

	GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure	BRIDGE INSPECTION REPORT B10132021-3	
Date: 10/6/2021	Inspected By: Mike Button	Category: Office - Bridge Office	
BRIDGE INFORMATION			
Site:	2-130 - MONROE BRIDGE		
Route:	232	Overall Length:	27 m
Year Built:	1968	Overall Width:	7.6 m
Year Last Rehab.:		Roadway Width:	7 m
Region:	CENTRAL EAST	Sidewalk Width:	0 m
Jurisdiction:	Provincial	Clearance to R.D. or N.W.L.:	6 m
Type of Structure:	11 - Timber Bridge	Max Depth of N.W.L.:	1 m
Purpose of Structure:	04 - Over Non-Navigable Waters		
Type of Handrail:	06 - None	Spans:	
Roadway Surface:	03 - Timber	<u>Span No.:</u>	<u>Length</u>
Alignment Vertical:	02 - Adequate	1	6
Alignment Horizontal:	03 - Poor	2	0
Restrictions:	No	3	0
		<u>Span No.:</u>	<u>Length</u>
		4	0
		5	0
		6	0
BRIDGE PHOTOS			
			
SUBSTRUCTURE			
Condition:	P1 - Poor	Bearings:	I - Inapplicable
		Bearing Seat:	F1 - Fair
Comments:	- Southeast wingwall retaining structure is tipped/bowed to the south, pulling guiderail posts with it, P1. Top portion of southwest wingwall recently replaced and braced with new pressure treated timbers, F2. - North wingwall retaining structures have severe tipping/bowing to the north with timber to timber connections separated near the top, P1. Both corners need replacement and bracing. - Both abutment face timbers in fair condition, F1. Beams extend back through the face and bearing timbers appear in fair condition, F1.		
SUPERSTRUCTURE			
Condition:	F1 - Fair	Expansion Joints:	I - Inapplicable
Comments:	- Bottom of deck timbers and 12x12 timber beams appear in to be in fair condition, F1.		
DECK			

Condition:	F1 - Fair	Curbs:	P1 - Poor
Hand Rail:	P1 - Poor	Roadway Condition:	P3 - Poor
Approach Rail:	P1 - Poor		
Comments:	- Southwest hazard marker missing. - No end blocks. - East approach rails in fair condition. - West approach rails need to be extended. Northwest corner rail needs replacement, likely caused from plough damage. - Structure guiderail over span needs replacement. Posts missing bolts in some locations, tipped outwards and bearing on cantilevered deck timbers. South mid-span post also missing, P1. - Wearing/deck timbers are worn but appear to be in fair condition, replace during rehab if rehab is chosen. - Asphalt approach to deck timbers on both sides of structure settled. - South curb is new 6x6 pressure treated timber, north is worn out and needs replacement.		

HYDROLOGY

Water Velocity:	0.3 m/s	Ice Problem:	N - No Problem
Water Depth:	0.3 m	Scour Problem:	N - No Problem
Waterway:	01 - Adequate	Debris Problem:	N - No Problem
Comments:	- Needs new rip-rap on north (upstream) side of structure.		

REPLACEMENT/REHABILITATION

Next Rehab. Date:	2023	Replacement Year:	2023
Antic. Rehab. Cost:	\$100,000	Replacement Cost:	\$1,200,000
Recommendations:	- Recommend a replacement from creosote environmental concerns. Structure has heavy creosote leakage and can be seen on river rock below. - If a rehab is chosen, tops of wingwalls, guiderails, north curb and wearing surface timbers should be replaced. Repair approach settlement when wingwall tops are being replacement.		

OBSERVATIONS

Overall Condition:	P1 - Poor	Requires Further Inspection:	No
Additional Observations:	- P1 = rails, curb and wingwalls, F1 remainder. - Hazards, sharp vertical curve from the east side, steep slopes and creosote.		

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

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