

	GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure	BRIDGE INSPECTION REPORT B06062019-3	
Date: 6/6/2019	Inspected By: Hunt R	Category: Eng. - Engineering	
BRIDGE INFORMATION			
Site:	1-186 - BAULINE BROOK BRIDGE NO. 1		
Route:		Overall Length:	8.3 m
Year Built:	1951	Est: No	Overall Width: 8 m
Year Last Rehab.:		Est: No	Roadway Width: 7.2 m
Region:	AVALON PENINSULA	Sidewalk Width:	0 m
Jurisdiction:	Provincial	Clearance to R.D. or N.W.L.:	1.2 m
Type of Structure:	04 - Rigid Frame	Max Depth of N.W.L.:	0.3 m
Purpose of Structure:	04 - Over Non-Navigable Waters		
Type of Handrail:	02 - Concrete Rail	Spans:	
Roadway Surface:	02 - Asphalt	<u>Span No.:</u>	<u>Length</u>
Alignment Vertical:	02 - Adequate	1	4.5
Alignment Horizontal:	02 - Adequate	2	0
Restrictions:	No	3	0
		<u>Span No.:</u>	<u>Length</u>
		4	0
		5	0
		6	0
BRIDGE PHOTOS			
			
SUBSTRUCTURE			
Condition:	F1 - Fair	Bearings:	I - Inapplicable
		Bearing Seat:	I - Inapplicable
Comments:	Original structure extended approximately 4meters upstream. New curb at the top of the short retaining wall at the top of the original deck downstream. New curb at the top of the retaining wall. Curb moved in approximately 2meters from original deck. Assume no frame leg footing on original structure legs pounded directly onto bedrock on upstream extension.		
SUPERSTRUCTURE			
Condition:	F1 - Fair	Expansion Joints:	I - Inapplicable
Comments:	P1 - original frame legs and wingwalls. F1 - exterior. Numerous wide vertical cracks and horizontal cracks with medium efflor deposits in faces of original frame legs and wingwalls downstream. Light scaling/ honeycombing to upstream wingwall. Severe delamination/ spalling/disintegration to tops of downstream wing walls.		
DECK			

Condition:	F1 - Fair	Curbs:	G - Good
Hand Rail:	F2 - Fair	Roadway Condition:	G - Good
Approach Rail:	G - Good		
Comments:	P1 - original deck. F1 - extension. Original deck and facias remains same as before. Rehab done in 2017 consisted of new curb on downstream end with new aluminum rail and approach exit rail upstream consisted of new partial curbs. New aluminum rail and new approach and exit rail.		

HYDROLOGY

Water Velocity:	0.5 m/s	Ice Problem:	P - Possible Problem
Water Depth:	0.6 m	Scour Problem:	P - Possible Problem
Waterway:	01 - Adequate	Debris Problem:	P - Possible Problem
Comments:	Medium slope erosion on corners of structure. Medium shifting and bulging to gabion retaining wall at North East end of structure.		

REPLACEMENT/REHABILITATION

Next Rehab. Date:	2019	Replacement Year:	2025
Antic. Rehab. Cost:	\$0	Replacement Cost:	\$350
Recommendations:	Note during reharb no hazard markers installed.		

OBSERVATIONS

Overall Condition:	P1 - Poor	Requires Further Inspection:	No
Additional Observations:	G-rehab section done in 2017. P1 - original structure. F1 - extension.		

LEGEND:

Condition Definitions:

- 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.

Problem Definitions:

- N - No Problem.
- P - Possible Problem.
- K - Known Problem.
- NA - Not Applicable.

Category Definitions:

- Maint. - Maintenance.
- Eng. - Engineering.
- Office - Bridge Office.

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