

	GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure	<b>BRIDGE INSPECTION REPORT</b> <b>B12102021-4</b>	
<b>Date:</b> 10/30/2021	<b>Inspected By:</b> Mike Button	<b>Category:</b> Office - Bridge Office	
<b>BRIDGE INFORMATION</b>			
<b>Site:</b>	5-022 - PINU'S RIVER BRIDGE		
<b>Route:</b>	500	<b>Overall Length:</b>	106.5 m
<b>Year Built:</b>	1985	<b>Est:</b> No	<b>Overall Width:</b> 10.3 m
<b>Year Last Rehab.:</b>		<b>Est:</b> No	<b>Roadway Width:</b> 8.5 m
<b>Region:</b>	LABRADOR	<b>Sidewalk Width:</b>	0 m
<b>Jurisdiction:</b>	Provincial	<b>Clearance to R.D. or N.W.L.:</b>	4 m
<b>Type of Structure:</b>	01 - AASH to Girder	<b>Max Depth of N.W.L.:</b>	0.5 m
<b>Purpose of Structure:</b>	04 - Over Non-Navigable Waters		
<b>Type of Handrail:</b>	01 - Aluminum Rail	<b>Spans:</b>	
<b>Roadway Surface:</b>	01 - Concrete	<u>Span No.:</u>	<u>Length</u>
<b>Alignment Vertical:</b>	01 - Good	1	35.5
<b>Alignment Horizontal:</b>	01 - Good	2	35.5
<b>Restrictions:</b>	No	3	35.5
		<u>Span No.:</u>	<u>Length</u>
		4	0
		5	0
		6	0
<b>BRIDGE PHOTOS</b>			
			
<b>SUBSTRUCTURE</b>			
<b>Condition:</b>	G - Good	<b>Bearings:</b>	U - Uninspectable
		<b>Bearing Seat:</b>	F2 - Fair
<b>Comments:</b>	- Abutments, and wingwalls in good condition overall. Pier 1 (West) has mild to moderate surface erosion exposing aggregates. - Abutment and pier bearings too high/far away for inspection but assumed to be in fair condition. Exterior bearing seat edges in good condition, interior surfaces too far/high for inspection.		
<b>SUPERSTRUCTURE</b>			
<b>Condition:</b>	G - Good	<b>Expansion Joints:</b>	G - Good
<b>Comments:</b>	- New asphaltic plug joints, G. No visible joints over the piers. Concrete under the new asphaltic plug joints, behind the girders on the bottom of the deck, is heavily cracked on the east side and has efflorescent leakage on the west, P3. - Girders have light efflorescent deposits on the south exterior over the piers. Girders in good condition.		
<b>DECK</b>			

<b>Condition:</b>	G - Good	<b>Curbs:</b>	F2 - Fair
<b>Hand Rail:</b>	G - Good	<b>Roadway Condition:</b>	G - Good
<b>Approach Rail:</b>	F2 - Fair		
<b>Comments:</b>	- Approach/exit rails in fair condition, are not connected to end blocks, are complete with hazard markers and have collision dampening posts. - End blocks in fair condition. - Curb expansion joint concrete on the roadway surface was recently patched and each has a wide crack likely due to no doweling reinforcement. Exterior curb/fascia around the expansion joints has relatively large spalls and no sealant/chaulking, P3. Curbs otherwise in good condition. - Handrails have new sections and is in good condition. - Asphalt is in good condition on the approaches. Bridge deck is not paved. - Exposed deck concrete appears in good condition. - New deck drains.		

**HYDROLOGY**

<b>Water Velocity:</b>	0.8 m/s	<b>Ice Problem:</b>	N - No Problem
<b>Water Depth:</b>	Deep m	<b>Scour Problem:</b>	P - Possible Problem
<b>Waterway:</b>	01 - Adequate	<b>Debris Problem:</b>	N - No Problem
<b>Comments:</b>	- Bridge heavily skewed to the river. - Possible scour on northeast corner of the east abutment footing. Rip-rap migrating into the channel. - No scour on west footing and has fair rip-rap positioning on the northwest corner. - Pier 2 (East) is on an island, no scour and no access. - Pier 1 (West) is in the water and no access for inspection, no visible rip-rap.		

**REPLACEMENT/REHABILITATION**

<b>Next Rehab. Date:</b>	2026	<b>Replacement Year:</b>	2050
<b>Antic. Rehab. Cost:</b>	\$15,000	<b>Replacement Cost:</b>	\$5,500,000
<b>Recommendations:</b>	- Gravity feed wide cracks in new curb patches. Patch exterior curb areas around expansion joints and seal/chaulk. Repair bottom of deck expansion joint concrete. Connect guiderail to end blocks.		

**OBSERVATIONS**

<b>Overall Condition:</b>	G - Good	<b>Requires Further Inspection:</b>	No
<b>Additional Observations:</b>	- Hazards moderate slopes, working around water and light traffic. No access to the piers or under the east side of the bridge. - New asphaltic plug joints, new roadway curb patches around the new joints. New patches all have a wide crack, likely due to no doweling reinforcement. New handrail sections and deck drains. - Also known as Munik Pone Memorial Bridge.		

<b>LEGEND:</b>				
<b>Condition Definitions:</b>		<b>Problem Definitions:</b>		<b>Category Definitions:</b>
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.			
<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 F3, P4, P, or C</li> <li>● Any evidence of known ice, scour, debris, waterway problems</li> </ul>				

**INSPECTION PHOTOS**