

	GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure	BRIDGE INSPECTION REPORT B10072021-5	
Date: 10/3/2021	Inspected By: Mike Button	Category: Office - Bridge Office	
BRIDGE INFORMATION			
Site:	TCH-201 - CARRICK DRIVE UNDERPASS		
Route:		Overall Length:	42.6 m
Year Built:	2001	Est: No	Overall Width: 12 m
Year Last Rehab.:		Est: No	Roadway Width: 8 m
Region:	AVALON PENINSULA	Sidewalk Width:	2 m
Jurisdiction:	Provincial	Clearance to R.D. or N.W.L.:	5.3 m
Type of Structure:	05 - Pre-stressed Concrete Slab	Max Depth of N.W.L.:	0 m
Purpose of Structure:	01 - Highway Grade Separation	Spans:	
Type of Handrail:	01 - Aluminum Rail	Span No.:	Length
Roadway Surface:	02 - Asphalt	1	18.5
Alignment Vertical:	01 - Good	2	18.5
Alignment Horizontal:	01 - Good	3	0
Restrictions:	No	6	0
BRIDGE PHOTOS			
			
SUBSTRUCTURE			
Condition:	F2 - Fair	Bearings:	F1 - Fair
		Bearing Seat:	F2 - Fair
Comments:	- Both abutment faces and bearing seats in fair condition. Pier in fair condition with mild vertical cracking with some graffiti present. - Bearing plates have severe corrosion on the bearing seat and plate attached to bottom of deck while the slider/contact plates were uninspectable, P3. Bearings viewed from side as clearance from top of MSE wall to ground level was confined. Pier bearings viewed from below and appear to be in similar condition. - All wingwalls in fair condition. - MSE wall in good condition with graffiti present.		
SUPERSTRUCTURE			
Condition:	F2 - Fair	Expansion Joints:	F1 - Fair
Comments:	- Fascia's on both sides have mild vertical hairline cracking throughout. - Bottom of deck in good condition. - Expansion joint lightly damaged on southeast curb, likely from plough. No evidence of leaking below, F1.		
DECK			

Condition:	F2 - Fair	Curbs:	F2 - Fair
Hand Rail:	F2 - Fair	Roadway Condition:	F2 - Fair
Approach Rail:	F1 - Fair		
Comments:	- Asphalt in fair condition. - Aluminum handrail in good condition. - Approach/exit rails in fair condition complete with hazard markers and connected to end blocks. - Northeast rail at ORR level needs replacement due to plough damage.		

HYDROLOGY

Water Velocity:	n/a m/s	Ice Problem:	NA - Not Applicable
Water Depth:	n/a m	Scour Problem:	NA - Not Applicable
Waterway:	03 - Not Applicable	Debris Problem:	NA - Not Applicable
Comments:	- None.		

REPLACEMENT/REHABILITATION

Next Rehab. Date:	2030	Replacement Year:	2070
Antic. Rehab. Cost:	\$200000	Replacement Cost:	\$2000000
Recommendations:	- Potentially replace bearings and expansion joints within 5-10 years (2030), \$200,000. These tasks will likely have to be done together in order to jack up the bridge.		

OBSERVATIONS

Overall Condition:	F2 - Fair	Requires Further Inspection:	No
Additional Observations:	- Traffic control required for inspection.		

LEGEND:

Condition Definitions:			Problem Definitions:	Category Definitions:
1 - *Good - [discontinued code].	F2 - Fair.	C - Unsafe (Closed to Public).	N - No Problem.	Maint. - Maintenance.
2 - *Fair - [discontinued code].	F1 - Fair.	U - Uninspectable.	P - Possible Problem.	Eng. - Engineering.
3 - *Poor - [discontinued code].	P3 - Poor.	I - Inapplicable.	K - Known Problem.	Office - Bridge Office.
4 - *Unsafe - [discontinued code].	P1 - Poor.		NA - Not Applicable.	
G - Good.	P - Poor.			

PHOTO GUIDELINES:

Inspection Photos:

Please provide photos using guidelines below:

- Any item which inspector feels should be documented by photograph
- All items noted above as being P3, P1, P, or C
- Any evidence of known ice, scour, debris, waterway problems

INSPECTION PHOTOS