	\$	Replace guardrail, risers and blocks					
	2	Required	Low	\$	Brush approaches and fill hole at right approach					
MONITORS	#	Description								
	1	Damage to upstream pier column								
GENERAL	Inspector's Comment:									
GENERAL	PEng's Comment:	Replace the guardrail, risers and blocks. Brush and grade approaches. Present load rating of L150 or 136 tonnes to continue.								
GENERAL	Replacement Date for full log haul traffic (year):	2030	Replacement Date for light vehicle traffic (year):							
	Current Inspection Load Rating:	136	Design Load GVW (tonnes):	136	Design Vehicle Config.:	L150				
	Professional Inspection Required?	No	Report Status:	Reviewed By Tyson Miller on 2019/01/17 11:15:20						



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Approach from Right Bank when facing downstream



Deck



Load Rating Sign



Hole at right approach



Upstream from Crossing



Approach from Left Bank when facing downstream



Downstream from Crossing



Pier



Main span superstructure



Pier



Right abutment



Left Bank Abutment when facing downstream



Girder connection



Downstream Profile



Damage to upstream pier column



Jump span superstructure