Newfoundland Labrador	GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure		BRIDGE INSPECTION REPORT B09162021-10 Category: Office - Bridge Office				
Date: 9/2/2021	Inspected By: Mike E						
BRIDGE INFORMATION							
Site:	3-038 - SOUTHEAST B	ROOK BRIDGE BAY D	ESPOIR				
Route:	361			Overall Leng	gth:	100 m	
/ear Built:	1973	Est: No		Overall Width:		0 m	
Year Last Rehab.:		Est: No		Roadway Width: 10.1 m		10.1 m	
Region:	CENTRAL WEST			Sidewalk Width: 0 m			
Jurisdiction:	Provincial			Clearance to R.D. or N.W.L.:			
Type of Structure:	01 - AASH to Girder			Max Depth o	of N.W.L.:	1 m	
Purpose of Structure:	04 - Over Non-Navigabl	e Waters		Spans:			
Гуре of Handrail:	02 - Concrete Rail			Span No.:	Length	Span No.:	Length
Roadway Surface:	02 - Asphalt			1	31.2	4	0
Alignment Vertical:	01 - Good			2	0	5	0
Alignment Horizontal:	01 - Good			3	0	6	0
Restrictions:	No						
SUBSTRUCTURE							
Condition:	P3 - Poor B		arings:	F2 - Fair			
		Be	aring Seat:	F2 - F	air		
Comments:	- Pier 1 has medium-severe spalling on all sides of the pier cap. Monitor spalls between girders on future inspections checking for undermining. Upstream side of column has a large surface (~1mx1m) spall ~ ½ up, likely a P3 Pier 2 has medium surface spalling to the middle and downstream columns about ~1/2 up. Both pier footings in fair condition with mild spalling at corners, F1 Both pier bearing areas too high for a detailed inspection West abutment has mild graffiti. No visible signs of cracking or deterioration, F2. Bearings and seats in F2 condition East abutment covered in graffiti. No visible signs of cracking or deterioration, F2. Bearings and seats in F2 condition.						
SUPERSTRUCTURE							
Condition:	F1 - Fair	Ex	pansion Joints	: P3 - F	Poor		
Comments:	- Expansion joints appe leakage on bearing sea						

	likely due to low cover. Likely some deterioration to girder end blocks under pier expansion joint areas. Efflorescence visible from below Underside of deck in fair condition viewing from below, minor leakage between girder/deck connection in isolated locations, F1.							
DECK	-							
Condition:	F1 - Fair	Curbs:	P3 - Poor					
Hand Rail:	P3 - Poor	Roadway Condition:	P3 - Poor					
Approach Rail:	F1 - Fair							
Comments:	- Upstream soffit/curb area has medium-heavy spalling in numerous locations to reinforcement with medium severe corrosion and is undermining the handrail over pier 1 Downstream soffit/curb area has severe spalling and ~1/4 span between pier 1 to 2, remainder in fair condition, F1 Handrail is undermined over pier 1, and has light cracking/spalling with efflorescence throughout the exterior faces. Interior faces (roadway) has heavy spalling to reinforcement. Some locations are severely disintegrated, P3 Asphalt heavily worn around expansion joints with potholes and cracks, P3. Main wearing surface ok over spans and approach/exits, F1 Approach/exit rails in fair condition complete with hazard markers Curbs have medium-severe spalling to reinforcement along the length of the bridge in numerous locations Southeast and northwest end blocks severely disintegrated to reinforcement.							
HYDROLOGY								
Water Velocity:	0.1 m/s	Ice Problem:	N - No Problem					
Water Depth:	Deep m	Scour Problem:	N - No Problem					
Waterway:	01 - Adequate	Debris Problem:	N - No Problem					
Comments:	- Pier footings adequately protected by rip-rap, no scour.							
REPLACEMENT/REHAB	ILITATION							
Next Rehab. Date:	2025	Replacement Year:	2040					
Antic. Rehab. Cost:	\$500000	Replacement Cost:	\$500000					
Recommendations:	- Replace or heavily patch upstream curb/soffit area and patch downstream curb/soffit area Replace all handrai and end blocks Repair spalls to columns and pier caps Potentially replace both pier expansion joints and re- pave joint areas.							
OBSERVATIONS								
Overall Condition:	P3 - Poor	Requires Further Inspection:	No					
Additional Observations:	- P3 curbs and upstream fascia/curb/soffit area. F1 remainder Difficult rehab due to height of structure. JLG use for all curb and pier cap works. Scaffold for mid-column repairs Hazards, steep inclines, heavy bush walking, negotiating rip-rap and medium traffic.							
LEGEND: Condition Definitions: 1 - "Good - [discontinued code]. 2 - "Fair - [discontinued code]. 3 - "Poor - [discontinued code]. 4 - "Unsafe - [discontinued code]. G - Good. PHOTO GUIDELINES: nspection Photos: Please provide photos using guidelin MI terms moted above as b	F2 - Fair. C - Unsafe (Closed to F1 - Fair. U - Uninspectable. P3 - Poor. I - Inapplicable. P1 - Poor. P - Poor. eais should be documented by photograph ang P3, P1, or Cerway problems	o Public). No Pr P - Possil K - Know	Definitions: Category Definitions: oblem. Maint Maintenance. ble Problem. Eng Engineering. m Problem. Office - Bridge Office. Applicable. Office - Bridge Office.					
	, sčour, debriś, waterway problems							
INSPECTION PHOTOS								

Department of Transportation and Infrastructure, Government of Newfoundland and Labrador 2021.