

		GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure		BRIDGE INSPECTION REPORT B01082024-3	
Date: 12/18/2023		Inspected By: Alex Ford		Category: Eng. - Engineering	
BRIDGE INFORMATION					
Site:	2-020 - MARYSTOWN UNDERPASS				
Route:	220A	Overall Length:	42.7 m		
Year Built:	1969	Est: No	Overall Width:	10.8 m	
Year Last Rehab.:	2005	Est: No	Roadway Width:	9.4 m	
Region:	CENTRAL EAST		Sidewalk Width:	1.1 m	
Jurisdiction:	Provincial		Clearance to R.D. or N.W.L.:	4.8 m	
Type of Structure:	01 - AASH to Girder		Max Depth of N.W.L.:	0 m	
Purpose of Structure:	01 - Highway Grade Separation		Spans:		
Type of Handrail:	01 - Aluminum Rail		<u>Span No.:</u>	<u>Length</u>	<u>Span No.:</u>
Roadway Surface:	02 - Asphalt		1	20	4
Alignment Vertical:	01 - Good		2	0	5
Alignment Horizontal:	01 - Good		3	0	6
Restrictions:	Yes				
Describe Restrictions:	Posted clearance 4.8 metres.				
BRIDGE PHOTOS					
  					
SUBSTRUCTURE					
Condition:	F1 - Fair	Bearings:	F1 - Fair		
		Bearing Seat:	P3 - Poor		
Comments:	- Both abutments and sets of wingwalls in fair condition. Southwest ballast wall corner has a large area of disintegration caused from leaking expansion joints. Suspect much of the ballast wall on both abutments in similar condition but not visible. - Piers have locations of spalling and delamination but generally in fair condition. - Abutment bearing seats covered in debris and likely have some deterioration. - Bearings in fair condition on abutments. - Pier bearing seats covered in debris and construction material - wet and some deterioration. Bearing pads fair condition.				
SUPERSTRUCTURE					
Condition:	P - Poor	Expansion Joints:	P - Poor		
Comments:	- Most girders in fair condition outside the bearing areas, several have cracking with some deterioration and the				

ends over the bearings. - Deck soffit has severe spalls, damp areas and locations leaching efflorescent material, concrete is falling off in places with traffic loads. - Expansion joints leaking throughout, deck section near joints nearly all disintegrated, need replacement. West pier asphalt plug joint has worn through daylighting the pier, temporary asphalt patch placed.

DECK

Condition:	P - Poor	Curbs:	P - Poor
Hand Rail:	P3 - Poor	Roadway Condition:	P1 - Poor
Approach Rail:	I - Inapplicable		
Comments:	- Asphalt in poor condition atop structure with numerous potholes. Deck exposed at pothole locations is severely disintegrated. Curbs have large locations of severe spalling and lost of concrete soffit/fascia/top, P1. - Structure rail in fair condition overall but several sleeves are missing or slid up into main rail. Post anchor bolts around curbs spalls exposed, P3. - Structure does not have hazard markers or guiderail.		

HYDROLOGY

Water Velocity:	n/a m/s	Ice Problem:	NA - Not Applicable
Water Depth:	n/a m	Scour Problem:	NA - Not Applicable
Waterway:	03 - Not Applicable	Debris Problem:	NA - Not Applicable
Comments:	- Not applicable.		

REPLACEMENT/REHABILITATION

Next Rehab. Date:	2024	Replacement Year:	2025
Antic. Rehab. Cost:	\$0	Replacement Cost:	\$3,000,000
Recommendations:	- Replace structure as soon as practical. continued monitoring for concrete loss, temporary repairs as required to get to replacement.		

OBSERVATIONS

Overall Condition:	P - Poor	Requires Further Inspection:	No
Additional Observations:	- Bridge remains serviceable but should be monitored closely until replacement. Photos in file by M. Button.		

Department of Transportation and Infrastructure, Government of Newfoundland and Labrador 2024.