

	GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure	BRIDGE INSPECTION REPORT B09132021-2	
Date: 9/1/2021	Inspected By: Mike Button	Category: Office - Bridge Office	
BRIDGE INFORMATION			
Site:	3-030 - NORTHWEST GANDER RIVER BRIDGE		
Route:	360	Overall Length:	120.2 m
Year Built:	1967	Est: No	Overall Width: 8.9 m
Year Last Rehab.:	2008	Est: No	Roadway Width: 7.4 m
Region:	CENTRAL WEST	Sidewalk Width:	0 m
Jurisdiction:	Provincial	Clearance to R.D. or N.W.L.:	3 m
Type of Structure:	01 - AASH to Girder	Max Depth of N.W.L.:	5 m
Purpose of Structure:	04 - Over Non-Navigable Waters		Spans:
Type of Handrail:	01 - Aluminum Rail	Span No.:	Length
Roadway Surface:	02 - Asphalt	1	30
Alignment Vertical:	02 - Adequate	2	0
Alignment Horizontal:	02 - Adequate	3	0
Restrictions:	No	6	0
BRIDGE PHOTOS			
			
SUBSTRUCTURE			
Condition:	F1 - Fair	Bearings:	P3 - Poor
		Bearing Seat:	F2 - Fair
Comments:	- Wingwalls have mild AAR in some locations. Abutment faces and sides replaced, G. Both abutment face repairs were left high during rehab causing back of bearing area to pool water, monitor area on future inspections. Condition of concrete good but this will accelerate deterioration. - New pier noses and tails on all 3 piers. Mid portion between all piers nose and tails exhibiting medium-wide pattern cracking, F1. Pier bearing areas have mild spalling around girders. Most were fixed during recent rehab. Pier bearing areas cannot be inspected in detail due to distance and height. No evidence of scour around footings. Mild concrete erosion at waterline level on piers. Abutment faces and pier noses G. Mid sections of pier F1. - No visible bearings on west abutment. East bearings squat/deformed.		
SUPERSTRUCTURE			
Condition:	F2 - Fair	Expansion Joints:	P3 - Poor
	- As per rehab drawings, pier 3 has its seal replaced and pier 2 was totally replaced, not verified due to highway		

Comments: traffic hazards. - East & west abutment expansion joints are leaking with medium deterioration to back wall, and girder end blocks, P3. Concrete is heavily cracked with efflorescence on the underside of deck behind the girders (expansion joint area), P3. Underside of deck F2 otherwise. Pier 3 expansion joint still has evidence of minor leaking, F1. Piers 1 and 2 no evidence of leaking, F2. Girders in fair condition, F2.

DECK

Condition:	F2 - Fair	Curbs:	G - Good
Hand Rail:	F2 - Fair	Roadway Condition:	G - Good
Approach Rail:	G - Good		
Comments:	- New curb/soffit, approach/exit rail, and asphalt, G. Approach/exit connected to end blocks and equipped with hazard markers. Approach/exit shoulder on northwest side has a medium sized (300x300mm) erosion hole in it, P1.		

HYDROLOGY

Water Velocity:	1 m/s	Ice Problem:	P - Possible Problem
Water Depth:	0.5 m	Scour Problem:	N - No Problem
Waterway:	01 - Adequate	Debris Problem:	P - Possible Problem
Comments:	- No comment.		

REPLACEMENT/REHABILITATION

Next Rehab. Date:	2025	Replacement Year:	2035
Antic. Rehab. Cost:	\$100000	Replacement Cost:	\$3500000
Recommendations:	- Structure rehabbed in 2020. Replace east abutment expansion joint.		

OBSERVATIONS

Overall Condition:	F2 - Fair	Requires Further Inspection:	No
Additional Observations:	- P3 east expansion joint and damage to concrete behind girders, F2 remainder. Hazards, medium traffic, steep slopes and some deep pools of water.		

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