

	GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure	BRIDGE INSPECTION REPORT B09092021-4	
Date: 3/13/2020	Inspected By: Hunt R	Category: Eng. - Engineering	
BRIDGE INFORMATION			
Site:	1-301 - CLAM RIVER BRIDGE		
Route:	91	Overall Length:	14 m
Year Built:	1985	Est: No	Overall Width: 10.7 m
Year Last Rehab.:		Est: No	Roadway Width: 10 m
Region:	AVALON PENINSULA	Sidewalk Width:	0.35 m
Jurisdiction:	Provincial	Clearance to R.D. or N.W.L.:	1 m
Type of Structure:	04 - Rigid Frame	Max Depth of N.W.L.:	0.5 m
Purpose of Structure:	04 - Over Non-Navigable Waters		
Type of Handrail:	01 - Aluminum Rail	Spans:	
Roadway Surface:	01 - Concrete	<u>Span No.:</u>	<u>Length</u>
Alignment Vertical:	01 - Good	1	5.7
Alignment Horizontal:	02 - Adequate	2	5.7
Restrictions:	No	3	0
		4	0
		5	0
		6	0
BRIDGE PHOTOS			
			
SUBSTRUCTURE			
Condition:	F1 - Fair	Bearings:	I - Inapplicable
		Bearing Seat:	I - Inapplicable
Comments:	- Assumed condition of buried and submerged reinforced concrete leg-pier footings - Original structure extended approx. 6m D/S, new deck placed atop original legs and piers. - Possible asphalt impregnated board bearings atop frame legs - Inspection restarted on sub-surface due to low clearance, flow and ice		
SUPERSTRUCTURE			
Condition:	P1 - Poor	Expansion Joints:	F2 - Fair
Comments:	- P1 (U/S center pier. - F1 (original structure). - F2 (extension) - Severe delamin./disintegration of U/S center pier. - Medium spalling to U/S corners of original frame legs. - Numerous wide vert./horiz. cracks with heavy efflor. in upstream legs, wingwalls, and piers. - Heavy efflor deposits around construction joints on deck bottom.		
DECK			

Condition:	F1 - Fair	Curbs:	F1 - Fair
Hand Rail:	P3 - Poor	Roadway Condition:	F1 - Fair
Approach Rail:	G - Good		
Comments:	- Numerous med. horiz.. cracks light efflor. deposits in original U/S deck fascias - Numerous wide long./trans. cracks with heavy efflor. deposits in original deck soffits - Medium/severe spalling with medium corrosion to exposed reinf. in exposed deck surface at extension const. joints and pier exp. joints. - SE end block and curb structure cracked and tipping out. - Aluminum handrail has minor damage, scrapes and dents as wall end caps missing - Rail sticks out beyond endblock on NE corner - Numerous large potholes in gravel road surface		

HYDROLOGY

Water Velocity:	0.4 m/s	Ice Problem:	P - Possible Problem
Water Depth:	0.6 m	Scour Problem:	P - Possible Problem
Waterway:	03 - Not Applicable	Debris Problem:	P - Possible Problem
Comments:			

REPLACEMENT/REHABILITATION

Next Rehab. Date:	2020	Replacement Year:	2035
Antic. Rehab. Cost:	\$100	Replacement Cost:	\$700
Recommendations:	- Repair all concrete defects, resurface deck, possibly replace pier expansion joint, repair aluminum handrails - Fix SE end block		

OBSERVATIONS

Overall Condition:	P1 - Poor	Requires Further Inspection:	No
Additional Observations:	P1 - original structure P3 - deck surface F1 & F2 - remaining items		

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