

	GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure	<b>BRIDGE INSPECTION REPORT</b> <b>B10222015-1</b>	
<b>Date:</b> 10/22/2015	<b>Inspected By:</b> Rodger Hussey	<b>Category:</b> Eng. - Engineering	
<b>BRIDGE INFORMATION</b>			
<b>Site:</b>	TCH-134 - MANUEL'S RIVER SPILLWAY CULVERT		
<b>Route:</b>	1	<b>Overall Length:</b>	8 m
<b>Year Built:</b>	1984	<b>Est:</b> No	<b>Overall Width:</b> 28 m
<b>Year Last Rehab.:</b>		<b>Est:</b> No	<b>Roadway Width:</b> 10.2 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>	4.6 m
<b>Type of Structure:</b>	04 - Rigid Frame	<b>Max Depth of N.W.L.:</b>	0.1 m
<b>Purpose of Structure:</b>	04 - Over Non-Navigable Waters		
<b>Type of Handrail:</b>	06 - None	<b>Spans:</b>	
<b>Roadway Surface:</b>	02 - Asphalt	<u>Span No.:</u>	<u>Length</u>
<b>Alignment Vertical:</b>	01 - Good	1	7
<b>Alignment Horizontal:</b>	01 - Good	2	0
<b>Restrictions:</b>	No	3	0
		<u>Span No.:</u>	<u>Length</u>
		4	0
		5	0
		6	0
<b>BRIDGE PHOTOS</b>			
			
<b>SUBSTRUCTURE</b>			
<b>Condition:</b>	P3 - Poor	<b>Bearings:</b>	I - Inapplicable
		<b>Bearing Seat:</b>	I - Inapplicable
<b>Comments:</b>	Significant undermining of western abutment footing, near the center, undermining dimensions approx. 10m x 0.5m x 0.5m ( L x W x D), on the northern portion of the western abutment, undermining dimensions approx. 2m x 0.3m x 0.15m; Section of moderate undermining on the northern part of eastern abutment footing, dimensions approx. 10m x 0.3m x 0.15m; Footings are poured directly on bedrock.		
<b>SUPERSTRUCTURE</b>			
<b>Condition:</b>	G - Good	<b>Expansion Joints:</b>	I - Inapplicable
<b>Comments:</b>			
<b>DECK</b>			
<b>Condition:</b>	F2 - Fair	<b>Curbs:</b>	I - Inapplicable

<b>Hand Rail:</b>	I - Inapplicable	<b>Roadway Condition:</b>	I - Inapplicable
<b>Approach Rail:</b>	P3 - Poor		
<b>Comments:</b>	No curbs; No hand rail; Narrow vertical/horizontal cracks with light efflorescence deposits in deck fascias; Narrow transverse/longitudinal cracks with light efflorescence deposits in deck soffit; Approach rail along east bound lanes aging and tipping out.		
<b>HYDROLOGY</b>			
<b>Water Velocity:</b>	0 m/s	<b>Ice Problem:</b>	N - No Problem
<b>Water Depth:</b>	0 m	<b>Scour Problem:</b>	K - Known Problem
<b>Waterway:</b>	01 - Adequate	<b>Debris Problem:</b>	P - Possible Problem
<b>Comments:</b>	Spillway structure is located upstream of culvert.		
<b>REPLACEMENT/REHABILITATION</b>			
<b>Next Rehab. Date:</b>	2015	<b>Replacement Year:</b>	2015
<b>Antic. Rehab. Cost:</b>	\$0	<b>Replacement Cost:</b>	\$0
<b>Recommendations:</b>	Repair undermining on both abutment footings; Repair approach rail; Install hazard markers.		
<b>OBSERVATIONS</b>			
<b>Overall Condition:</b>	P3 - Poor	<b>Requires Further Inspection:</b>	No
<b>Additional Observations:</b>	No hazard markers.		
<b>LEGEND:</b>			
<b>Condition Definitions:</b>		<b>Problem Definitions:</b>	
1 - *Good - [discontinued code].	F2 - Fair.	C - Unsafe (Closed to Public).	N - No Problem.
2 - *Fair - [discontinued code].	F1 - Fair.	U - Uninspectable.	P - Possible Problem.
3 - *Poor - [discontinued code].	P3 - Poor.	I - Inapplicable.	K - Known Problem.
4 - *Unsafe - [discontinued code].	P1 - Poor.		NA - Not Applicable.
G - Good.	P - Poor.		
<b>Category Definitions:</b>			
Maint. - Maintenance.		Eng. - Engineering.	
Office - Bridge Office.			
<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 P3, P1, P, or C</li> <li>● Any evidence of known ice, scour, debris, waterway problems</li> </ul>			
<b>INSPECTION PHOTOS</b>			