

	GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure	BRIDGE INSPECTION REPORT B07242018-6	
Date: 6/22/2018	Inspected By: Chris Lyver	Category: Eng. - Engineering	
BRIDGE INFORMATION			
Site:	1-295 - MANUELS RIVER BRIDGE (UPSTREAM)		
Route:		Overall Length:	34.2 m
Year Built:	1974	Est: No	Overall Width: 16.4 m
Year Last Rehab.:		Est: No	Roadway Width: 13.2 m
Region:	AVALON PENINSULA	Sidewalk Width:	1.75 m
Jurisdiction:	Provincial	Clearance to R.D. or N.W.L.:	3.5 m
Type of Structure:	01 - AASH to Girder	Max Depth of N.W.L.:	0.5 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	<u>Span No.:</u>	<u>Length</u>
Alignment Vertical:	01 - Good	1	24.4
Alignment Horizontal:	01 - Good	2	0
Restrictions:	No	3	0
		4	0
		5	0
		6	0
BRIDGE PHOTOS			
			
SUBSTRUCTURE			
Condition:	F2 - Fair	Bearings:	F2 - Fair
		Bearing Seat:	F2 - Fair
Comments:	- Assumed condition of buried reinforced concrete abutment footings. - Assumed condition of bearings and bearing seats (restricted due to height). - Medium vert. cracks in abutments, wingwalls and stem walls. - Medium rust staining along tops of wingwalls.		
SUPERSTRUCTURE			
Condition:	F1 - Fair	Expansion Joints:	F2 - Fair
Comments:	- F1 (U/S exterior girder), F2 (remainder). - Medium/ severe delamin./ spalling with medium rusting to exposed reinforcement along bottom flange of upstream exterior girder. - Narrow long. cracks, light spalling, and minor rutting to exp. joint dams. - Medium delamin./ spalling to east end of upstream exterior girder. - Narrow angular cracks in the ends of most girders.		
DECK			

Condition:	F2 - Fair	Curbs:	F1 - Fair
Hand Rail:	F2 - Fair	Roadway Condition:	F1 - Fair
Approach Rail:	P1 - Poor		
Comments:	- Approach rail: P1 (NE app. rail), F2 (remainder). - Narrow trans. cracks with light efflor. deposits in deck soffit. - Moderate snow plow damage to NE approach guiderail. - Long. const. joints in curb fascia opening up. - Medium spall in curb concrete under aluminum rail post at SE end of structure. - Deck and approaches resurfaced since last inspection (new SW exit guiderail since last inspection). - Light scrapes and dents with some end caps missing on aluminum handrails.		

HYDROLOGY

Water Velocity:	0.3 m/s	Ice Problem:	N - No Problem
Water Depth:	0.4 m	Scour Problem:	N - No Problem
Waterway:	01 - Adequate	Debris Problem:	N - No Problem
Comments:			

REPLACEMENT/REHABILITATION

Next Rehab. Date:	2020	Replacement Year:	2035
Antic. Rehab. Cost:	\$30	Replacement Cost:	\$1000
Recommendations:	- Clean out expansion joint seals. - Repair U/S exterior girder and SE curb. - Repair/ replace damaged NE approach guiderail (maint).		

OBSERVATIONS

Overall Condition:	P1 - Poor	Requires Further Inspection:	No
Additional Observations:	- P1 (NE app. guiderail). - F1 (U/S exterior girder). - F2 (remainder). - Unchanged from previous inspections, add: SE exit guiderail now in place. - Also add: rusting insulated enclosed water main attached to U/S end of structure.		

LEGEND:

Condition Definitions:			Problem Definitions:	Category Definitions:
1 - *Good - [discontinued code].	F2 - Fair.	C - Unsafe (Closed to Public).	N - No Problem.	Maint. - Maintenance.
2 - *Fair - [discontinued code].	F1 - Fair.	U - Uninspectable.	P - Possible Problem.	Eng. - Engineering.
3 - *Poor - [discontinued code].	P3 - Poor.	I - Inapplicable.	K - Known Problem.	Office - Bridge Office.
4 - *Unsafe - [discontinued code].	P1 - Poor.		NA - Not Applicable.	
G - Good.	P - Poor.			

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