

CK-2479
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Grizzly Creek 2.0km

2020 Inspection

CBR iPad Offline Ver 0.33



CBR Data

Latitude	Longitude
°0'0"	°0'0"
Crossing Name	Grizzly Creek
FSR #	Branch #
Road Name	Grizzly Creek
User km	2.0
Previous Load Rating (tonnes)	41
Structure Class	Permanent Bridge
Portable	N
Superstructure	Steel I-beam
Deck Type	Timber – Treated
Abutment Left	Steel Pipe and Precast Pad
Abutment Right	Steel Pipe and Precast Pad
Spans	1
Total Length (m)	
Deck Width (m)	

Updated Data

Latitude	Longitude
49°56'18.4"	121°54'23.8"
HD Diff. (m)	Accuracy (m)
L75 or 68 tonnes	
19.3	
4.9	

Inspection

Date of Inspection 2020-10-27 12:04:25 PM

Recommended Next Inspection Year 2023

Inspector Name Tyson Miller

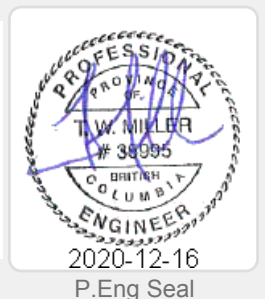
Inspection Company FLNRORD

Inspector Comments

The creosote subdeck material have been removed since last inspection and replaced with untreated materials. This will likely cause the cross ties to deteriorate quicker. The deck only has running planks now

P.Eng Comments

The creosote subdeck materials have been removed and replaced with untreated materials since the last inspection, and this will likely cause the cross ties to deteriorate quicker. When these materials were replaced the new untreated planks were installed poorly (not tight to one another and not all fastened to the cross ties). Ensure all planks are fastened to the cross ties. Ensure the loose outside planks are moved over so they are tight to each other and fastened to the cross ties. Place log fenders at all 4 corners of the bridge and post bridge ahead signs. L75 or 68 tonnes.



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Approach

Alignment Good minor VC at both approaches

Bridge Ahead Signs
Missing ☐ 0 ☐ 1 ☒ 2

Brushing Required N

Delineator Missing
Left ☒ 0 ☐ 1 ☐ 2

Delineator Missing
Right ☒ 0 ☐ 1 ☐ 2

Fender Condition Poor None

Posted Load Rating Not posted

Road Surface Fair

Abutment

Log/Timber Cribs

Tie Backs

Bin Wall

Pier

Concrete

Caps or Sills

Piles or Posts Fair

Ballast Wall Good Creosote timbers

Wing Wall

Bracing Fair

Hardware

Fill Fair

Riprap Fair

Bearings Fair

Corrosion Protection Fair

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Deck

Running Surface

Running Planks

Fair

Not placed tight together and outside strips not fastened

Sub Deck

Poor

None

Ties

Fair

Damage noted to random ties, likely done when removing old subdeck materials

Nails

Fair

Deck to Girder Bolts

Good

Concrete Deck

Grout Pockets

Deck Joints

Steel Deck Plate

Gravel Surface

Curb Rail/Blocks/Posts

Good

Hand Rails/Walkouts

Hardware

Fair

Overall Deck Condition

Fair

Gravel Depth (mm)

Pier Deck

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Steel/Concrete

Girders Good

Diaphragms Good 4 welded bays

Bracing Good

Under Trussing

Hardware

Welded/grouted
shear connectors

Log

Log Curbs

Needle Beam

Needle Lashing/
Shimming

Needle Beam to Crib (m)

Needle Diameter (mm)

Stringer
Number

Species

Peeled

Diameter
(mm)

Rot Depth
(mm)

Condition

Comment

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Hazards

Estimated Present Water Level Depth (m)	0.4	High Water	☐	Debris	☐
Estimated Present Water Level Width (m)	12.0	Aggradation	☐	Scour	☐
Estimated High Water Level Clearance (m)	2.0	Ice	☐		

Comments

Repairs and Monitoring

Repair Item	Repair Description
1 Approach. Approach fenders (install). # of units. Priority:Low	Install log fenders or concrete no post barriers
2 Medium	Fasten all planks to ties
3 Low	Install bridge ahead signs
4	
5	
6	
7	

Item	Monitor Description	Frequency
1		
2		
3		



Approach from Left Bank when facing downstream



Deck



Upstream from Crossing



Downstream from Crossing



Outside strip of planks on downstream not tight to each other or fastened to cross ties



Damage to downstream cross tie



Approach from Right Bank when facing downstream



Left Bank Abutment when facing downstream



Deck



Right Bank Abutment when facing downstream



Superstructure



Upstream planks not tight to each other and not fastened to the cross ties



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Downstream planks