

	GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure	BRIDGE INSPECTION REPORT B09102021-7	
Date: 8/26/2021	Inspected By: Mike Button	Category: Office - Bridge Office	
BRIDGE INFORMATION			
Site:	1-130 - TWIN BRIDGES #1, FRESHWATER RIVER		
Route:		Overall Length:	19.6 m
Year Built:	1975	Est: Yes	Overall Width: 10.9 m
Year Last Rehab.:		Est: No	Roadway Width: 6.7 m
Region:	AVALON PENINSULA		Sidewalk Width: 0.35 m
Jurisdiction:	Provincial		Clearance to R.D. or N.W.L.: 1.1 m
Type of Structure:	02 - Double Tee		Max Depth of N.W.L.: 1 m
Purpose of Structure:	04 - Over Non-Navigable Waters		Spans:
Type of Handrail:	01 - Aluminum Rail		<u>Span No.:</u> <u>Length</u> <u>Span No.:</u> <u>Length</u>
Roadway Surface:	02 - Asphalt	1	11.7 4 0
Alignment Vertical:	01 - Good	2	0 5 0
Alignment Horizontal:	01 - Good	3	0 6 0
Restrictions:	No		
BRIDGE PHOTOS			
			
SUBSTRUCTURE			
Condition:	P3 - Poor	Bearings:	U - Uninspectable
		Bearing Seat:	P3 - Poor
Comments:	- Spalls occurring under both the upstream and downstream exterior bearing seats due to moisture, P3. - Bearings on the south abutment also indicate leaking from above. However, exterior bearings have small cracks with efflorescence at this time, F1. - Both abutments have no evidence of water running down the interior face. Abutment faces show no signs of deterioration, F2. - Wingwalls have mild-med alligator cracking with efflorescence.		
SUPERSTRUCTURE			
Condition:	F1 - Fair	Expansion Joints:	P3 - Poor
Comments:	- Both fascias in good condition. Double tees showing stirrups in some locations (low to no cover), F1. No evidence of leaking between double tee precast sections at this time. - Deck drains extended below double tees. - Expansion joints uninspectable but there is evidence of leaking and it is causing deterioration to bearing seats.		

DECK			
Condition:	F2 - Fair	Curbs:	F1 - Fair
Hand Rail:	P3 - Poor	Roadway Condition:	F1 - Fair
Approach Rail:	G - Good		
Comments:	- All new asphalt, approach/exit rails and hazard markers since last inspection, G. - No end blocks. - Handrail in F2 condition upstream, minor dents. Downstream handrail has two twisted posts on the southeast corner. Top rail held on with rope, P3. All handrails missing end caps. - Curbs F1.		
HYDROLOGY			
Water Velocity:	0.5 m/s	Ice Problem:	N - No Problem
Water Depth:	0.4 m	Scour Problem:	P - Possible Problem
Waterway:	01 - Adequate	Debris Problem:	N - No Problem
Comments:	- Rip-rap continuing to migrate into channel.		
REPLACEMENT/REHABILITATION			
Next Rehab. Date:	2025	Replacement Year:	2035
Antic. Rehab. Cost:	\$100000	Replacement Cost:	\$1400000
Recommendations:	- Repair exterior bearing areas, rip-rap, expansion joints and likely double tees at time of re-hab.		
OBSERVATIONS			
Overall Condition:	P3 - Poor	Requires Further Inspection:	No
Additional Observations:	- P3 leaking expansion joints, bearing seat exteriors and southeast handrail. F2 remainder. Hazards, traffic and slopes. Bridge generally in good condition.		
LEGEND:			
Condition Definitions:		Problem Definitions:	
1 - *Good - [discontinued code].	F2 - Fair.	C - Unsafe (Closed to Public).	N - No Problem.
2 - *Fair - [discontinued code].	F1 - Fair.	U - Uninspectable.	P - Possible Problem.
3 - *Poor - [discontinued code].	P3 - Poor.	I - Inapplicable.	K - Known Problem.
4 - *Unsafe - [discontinued code].	P1 - Poor.		NA - Not Applicable.
G - Good.	P - Poor.		Category Definitions:
			Maint. - Maintenance.
			Eng. - Engineering.
			Office - Bridge Office.
PHOTO GUIDELINES:			
Inspection Photos:			
Please provide photos using guidelines below:			
<ul style="list-style-type: none"> ● 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			