

	GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure	<b>BRIDGE INSPECTION REPORT</b> <b>B06302021-2</b>	
<b>Date:</b> 1/30/2020	<b>Inspected By:</b> Hunt R	<b>Category:</b> Eng. - Engineering	
<b>BRIDGE INFORMATION</b>			
<b>Site:</b>	1-032 - CALVERT RIVER BRIDGE		
<b>Route:</b>		<b>Overall Length:</b>	32.2 m
<b>Year Built:</b>	1994	<b>Est:</b> No	<b>Overall Width:</b> 9.9 m
<b>Year Last Rehab.:</b>		<b>Est:</b> No	<b>Roadway Width:</b> 7.4 m
<b>Region:</b>	AVALON PENINSULA	<b>Sidewalk Width:</b>	0 m
<b>Jurisdiction:</b>	Provincial	<b>Clearance to R.D. or N.W.L.:</b>	0 m
<b>Type of Structure:</b>	01 - AASH to Girder	<b>Max Depth of N.W.L.:</b>	0 m
<b>Purpose of Structure:</b>	03 - Over Navigable Waters	<b>Spans:</b>	
<b>Type of Handrail:</b>	01 - Aluminum Rail	<u>Span No.:</u>	<u>Length</u>
<b>Roadway Surface:</b>	02 - Asphalt	1	22.6
<b>Alignment Vertical:</b>	01 - Good	2	0
<b>Alignment Horizontal:</b>	01 - Good	3	0
<b>Restrictions:</b>	No	6	0
<b>BRIDGE PHOTOS</b>			
			
<b>SUBSTRUCTURE</b>			
<b>Condition:</b>	F2 - Fair	<b>Bearings:</b>	F2 - Fair
		<b>Bearing Seat:</b>	P1 - Poor
<b>Comments:</b>	- Assumed condition of buried reinforced concrete abutment footings.-Abutments covered in graffiti. - Light bulging in some bearing pads.		
<b>SUPERSTRUCTURE</b>			
<b>Condition:</b>	P3 - Poor	<b>Expansion Joints:</b>	F2 - Fair
<b>Comments:</b>	P3 - Center Girder, F1 Girders 3 and 5. F2 Remaining Girders. - Medium/ severe delamin./ spalling/ disintegration with medium/ severe rusting to exposed reinf. on bottom flange of center girder. Medium delamination/spalling with medium corrosion to exposed reinforcement to bottom flanges on girders 3 and 5. Light delamination/spalling with light rusting to exposed reinforcement on remaining girders. Some caulking missing from expansion joint gaps on deck curb fascias.		
<b>DECK</b>			

<b>Condition:</b>	F2 - Fair	<b>Curbs:</b>	F2 - Fair
<b>Hand Rail:</b>	F2 - Fair	<b>Roadway Condition:</b>	F2 - Fair
<b>Approach Rail:</b>	P1 - Poor		
<b>Comments:</b>	- Approach rail, P1 (SE buried end rail), F2 (remainder). - Narrow vert. cracks in deck/ curb/ sidewalk fascia. - No hazard markers. - Light/ moderate road settlement at approach slab edges. Medium transverse cracks in asphalt along approach slab faces. Crack in SE rock embedded gutter. Damage to SE buried end guiderail (approach).		

**HYDROLOGY**

<b>Water Velocity:</b>	n/a m/s	<b>Ice Problem:</b>	N - No Problem
<b>Water Depth:</b>	n/a m	<b>Scour Problem:</b>	N - No Problem
<b>Waterway:</b>	01 - Adequate	<b>Debris Problem:</b>	N - No Problem
<b>Comments:</b>			

**REPLACEMENT/REHABILITATION**

<b>Next Rehab. Date:</b>	2030	<b>Replacement Year:</b>	2044
<b>Antic. Rehab. Cost:</b>	\$100000	<b>Replacement Cost:</b>	\$1400000
<b>Recommendations:</b>	Repair concrete defects in girders. Caulk expansion joint gaps and control joints. Repair SE guiderail and install regulation hazard markers. Possible erosion on SW corner of structure. Possible erosion on SW corner of structure.		

**OBSERVATIONS**

<b>Overall Condition:</b>	P1 - Poor	<b>Requires Further Inspection:</b>	No
<b>Additional Observations:</b>	P3 - Center girder. F1 Interior girders. F2 Remainder. P1 SE Guiderail. Remaining observations unchanged from previous inspections.		

**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**