



BC Ministry of Forests, Lands, and Natural Resource Operations

Permanent Bridge Inspection Report

Page: 1 of 5
Date Printed: 2020/01/22
User Id: IDIR\TYSMILLE
Database: PROD
Report Id: CBR001A

Structure #:	CK-2226	Site #:	CK-2226	Road Name:	BOISE	Inspection Date:	2019/11/06
KM:	0.30	User km:	0.30	Crossing Name:	Pitt River	Next Inspection Date:	2022/11/06
Project File ID #:	8394	Br.	02	Forest District:	Chilliwack Natural Resource District		
Deck Type:	Timber - Untreated			Running Surface:	Timber Planks		
Superstructure	Steel I-beam			Abutments (looking downstream)	Left Right	Pile -Permanent Materials Sill - Permanent Materials	
Total Length (metres):	91.0	# Spans:	4	Span Length(s) (metres):	0, 0, 0, 0		
UTM Zone:	10	UTM Easting:	525816	UTM Northing:	5491671		
Inspector Name:	Tyson Miller		Year Superstructure Installed:	1986			
Access:	Updated by M.Kirk, Onsite Engineering Ltd, Jan 2011						

ABUTMENTS

Bearings	Good	
Bracing	Unrated	none visible
Ballast Wall	Good	Treated timbers
Corrosion Protection	Not Applicable	does not appear to have been coated
Caps or Sills	Good	I beam on right bank
Fill	Fair	
Piles or Posts	Good	H columns
Riprap	Fair	

APPROACHES

Alignment	Good	
Bridge Ahead Signs Missing	2	
Brushing Required	No	
Delineator Missing Left (approaching structure)	1	
Delineator Missing Right (approaching structure)	0	
Fender Condition	Fair	Old logs
Posted Load Rating	not	Not posted
Road Surface	Good	

DECK

Span 1

Corporate Bridge Register (CBR)

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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	Good						
Deck to Girder Bolts	Good						
Hardware	Good						
Nails	Good						
Overall Deck Condition	Good						
Running Planks	Good						
Sub Deck	Good		Treated				
Ties	Good		Treated				
Span 2							
Curb Rail/Blocks/Posts	Good						
Deck to Girder Bolts	Good						
Hardware	Good						
Nails	Good						
Overall Deck Condition	Good						
Running Planks	Good						
Sub Deck	Good		Treated				
Ties	Good		Treated				
Span 3							
Curb Rail/Blocks/Posts	Good						
Deck to Girder Bolts	Good						
Hardware	Good						
Nails	Good						
Overall Deck Condition	Good						
Running Planks	Good						
Sub Deck	Good		Treated				
Ties	Good		Treated				
Span 4							
Curb Rail/Blocks/Posts	Good						
Deck to Girder Bolts	Good						
Hardware	Good						
Nails	Good						

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Overall Deck Condition	Good	
Running Planks	Good	
Sub Deck	Good	
Ties	Good	

PIERS

Pier 1

Bearings	Good	
Bracing or Sheathing	Good	
Overall	Good	
Piles or Posts	Good	H columns on top of CIP Concrete Pier
Riprap	Not Applicable	CIP

Pier 2

Bearings	Good	
Overall	Good	
Piles or Posts	Not Applicable	CIP Concrete Pier
Riprap	Not Applicable	CIP

Pier 3

Bearings	Good	
Bracing or Sheathing	Good	
Caps	Good	I beam
Overall	Fair	
Piles or Posts	Good	4 H columns
Riprap	Fair	

SUPERSTRUCTURE

Span 1

Bracing	Good	minor corrosion
Diaphragms	Good	minor corrosion
Girders	Good	minor corrosion
Hardware	Good	

Span 2

Bracing	Good	minor corrosion
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Diaphragms	Good	minor corrosion								
Girders	Good	minor corrosion								
Hardware	Good									
Span 3										
Bracing	Good	minor corrosion								
Diaphragms	Good	minor corrosion								
Girders	Good	minor corrosion								
Hardware	Good									
Span 4										
Bracing	Good	minor corrosion								
Diaphragms	Good	minor corrosion								
Girders	Good	minor corrosion								
Hardware	Good									
CHANNEL	Estimated Present Water Level Depth:		3.0		Estimated Present Water Level Width:		40.0			
	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	Low	\$ 200.00	Post bridge ahead signs					
MONITORS	#	Description								
	1	Monitor debris buildup between spans 1 and 2								
GENERAL	Inspector's Comment:									

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GENERAL	PEng's Comment: Post bridge ahead signs and monitor debris buildup between spans 1 and 2. Professional documentation confirms structural upgrades were done in 2002 increasing the load rating to L120 or 109 tonnes. This rating (L120 or 109 tonnes) to continue.							
GENERAL	Replacement Date for full log haul traffic (year):		2036		Replacement Date for light vehicle traffic (year):		2036	
	Current Inspection Load Rating:		109	Design Load GVW (tonnes):		109	Design Vehicle Config.:	L120
	Professional Inspection Required?		No	Report Status:		Reviewed By Tyson Miller on 2020/01/22 11:50:54		



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Downstream Profile



Left Pier and girder connection



Span 2 from left bank at Pier 2



Span 2 from left bank superstructure



Left Bank Abutment when facing downstream



Left span superstructure



Downstream Left bank bearing



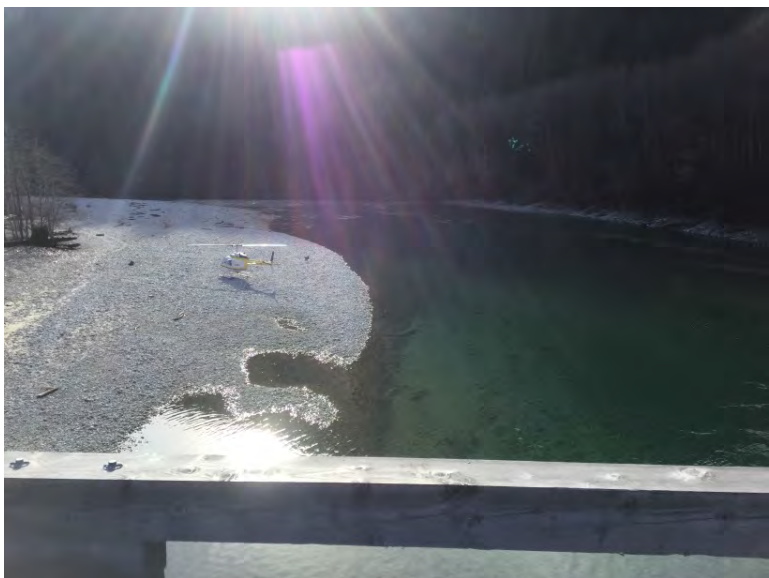
Approach from Left Bank when facing downstream



Deck



Upstream from Crossing



Downstream from Crossing



Span 1 - 2 connection



Span 2 - 3 connection



Span 3 - 4 connection



Approach from Right Bank when facing downstream



Pier 3 from left bank