

	GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure	<b>BRIDGE INSPECTION REPORT</b> <b>B11152021-4</b>	
<b>Date:</b> 10/19/2021	<b>Inspected By:</b> Mike Button	<b>Category:</b> Office - Bridge Office	
<b>BRIDGE INFORMATION</b>			
<b>Site:</b>	1-246 - NEW PERLICAN POND BRIDGE (HARRY'S)		
<b>Route:</b>		<b>Overall Length:</b>	6.8 m
<b>Year Built:</b>	1965	<b>Est:</b> No	<b>Overall Width:</b> 8.6 m
<b>Year Last Rehab.:</b>		<b>Est:</b> No	<b>Roadway Width:</b> 7.4 m
<b>Region:</b>	AVALON PENINSULA	<b>Sidewalk Width:</b>	0 m
<b>Jurisdiction:</b>	Provincial	<b>Clearance to R.D. or N.W.L.:</b>	1.4 m
<b>Type of Structure:</b>	02 - Double Tee	<b>Max Depth of N.W.L.:</b>	0.3 m
<b>Purpose of Structure:</b>	04 - Over Non-Navigable Waters	<b>Spans:</b>	
<b>Type of Handrail:</b>	02 - Concrete Rail	<u>Span No.:</u>	<u>Length</u>
<b>Roadway Surface:</b>	02 - Asphalt	<u>Span No.:</u>	<u>Length</u>
<b>Alignment Vertical:</b>	01 - Good	1	6
<b>Alignment Horizontal:</b>	01 - Good	2	0
<b>Restrictions:</b>	No	3	0
		4	0
		5	0
		6	0
<b>BRIDGE PHOTOS</b>			
			
<b>SUBSTRUCTURE</b>			
<b>Condition:</b>	F1 - Fair	<b>Bearings:</b>	U - Uninspectable
		<b>Bearing Seat:</b>	P3 - Poor
<b>Comments:</b>	- Northeast bearing seat, and abutment corner has mild map cracking with efflorescence. - Southeast bearing seat has a small spall under the exterior double tee. The top corner of the abutment in the same location is disintegrated and has exposed reinforcement, P3. Face of both abutments in fair condition, F1. - No wingwalls.		
<b>SUPERSTRUCTURE</b>			
<b>Condition:</b>	P3 - Poor	<b>Expansion Joints:</b>	U - Uninspectable
<b>Comments:</b>	- No leakage or staining observed between pre-cast double tee sections, F1. - North double tee previously patched at mid-span. Area/patch re-cracked, P3. Northeast and southeast double tee bearing blocks have light disintegration with medium map cracking and efflorescence. This is likely caused from roadway run off. Shim packs visible on northwest bearing seat with medium corrosion. Remainder of double tees in fair condition, F1. - Bottom of deck/precast panels around deck drains and isolated locations under the exterior soffits have the rebar mat visible, P3. - Deck drain locations dripping water onto double tees and is running along the bottom of deck		

causing an unnecessarily harsh environment, P3. - Water seen running down over each abutments face in certain locations. Possible expansion joint leakage. Some of this water is from the deck drains.

**DECK**

<b>Condition:</b>	F1 - Fair	<b>Curbs:</b>	P3 - Poor
<b>Hand Rail:</b>	P3 - Poor	<b>Roadway Condition:</b>	G - Good
<b>Approach Rail:</b>	I - Inapplicable		
<b>Comments:</b>	- No hazard markers, approach/exit guiderail, or end blocks. - Asphalt new, G. - Northwest deck drain paved over. - Most rails cracked on old concrete handrail, P3. - Roadway curbs in fair condition with spalls throughout. Exterior fascia's concrete surface is disintegrated or has heavy cracking with efflorescence, P3.		

**HYDROLOGY**

<b>Water Velocity:</b>	0.2 m/s	<b>Ice Problem:</b>	N - No Problem
<b>Water Depth:</b>	0.2 m	<b>Scour Problem:</b>	N - No Problem
<b>Waterway:</b>	01 - Adequate	<b>Debris Problem:</b>	N - No Problem
<b>Comments:</b>	- Flow rate is very low. Medium vegetation growth on the southeast corner of the structure.		

**REPLACEMENT/REHABILITATION**

<b>Next Rehab. Date:</b>	2025	<b>Replacement Year:</b>	2035
<b>Antic. Rehab. Cost:</b>	\$30,000	<b>Replacement Cost:</b>	\$800,000
<b>Recommendations:</b>	- Repair northeast and southeast double tee bearing areas. Repair north double tee at mid-span. Extend and seal around new deck drains. Install hazard markers.		

**OBSERVATIONS**

<b>Overall Condition:</b>	F1 - Fair	<b>Requires Further Inspection:</b>	No
<b>Additional Observations:</b>	- Hazards, mild traffic. - Bridge generally in fair condition over all. Some areas as indicated above need rehabilitation work. Properly fixing the deck drains is the most crucial for preservation of the structures life.		

**LEGEND:**

**Condition Definitions:**

1 - \*Good - [discontinued code].  
 2 - \*Fair - [discontinued code].  
 3 - \*Poor - [discontinued code].  
 4 - \*Unsafe - [discontinued code].  
 G - Good.

F2 - Fair.  
 F1 - Fair.  
 P3 - Poor.  
 P1 - Poor.  
 P - Poor.

C - Unsafe (Closed to Public).  
 U - Uninspectable.  
 I - Inapplicable.

**Problem Definitions:**

N - No Problem.  
 P - Possible Problem.  
 K - Known Problem.  
 NA - Not Applicable.

**Category Definitions:**

Maint. - Maintenance.  
 Eng. - Engineering.  
 Office - Bridge Office.

**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**