



GOVERNMENT OF
NEWFOUNDLAND
AND LABRADOR
Department of Transportation and Infrastructure

BRIDGE INSPECTION REPORT
B09222017-3

Date: 9/13/2017

Inspected By: AB

Category: Eng. - Engineering

BRIDGE INFORMATION

Site:	2-179 - TERRENCEVILLE BRIDGE NO.2		
Route:	211-10	Overall Length:	8.2 m
Year Built:	1970	Overall Width:	8 m
Year Last Rehab.:		Est: Yes	
Region:	CENTRAL EAST	Est: No	
Jurisdiction:	Provincial	Roadway Width:	6 m
Type of Structure:	11 - Timber Bridge	Sidewalk Width:	0 m
Purpose of Structure:	04 - Over Non-Navigable Waters	Clearance to R.D. or N.W.L.:	1 m
Type of Handrail:	03 - Timber Rail	Max Depth of N.W.L.:	0.5 m
Roadway Surface:	02 - Asphalt	Spans:	
Alignment Vertical:	01 - Good	<u>Span No.:</u>	<u>Length</u>
Alignment Horizontal:	01 - Good	1	4
Restrictions:	No	2	0
		3	0
		<u>Span No.:</u>	<u>Length</u>
		4	0
		5	0
		6	0

BRIDGE PHOTOS





SUBSTRUCTURE

Condition:	F2 - Fair	Bearings:	I - Inapplicable
		Bearing Seat:	F1 - Fair
Comments:	Creosote timber cribwork abutments and wingwalls, some rot and splits. Pressure treated retaining walls abutment one right side and abutment two left side. Crib wing wall abutment two right side leaned out. Abutment two left retaining wall is undermined slightly and beginning to tip outward.		

SUPERSTRUCTURE

Condition:	F2 - Fair	Expansion Joints:	I - Inapplicable
Comments:	11 300mm x 300mm creosote timber beams, some weathering and scrapes from ice blockage.		

DECK

Condition:	P3 - Poor	Curbs:	I - Inapplicable
Hand Rail:	P3 - Poor	Roadway Condition:	I - Inapplicable
Approach Rail:	P3 - Poor		
Comments:	75mm timber deck with asphalt wearing surface, timbers are rotted at the ends, some rot elsewhere. Right side hand rail is flex beam and is leaning with anchorages pulling out or detached, left side hand rail is timber and is bent and leaned slightly.		

HYDROLOGY

Water Velocity:	0.5 m/s	Ice Problem:	K - Known Problem
Water Depth:	0.2 m	Scour Problem:	K - Known Problem
Waterway:	01 - Adequate	Debris Problem:	P - Possible Problem
Comments:	Blocked with ice 2007 causing property damage. Large skew is part of the issue, poor flow conditions. Abutment 1 is scoured - 150mm to 700mm under abutment for approximately 3/4 the length.		

REPLACEMENT/REHABILITATION

Next Rehab. Date:		Replacement Year:	
Antic. Rehab. Cost:	\$0	Replacement Cost:	\$0
Recommendations:	Replace structure with an aluminum box culvert. Repair leaning right side hand rail is flex beam. Repair leaning left side hand rail.		

OBSERVATIONS

Overall Condition:	P3 - Poor	Requires Further Inspection:	No
Additional Observations:	Replace object marker abutment one left side.		

LEGEND:

Condition Definitions:

- 1 - *Good - [discontinued code].
- 2 - *Fair - [discontinued code].
- 3 - *Poor - [discontinued code].
- 4 - *Unsafe - [discontinued code].
- G - Good.

- F2 - Fair.
- F1 - Fair.
- P3 - Poor.
- P1 - Poor.
- P - Poor.

- C - Unsafe (Closed to Public).
- U - Uninspectable.
- I - Inapplicable.

Problem Definitions:

- N - No Problem.
- P - Possible Problem.
- K - Known Problem.
- NA - Not Applicable.

Category Definitions:

- Maint. - Maintenance.
- Eng. - Engineering.
- Office - Bridge Office.

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, P2, or C
- Any evidence of known ice, scour, debris, waterway problems

INSPECTION PHOTOS



Description:



Description:



Description:



Description:



Description:

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