



BC Ministry of Forests, Lands, and Natural Resource Operations

Permanent Bridge Inspection Report

Page: 1 of 4
Date Printed: 2019/11/07
User Id: IDIR\TYSMILLE
Database: PROD
Report Id: CBR001A

Structure #:	CK-2231	Site #:	CK-2231	Road Name:	BUCKLIN	Inspection Date:	2019/11/06
KM:	0.80	User km:	0.80	Crossing Name:	Second Canyon Pitt	Next Inspection Date:	2019/08/04
Project File ID #:	8394	Br.	03	Forest District:	Chilliwack Natural Resource District		
Deck Type:	Concrete Composite			Running Surface:	Concrete		
Superstructure	Steel I-beam			Abutments (looking downstream)	Left	Steel Pipe and Precast Pad	
					Right	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:	Tyson Miller			Year Superstructure Installed:	1995		
Access:							

ABUTMENTS

Bearings	Good	
Bracing	Good	None left bank due to short column height
Ballast Wall	Good	
Corrosion Protection	Fair	
Fill	Fair	erosion noted at left bank and previous inspection noted fill erosion at right bank
Piles or Posts	Good	Very short columns at left bank
Riprap	Good	Bedrock controlled site
Wing Wall	Fair	Old log crib just for fill retention

APPROACHES

Alignment	Fair	VC right approach, HC left
Bridge Ahead Signs Missing	0	
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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- 2) Historic Load Rating data not available, contact FLNRO Regional Office for detailed information.



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Concrete Deck	Good	
Curb Rail/Blocks/Posts	Fair	Some risers and blocks (ones with sediment built up against) are rotting
Deck Joints	Fair	evidence of water getting through, failed pier deck joint
Grout Pockets	Fair	
Hardware	Fair	
Overall Deck Condition	Fair	
Running Surface	Fair	right span - sediment on deck
Span 2		
Concrete Deck	Good	
Curb Rail/Blocks/Posts	Fair	
Deck Joints	Fair	evidence of water getting through, failed pier deck joint
Grout Pockets	Fair	
Hardware	Fair	
Overall Deck Condition	Fair	
Running Surface	Good	main span
Span 3		
Concrete Deck	Good	
Curb Rail/Blocks/Posts	Poor	6m section knocked off
Deck Joints	Fair	evidence of water getting through, failed pier deck joint
Grout Pockets	Fair	a number of them showing wear but sound
Hardware	Poor	bend/damage rail bolts
Overall Deck Condition	Poor	due to rail condition
Running Surface	Fair	left span
PIERS		
Pier 1		
Bearings	Fair	
Caps	Fair	moss covered
Hardware	Fair	moisture and debris accumulations
Overall	Fair	
Riprap	Not Applicable	CIP on B/R
Pier 2		

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Bearings	Fair	
Caps	Fair	moss covered
Hardware	Fair	moisture and debris accumulations
Overall	Fair	
Riprap	Not Applicable	CIP on B/R

SUPERSTRUCTURE

Span 1

Bracing	Fair	Minor corrosion
Diaphragms	Fair	Minor corrosion
Girders	Fair	Minor corrosion

Span 2

Bracing	Fair	Minor corrosion
Diaphragms	Fair	Minor corrosion
Girders	Fair	Minor corrosion

Span 3

Bracing	Fair	Minor corrosion
Diaphragms	Fair	Minor corrosion
Girders	Fair	Minor corrosion

CHANNEL	Estimated Present Water Level Depth:	3.0	Estimated Present Water Level Width:	25.0
	Estimated High Water Level Clearance:	4.0		

HAZARDS	High Water:	No	Scour:	No	Ice:	No	Debris:	No	Aggradation:	No
	Comment:									

REPAIRS	#	Status	Priority	Estimate	Description
	1	Suggested	High		Reattach 6m of guardrail that is hanging from bridge, require new hardware and risers and blocks in this location
	2	Suggested	Medium		clean and seal deck joints at pier locations
	3	Suggested	Medium		Replace all fender logs with concrete no post barriers or new min 600mm diameter x 6m long logs

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MONITORS

#	Description
1	monitor eroding fill slope at left bank

GENERAL

Inspector's Comment:	Reattach damaged section of rail but replace 3 risers and side-blocks Some risers and blocks rotting due to sediment accumulations at right span
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GENERAL

PEng's Comment:	The upstream left approach guardrail has been struck and is left hanging from the bridge deck. Using the structure is now a safety concern and I recommend closing access to the bridge (0 tonnes load rating) until the guardrail is reattached. In order to reattach this section of guardrail it will require 3 new risers, 3 new side blocks and new hardware in this location. Some of the risers and side-blocks at the right approach (the ones with sediment building up on) are starting to decay and should be replaced at the same time. Clean and seal both deck joints at the pier locations with okum and a poured rubber sealant (paraseal). Replace all fender logs with concrete no post barriers or new minimum 600mm diameter x 6m long logs. The record drawings indicate a CIP footing at the left bank however monitor the condition of the fill slope at this location.
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GENERAL

Replacement Date for full log haul traffic (year):	2035	Replacement Date for light vehicle traffic (year):	
Current Inspection Load Rating:	See footnote	Design Load GVW (tonnes):	109
Design Vehicle Config.:			
Professional Inspection Required?	No	Report Status:	In Progress By IDIR\TYSMILLE on 2019/11/07 15:01:08



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Approach from Right Bank when facing downstream



Deck



Riser condition



Right Bank Abutment when facing downstream



Right face of right pier



Right span superstructure



Right span corrosion on bracing



Right span water getting through deck joints



Downstream right pier bearings



Right Pier deck joint



Upstream right pier bearings



Left face or right pier



Upstream left pier bearing



Downstream left pier bearings



Guardrail damage at upstream left approach



Approach from Left Bank when facing downstream



Upstream left approach fender condition



Left face of left Pier



Left Bank Abutment when facing downstream



Left span superstructure



Downstream Profile