

	GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure	BRIDGE INSPECTION REPORT B12142021-2	
Date: 10/31/2021	Inspected By: Mike Button	Category: Office - Bridge Office	
BRIDGE INFORMATION			
Site:	5-030 - MIRON RIVER BRIDGE		
Route:	500	Overall Length:	30.4 m
Year Built:	1987	Est: No	Overall Width: 12.3 m
Year Last Rehab.:		Est: No	Roadway Width: 11.3 m
Region:	LABRADOR	Sidewalk Width:	0 m
Jurisdiction:	Provincial	Clearance to R.D. or N.W.L.:	2.4 m
Type of Structure:	08 - Steel Bridge	Max Depth of N.W.L.:	1.9 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	18
Alignment Horizontal:	01 - Good	2	0
Restrictions:	No	3	0
		<u>Span No.:</u>	<u>Length</u>
		4	0
		5	0
		6	0
BRIDGE PHOTOS			
			
SUBSTRUCTURE			
Condition:	G - Good	Bearings:	G - Good
		Bearing Seat:	G - Good
Comments:	- Abutments, wingwalls, bearings and bearing seats in good condition. Southeast fascia, just east of the expansion gap, mild efflorescence leaching through curb/top of wingwall construction joint.		
SUPERSTRUCTURE			
Condition:	G - Good	Expansion Joints:	G - Good
Comments:	- New asphaltic plug joints in 2021. Southeast exterior curb expansion gap has large gaps in the new chaulking. Both west expansion gaps need minor patching/re-sealing. - Exterior curb/fascia in good condition overall. - Bottom of deck in good condition (new) however, several areas have honeycombs/unconsolidated concrete from the new deck replacement. Some areas were patched and others were not. One section, around mid-span, is ~200mmx500mm and has exposed rebar. - Six girders and their braces have light to moderate surface corrosion. Bearing end of girders and braces painted with small areas of flaking paint and light corrosion.		

DECK			
Condition:	G - Good	Curbs:	G - Good
Hand Rail:	G - Good	Roadway Condition:	G - Good
Approach Rail:	F1 - Fair		
Comments:	- Approach/exit rails have some damaged rail sections with several split posts, connected to end blocks with several missing bolts, complete with hazard markers, and does not have collision dampening posts prior to end blocks. - End blocks in good condition, possibly new? - Approach asphalt to structure new in 2021. - Deck replaced or overlay completed in 2021. Approach slabs new but split into four quadrants. Cracks fixed and filled with epoxy. - Curbs in good condition - Structure handrail in good condition.		
HYDROLOGY			
Water Velocity:	1 m/s	Ice Problem:	N - No Problem
Water Depth:	Deep m	Scour Problem:	N - No Problem
Waterway:	01 - Adequate	Debris Problem:	N - No Problem
Comments:	- West abutment out of the water by several meters at time of inspection. Rip-rap ok. - East abutment has rip-rap migration into channel on the northwest corner.		
REPLACEMENT/REHABILITATION			
Next Rehab. Date:	2022	Replacement Year:	2050
Antic. Rehab. Cost:	\$15,000	Replacement Cost:	\$1,800,000
Recommendations:	- Replace guiderail and posts and install collision dampening posts prior to end blocks. - Patch honeycomb areas under the deck and southeast curb chaulking.		
OBSERVATIONS			
Overall Condition:	G - Good	Requires Further Inspection:	No
Additional Observations:	- Hazards mild traffic, slopes and traversing rip-rap.		
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			