



BC Ministry of Forests, Lands, and Natural Resource Operations

Permanent Bridge Inspection Report

Page: 1 of 4
Date Printed: 2020/09/10
User Id: IDIR\TYSMILLE
Database: PROD
Report Id: CBR001A

Structure #:	CK-2213	Site #:	CK-2213	Road Name:	PEERS	Inspection Date:	2020/06/21
KM:	0.20	User km:	0.20	Crossing Name:	Coquihalla River	Next Inspection Date:	2021/06/21
Project File ID #:	8126	Br.	01	Forest District:	Chilliwack Natural Resource District		
Deck Type:	Concrete			Running Surface:	Concrete		
Superstructure	Steel I-beam			Abutments (looking downstream)	Left	Concrete Cast in Place	
					Right	Concrete Cast in Place	
Total Length (metres):	100.0	# Spans:	3	Span Length(s) (metres):	15.4, 38.9, 45.7		
UTM Zone:	10	UTM Easting:	622149	UTM Northing:	5471689		
Inspector Name:	Tyson Miller		Year Superstructure Installed:	1988			
Access:	Driving East from Hope on Highway #5, turn right on Peers Creek FSR.						

ABUTMENTS

Bearings	Fair	Right bank is good
Ballast Wall	Good	
Concrete Cast in Place	Good	
Caps or Sills	Good	
Fill	Fair	
Riprap	Fair	Right bank is good

APPROACHES

Alignment	Fair	T jct at right bank
Bridge Ahead Signs Missing	0	
Brushing Required	No	
Delineator Missing Left (approaching structure)	0	
Delineator Missing Right (approaching structure)	0	
Fender Condition	Good	
Posted Load Rating	not	Not posted
Road Surface	Fair	

DECK

Span 1

Concrete Deck	Fair	
Curb Rail/Blocks/Posts	Fair	

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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Deck Joints	Fair	unsealed and indications of moisture getting through					
Grout Pockets	Fair						
Hardware	Fair	Loose rail bolts					
Hand Rails/Walkouts	Not Applicable						
Overall Deck Condition	Fair						
Running Surface	Fair						
Span 2							
Concrete Deck	Fair						
Curb Rail/Blocks/Posts	Fair						
Deck Joints	Not Applicable						
Grout Pockets	Not Applicable						
Hardware	Fair	loose rail bolts					
Hand Rails/Walkouts	Not Applicable						
Overall Deck Condition	Fair						
Running Surface	Good						
Span 3							
Concrete Deck	Fair						
Curb Rail/Blocks/Posts	Fair						
Deck Joints	Fair	unsealed and indications of moisture getting through					
Grout Pockets	Fair						
Hardware	Fair	loose rail bolts					
Hand Rails/Walkouts	Not Applicable						
Overall Deck Condition	Fair						
Running Surface	Good						
PIERS							
Pier 1							
Bearings	Fair	bolts appear to be slightly bent towards the stream side					
Bracing or Sheathing	Fair						
Caps	Fair	minor spall with water staining and moss growth					
Cribs	Not Applicable						
Dolphins	Not Applicable						

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Hardware	Not Applicable						
Overall	Fair						
Piles or Posts	Good						
Riprap	Fair						
Wall	Not Applicable						
Pier 2							
Bearings	Fair	plates appear to be slightly curved upwards on ends					
Bracing or Sheathing	Fair						
Caps	Good	previous inspections noted spall but has been recently repaired					
Cribs	Not Applicable						
Dolphins	Not Applicable						
Hardware	Not Applicable						
Overall	Fair						
Piles or Posts	Good						
Riprap	Poor	none					
SUPERSTRUCTURE							
Span 1							
Bracing	Good						
Diaphragms	Good						
Girders	Good	painted					
Hardware	Good						
Under Trussing	Not Applicable						
Span 2							
Bracing	Not Applicable						
Diaphragms	Good	spalls previously noted have been repaired					
Girders	Fair	girder 2 has hairline crack in bottom flange with efflorescence present, no change from what has been previously noted					
Hardware	Not Applicable						
Under Trussing	Not Applicable						
Span 3							
Bracing	Good						
Diaphragms	Good						

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Girders	Good	exteriors are painted								
Hardware	Good									
Under Trussing	Not Applicable									
CHANNEL	Estimated Present Water Level Depth:	2.0	Estimated Present Water Level Width:	60.0						
	Estimated High Water Level Clearance:	2.0								
HAZARDS	High Water:	No	Scour:	Yes	Ice:	No	Debris:	No	Aggradation:	No
	Comment:	Scour noted under pier 2								
REPAIRS	#	Status	Priority	Estimate	Description					
	1	Suggested	Medium	\$	tighten loose rail bolts					
	2	Suggested	Low	\$	clean sediment and debris off pier cap 1 at next close proximity inspection					
MONITORS	#	Description								
	4	concrete cap and bearing condition at both piers, and scour under pier 2								
GENERAL	Inspector's Comment:									
GENERAL	PEng's Comment:	Tighten loose rail bolts throughout all 3 spans. Monitor the concrete cap condition at each pier and the scour under pier 2. The original structural design noted L60 or 54 tonnes capacity; however a structural analysis of the girders was completed by Associated Engineering noting they have capacity to support the CL-625 vehicle. The concrete decks do not show signs of deterioration and there aren't any signs of settlement or distress in the substructure. Increasing the vehicle loads slightly to accommodate highway legal traffic presents a low risk to the Ministry, and as such the load rating can be increased to CL-625 or 63 tonnes. Inspect again next year to ensure no signs of distress are occurring.								
GENERAL	Replacement Date for full log haul traffic (year):	2048	Replacement Date for light vehicle traffic (year):	2048						
	Current Inspection Load Rating:	63 tonnes	Design Load GVW (tonnes):	54	Design Vehicle Config.:	L60				
	Professional Inspection Required?	No	Report Status:	In Progress By IDIR\TYSMILLE on 2020/09/10 11:23:50						



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Approach from Right Bank when facing downstream



Deck



Guard Rail



Upstream from Crossing



Downstream from Crossing



Left span to center span deck joint



Approach from Left Bank when facing downstream



Downstream left bank



Left Bank Abutment when facing downstream



Left bank pier left face



Left bank pier right face



Effluence on center girder near left pier



Right pier left face



Upstream right bank flared girder



Right pier right face



Center span supstructure