

	GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure	BRIDGE INSPECTION REPORT B05082015-20	
Date: 1/23/2015	Inspected By: RH	Category: Eng. - Engineering	
BRIDGE INFORMATION			
Site:	1-109 - LITTLE BARASWAY RIVER BRIDGE		
Route:	100	Overall Length:	21.3 m
Year Built:	1973	Est: No	Overall Width: 10.1 m
Year Last Rehab.:		Est: No	Roadway Width: 8.5 m
Region:	AVALON PENINSULA	Sidewalk Width:	0.8 m
Jurisdiction:	Provincial	Clearance to R.D. or N.W.L.:	3.7 m
Type of Structure:	02 - Double Tee	Max Depth of N.W.L.:	0.7 m
Purpose of Structure:	04 - Over Non-Navigable Waters		Spans:
Type of Handrail:	02 - Concrete Rail	<u>Span No.:</u>	<u>Length</u>
Roadway Surface:	02 - Asphalt	1	10.3
Alignment Vertical:	02 - Adequate	2	0
Alignment Horizontal:	02 - Adequate	3	0
Restrictions:	No	6	0
BRIDGE PHOTOS			
			
SUBSTRUCTURE			
Condition:	F1 - Fair	Bearings:	U - Uninspectable
		Bearing Seat:	P1 - Poor
Comments:	- Medium erosion to partially buried and submerged reinf. concrete footings - Construction joints between tops of footings/bottom of abutment opening up - Severe delamination/spalling (AAR) to exterior faces of NW/SW bearing seats - Spalling has migrated to tee NW seat - Severe AAR to 4 wingwalls, exterior ffaces of ballast walls (under expansion gaps and abutment corners)		
SUPERSTRUCTURE			
Condition:	P1 - Poor	Expansion Joints:	F1 - Fair
Comments:	- Severe delamination/spalling, wide horz. cracks with severe corrosion to exposed reinforcement and stressing cables to u/s interior double tees - Light delamination/spalling with medium horizontal cracks and medium corrosion to exposed reinforcement on remaining double tees - No expansion joints visible (paved over on deck) - No chaulking in expansion joints on curb		

DECK			
Condition:	F2 - Fair	Curbs:	P1 - Poor
Hand Rail:	F2 - Fair	Roadway Condition:	P1 - Poor
Approach Rail:	F1 - Fair		
Comments:	- Severe concrete spalling with medium corrosion to exposed reinforcement to top and exterior fascia of downstream curb. Light spalling to top of curb at NE end - Medium trans. cracks and medium settlement on deck asphalt - Rail on approach and exits in fair condition. Most guiderail posts are rotting - No hazard markers at corners of structure - Guiderail is not attached to end blocks		

HYDROLOGY			
Water Velocity:	0.3 m/s	Ice Problem:	N - No Problem
Water Depth:	1.5 m	Scour Problem:	N - No Problem
Waterway:	01 - Adequate	Debris Problem:	N - No Problem
Comments:	- Severe slope erosion along NE wingwall migrating under wingwall - Medium slope erosion along SW wingwall migrating under wingwall - Medium slope erosion along NW/SW wingwalls		

REPLACEMENT/REHABILITATION			
Next Rehab. Date:	2015	Replacement Year:	2023
Antic. Rehab. Cost:	\$200000	Replacement Cost:	\$800000
Recommendations:	- Repair concrete defects on structure. Fix erosion and undermining at wibngwalls - Replace expansion joints and install new approach/exit rail attach to end blocks complete with standard hazard markers - Install new type III hyd. rip rap at 4 corners of structure		

OBSERVATIONS			
Overall Condition:	P1 - Poor	Requires Further Inspection:	Yes
Additional Observations:	P1: Intermediate tees and NW/SW bearing seats F1: Remainder - If not done in 2013, bridge office should inspect bearings and double tees		

LEGEND:				
Condition Definitions:				
1 - *Good - [discontinued code].	F2 - Fair.	C - Unsafe (Closed to Public).	Problem Definitions:	
2 - *Fair - [discontinued code].	F1 - Fair.	U - Uninspectable.	N - No Problem.	
3 - *Poor - [discontinued code].	P3 - Poor.	I - Inapplicable.	P - Possible Problem.	
4 - *Unsafe - [discontinued code].	P1 - Poor.		K - Known Problem.	
G - Good.	P - Poor.		NA - Not Applicable.	
Category Definitions:				
Maint. - Maintenance.				
Eng. - Engineering.				
Office - Bridge Office.				
PHOTO GUIDELINES:				
Inspection Photos:				
Please provide photos using guidelines below:				
<ul style="list-style-type: none"> ● 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