



BC Ministry of Forests, Lands, and Natural Resource Operations

Log Stringer Bridge Inspection Report

Page: 1 of 3
Date Printed: 2020/02/18
User Id: IDIR\TYSMILLE
Database: PROD
Report Id: CBR001B

Structure #:	CK-2200	Site #:	CK-2200	Road Name:	KOOKIPI	Inspection Date:	2019/08/28
KM:	0.10	User km:	0.10	Crossing Name:	Nahatlatch River	Next Inspection Date:	2021/08/28
Project File ID #:	6996	Br.	02	Forest District:	Chilliwack Natural Resource District		
Deck Type:	Timber - Treated			Running Surface:	Timber Planks		
Superstructure	Steel I-beam			Abutments (looking downstream)	Left Right	Steel Pipe and Precast Pad Steel Pipe and Precast Pad	
Total Length (metres):	42.5	# Spans:	2	Span Length(s) (metres):	0, 0		
UTM Zone:	10	UTM Easting:	597304	UTM Northing:	5540298		
Inspector Name:	Tyson Miller			Year Superstructure Installed:	1988		
Access:	Drive north on road north of North Bend. This road connects with Nahatlatch River FSR. Turn left off of Nahatlatch River FSR onto Nahatlatch-Kookipi Creek FSR Branch 02.						

ABUTMENTS

Bearings	Fair	Fair to poor, deforming rubber pads with cracks at right bank
Bracing	Unrated	Buried
Ballast Wall	Fair	Minor transverse hairline cracks noted at both banks, more prevalent at left bank
Corrosion Protection	Poor	None visible
Caps or Sills	Fair	Steel cap H beam, leaning to stream side at right bank
Fill	Fair	
Piles or Posts	Fair	H piles
Riprap	Fair	Limited round material at right bank, left is good

APPROACHES

Alignment	Fair	HC and VC right approach
Bridge Ahead Signs Missing	0	
Brushing Required	Yes	
Delineator Missing Left (approaching structure)	0	
Delineator Missing Right (approaching structure)	0	
Fender Condition	Poor	Rotten, undersized or missing
Posted Load Rating	54000	
Road Surface	Fair	

DECK

Span 1

Corporate Bridge Register (CBR)

Disclaimer:
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2) Historic Load Rating data not available, contact FLNRO Regional Office for detailed information.



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Curb Rail/Blocks/Posts	Poor	Some risers visibly rotten and others rotting from the inside, all hardware loose
Deck to Girder Bolts	Good	
Hardware	Fair	Fair to poor as rail bolts are all loose
Nails	Good	
Overall Deck Condition	Poor	due to rail condition
Running Planks	Good	
Sub Deck	Fair	Creosote
Ties	Fair	Creosote

Span 2

Curb Rail/Blocks/Posts	Poor	Some risers visibly rotten and others rotting from the inside, all hardware loose
Deck to Girder Bolts	Fair	
Hardware	Fair	Fair to poor as rail bolts are all loose
Nails	Good	
Overall Deck Condition	Poor	due to rail condition
Running Planks	Good	
Sub Deck	Fair	Creosote
Ties	Fair	Creosote

PIERS

Pier 1

Bearings	Fair	
Bracing or Sheathing	Fair	steep angles
Caps	Fair	Steel H beam
Overall	Fair	
Piles or Posts	Fair	Steel H piles
Riprap	Fair	Fair to poor, not well graded and all round

SUPERSTRUCTURE

Span 1

Bracing	Fair	
Diaphragms	Fair	
Girders	Fair	

Span 2

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Bracing	Fair									
Diaphragms	Fair									
Girders	Fair									
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 fender logs at all corners of bridge					
	2	Required	Medium	\$	Replace guardrail and risers					
	3	Required	Medium	\$	Brush approaches					
MONITORS	#	Description								
	1	Pier pile deformation								
	2	right bank bearings								
	3	Ballast wall condition								
GENERAL	Inspector's Comment:									
GENERAL	PEng's Comment:	Replace the guardrail and risers. Replace all log fenders with new ones with minimum 600mm diameter x 6m length or with concrete no post barriers. Brush approaches. Monitor the condition of the pier piles, the bearings at right abutment, and the condition of the ballast walls. The current load rating of L60 or 54 tonnes to continue.								
GENERAL	Replacement Date for full log haul traffic (year):	2030	Replacement Date for light vehicle traffic (year):							
	Current Inspection Load Rating:	54	Design Load GVW (tonnes):		Design Vehicle Config.:	L60				
	Professional Inspection Required?	No	Report Status:	Reviewed By Tyson Miller on 2020/02/18 14:19:14						



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Approach from Left Bank when facing downstream



Load Rating Sign



Deck



Fender logs rotten or missing at left bank



Upstream from Crossing



Downstream from Crossing



Some risers in poor condition and all hardware loose



Rotten risers and hardware loose



Approach from Right Bank when facing downstream



Right bank bearing



Upstream right bank bearing, rubber bearing pad deformation



Right bank cap leaning towards stream



Jump span



Main span to jump span connection



Downstream Pier pile is leaning slightly towards right bank (into fill)



Left Bank Abutment when facing downstream



Superstructure



Left Bank Bearing



Pier and Right Bank Abutment



Left bank ballast Wall Condition