

	GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure	<b>BRIDGE INSPECTION REPORT</b> <b>B12082021-3</b>	
<b>Date:</b> 10/29/2021	<b>Inspected By:</b> Mike Button	<b>Category:</b> Office - Bridge Office	
<b>BRIDGE INFORMATION</b>			
<b>Site:</b>	5-016 - NORTH WEST RIVER		
<b>Route:</b>	520	<b>Overall Length:</b>	188.7 m
<b>Year Built:</b>	1981	<b>Est:</b> No	<b>Overall Width:</b> 11.8 m
<b>Year Last Rehab.:</b>		<b>Est:</b> No	<b>Roadway Width:</b> 8.8 m
<b>Region:</b>	LABRADOR	<b>Sidewalk Width:</b>	1.2 m
<b>Jurisdiction:</b>	Provincial	<b>Clearance to R.D. or N.W.L.:</b>	8.9 m
<b>Type of Structure:</b>	08 - Steel Bridge	<b>Max Depth of N.W.L.:</b>	5.8 m
<b>Purpose of Structure:</b>	03 - Over Navigable Waters	<b>Spans:</b>	
<b>Type of Handrail:</b>	01 - Aluminum Rail	<b>Span No.:</b>	<b>Length</b>
<b>Roadway Surface:</b>	01 - Concrete	1	68
<b>Alignment Vertical:</b>	02 - Adequate	2	0
<b>Alignment Horizontal:</b>	02 - Adequate	3	0
<b>Restrictions:</b>	No	<b>Span No.:</b>	<b>Length</b>
		4	0
		5	0
		6	0
<b>BRIDGE PHOTOS</b>			
			
<b>SUBSTRUCTURE</b>			
<b>Condition:</b>	G - Good	<b>Bearings:</b>	F2 - Fair
		<b>Bearing Seat:</b>	G - Good
<b>Comments:</b>	- South abutment concrete and wingwalls in good condition but covered in graffiti. Bearing plinths in good condition, and bearings in fair condition with mild corrosion. - Pier 1 (south) concrete appears to be in good condition looking from the shoreline with binoculars. Mild deterioration to tidal zone concrete exposing aggregated and the face of a wide flanged steel section. Bearings and bearing seat too high for inspection. - Pier 2 (north) concrete appears to be in good condition looking from the shoreline with binoculars. Mild deterioration to tidal zone concrete exposing aggregated and the face of a wide flanged steel section. Bearings and bearing seat too high for inspection. - North abutment concrete and wingwalls in good condition but covered in graffiti. Bearing plinths in good condition, and bearings in fair condition with mild corrosion.		
<b>SUPERSTRUCTURE</b>			
<b>Condition:</b>	G - Good	<b>Expansion Joints:</b>	G - Good
	- Box girders and braces have mild corrosion and are in good condition. - Bottom of deck concrete in good		

<b>Comments:</b> condition. - Some light spalling to both fascia's. - Expansion joints in fair condition.						
<b>DECK</b>						
<b>Condition:</b>	F1 - Fair					
<b>Hand Rail:</b>	G - Good					
<b>Approach Rail:</b>	F2 - Fair					
<b>Comments:</b>	- Approach exit guiderail has minor damage on the southeast corner, no end blocks to connect rails too, and no collision dampening posts prior to structure and complete with hazard markers. - Approach asphalt in fair condition, moderate cracking at deck tie in. - No deck asphalt, concrete deck has small potholes and cracks in the roadway, aggregate colors showing throughout and disintegration to deck concrete between pier 2 and the north abutment tight to the pedestrian sidewalk. - Moderate surface disintegration with spalls to reinforcement on the southeast corner of the pedestrian sidewalk. Moderate surface delamination/potholes to pedestrian sidewalk between pier 2 and the north abutment. - Structure handrail in good condition.					
<b>HYDROLOGY</b>						
<b>Water Velocity:</b>	Tidal m/s					
<b>Water Depth:</b>	Tidal m					
<b>Waterway:</b>	01 - Adequate					
<b>Comments:</b>	- Water about 8m below structure. Fast and deep channel. Candidate for a diving inspection in the coming years.					
<b>REPLACEMENT/REHABILITATION</b>						
<b>Next Rehab. Date:</b>	2025					
<b>Antic. Rehab. Cost:</b>	\$10,000					
<b>Recommendations:</b>	- Repair pedestrian side walk potholes and spalls and potholes/exposed rebar areas on the deck.					
<b>OBSERVATIONS</b>						
<b>Overall Condition:</b>	F2 - Fair					
<b>Additional Observations:</b>	- Tech cable inside east handrail. Hazards, mild slopes and traffic.					
<b>LEGEND:</b>						
<table style="width: 100%; border: none;"> <tr> <td style="width: 25%; vertical-align: top;"> <b>Condition Definitions:</b>                      1 - *Good - [discontinued code].                      2 - *Fair - [discontinued code].                      3 - *Poor - [discontinued code].                      4 - *Unsafe - [discontinued code].                      G - Good.                 </td> <td style="width: 25%; vertical-align: top;">                     F2 - Fair.                      F1 - Fair.                      P3 - Poor.                      P1 - Poor.                      P - Poor.                 </td> <td style="width: 25%; vertical-align: top;">                     C - Unsafe (Closed to Public).                      U - Uninspectable.                      I - Inapplicable.                 </td> <td style="width: 25%; vertical-align: top;"> <b>Problem Definitions:</b>                      N - No Problem.                      P - Possible Problem.                      K - Known Problem.                      NA - Not Applicable.                 </td> <td style="width: 25%; vertical-align: top;"> <b>Category Definitions:</b>                      Maint. - Maintenance.                      Eng. - Engineering.                      Office - Bridge Office.                 </td> </tr> </table>		<b>Condition Definitions:</b> 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.	<b>Problem Definitions:</b> N - No Problem. P - Possible Problem. K - Known Problem. NA - Not Applicable.	<b>Category Definitions:</b> Maint. - Maintenance. Eng. - Engineering. Office - Bridge Office.
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<b>PHOTO GUIDELINES:</b>						
<b>Inspection Photos:</b>						
Please provide photos using guidelines below: <ul style="list-style-type: none"> <li>● Any item which inspector feels should be documented by photograph</li> <li>● All items noted above as being P3, P1, P, or C</li> <li>● Any evidence of known ice, scour, debris, waterway problems</li> </ul>						
<b>INSPECTION PHOTOS</b>						