SC-8043
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# HOMATHKO 3.3km

2022 Inspection

CBR iPad Offline Ver

## CBR Data

| Latitude | Longitude |
|---|---|
| 50°56'9.89" | -124°52'41.1" |

| | |
|---|---|
| Site Status | Active |
| Insp. Status | Inspect |
| Crossing Name | Cumsack Slough |
| FSR # | 7445 |
| Branch # | 1 |
| Road Name | HOMATHKO |
| User km | 3.3 |
| Previous Load Rating (tonnes) | 136 |
| Structure Class | Permanent Bridge |
| Portable | N |
| Superstructure | Steel I-beam |
| Deck Type | Timber - Treated |
| Abutment Left | Other |
| Abutment Right | Other |
| Spans | 1 |
| Total Length (m) | 42.4 |
| Deck Width (m) | 4.88 |

## Updated Data

| Latitude | Longitude |
|---|---|
| 50°56'9.54" | -124°52'40.75" |

| | | | |
|---|---|---|---|
| HD Diff. (m) | 13.2 | Accuracy (m) | 5 |

## Inspection

Date of Inspection: 2022-09-27 8:37 AM

Inspector Name: Jonathon Harvey

Recommended Next Inspection: 2025

Inspection Company: MoF

Inspector Comments

Serial/ID Plate

Down rate until guardrails have been replaced. Post load rating signs.

P.Eng Comments

Load Rated by: MoF, J. Harvey P.Eng., November 2022
Load Rating: 0 Tonnes GVW
Next Inspection Year: 2025
Comments:

PERMIT TO PRACTICE: 1003022

## Approach

| | | |
|---|---|---|
| Alignment | Fair | |
| Bridge Ahead Signs Missing | ○ 0 ○ 1 ● 2 | |
| Brushing Required | Y | Brushy |
| Delineator Missing Left | ○ 0 ○ 1 ● 2 | |
| Delineator Missing Right | ○ 0 ○ 1 ● 2 | |
| Fender Condition | Fair | Logs |
| Posted Load Rating | | |
| Road Surface | Fair | |

## Abutment

| | | |
|---|---|---|
| Log/Timber Cribs | N/A | |
| Tie Backs | N/A | |
| Bin Wall | N/A | |
| Pier | N/A | |
| Concrete | N/A | |
| Caps or Sills | Fair | |
| Piles or Posts | Fair | |
| Ballast Wall | Fair | Large cedar logs |
| Wing Wall | N/A | |
| Bracing | Fair | |
| Hardware | Fair | |
| Fill | Fair | |
| Riprap | Fair | Minimal |
| Bearings | Fair | |
| Corrosion Protection | Fair | |

## Deck

| | | |
|---|---|---|
| Running Surface | Poor | |
| Running Planks | Poor | Rotten |
| Sub Deck | Fair | Creosote |
| Ties | Fair | Creosote |
| Nails | Fair | |
| Deck to Girder Bolts | Fair | |
| Concrete Deck | N/A | |
| Grout Pockets | N/A | |
| Deck Joints | N/A | |
| Steel Deck Plate | N/A | |
| Gravel Surface | N/A | |
| Curb Rail/Blocks/Posts | Poor | Rotten and falling off |
| Hand Rails/Walkouts | N/A | |
| Hardware | Fair | |
| Overall Deck Condition | Poor | Replace |
| Gravel Depth (mm) | | |
| Pier Deck | N/A | |

## Steel/Concrete

| | | |
|---|---|---|
| Girders | Fair | Very minimal corrosion |
| Diaphragms | Fair | |
| Bracing | Fair | |
| Under Trussing | N/A | |
| Hardware | Fair | |
| Welded/grouted shear connectors | N/A | |

## 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 |

## Hazards

| | | | |
|---|---|---|---|
| Estimated Present Water Level Depth (m) | 3 | High Water ☐ | Debris ☐ |
| Estimated Present Water Level Width (m) | 30 | Aggradation ☐ | Scour ☐ |
| Estimated High Water Level Clearance | 1.0 | Ic ☐ | |

Comments

## Repairs and Monitoring

| | Repair Item | Repair Description |
|---|---|---|
| 1 | Approach. Area/sight line brushing. 20 m². Priority:Low | Brush sight lines when active |
| 2 | Structure. Full Curb Replacement. 80 . Priority:High | Replace guardrails |
| 3 | Structure. Minor redecking (wearing surface). 200 m. Priority:Medium | Replace wear deck |
| 4 | Approach. Add Warning Signs. 4 # of signs. Priority:Low | Add delineators |
| 5 | | |
| 6 | | |
| 7 | | |

| Item | Monitor Description | Frequency |
|---|---|---|
| 1 | | |
| 2 | | |
| 3 | | |

Approach from Left Bank when facing downstream



Approach from Right Bank when facing downstream



Deck



Guard Rail

BRITISH COLUMBIA

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Upstream from Crossing



Downstream from Crossing

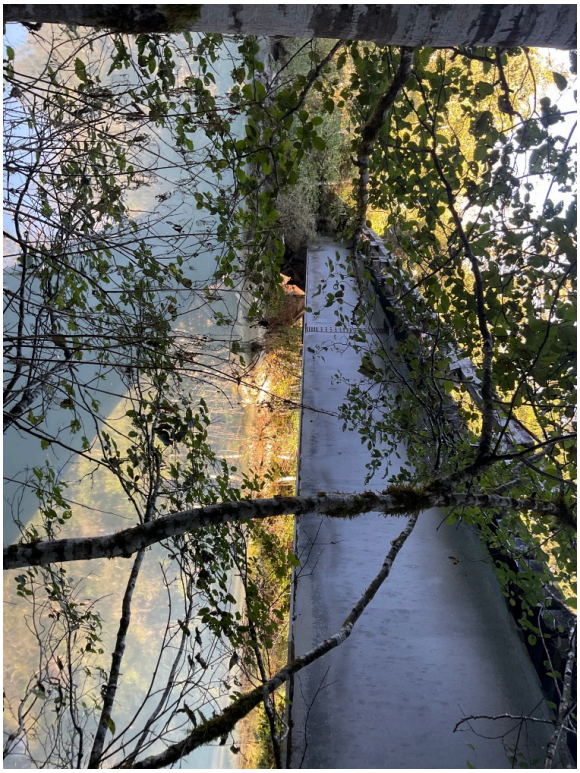


Right Bank Abutment when facing downstream



Left Bank Abutment when facing downstream

Upstream Profile



Superstructure

Deck

Left Bank Abutment when facing downstream

Right Bank Abutment when facing downstream

Guard Rail

Downstream Profile