

	GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure	BRIDGE INSPECTION REPORT B12072021-9	
Date: 10/28/2021	Inspected By: Mike Button	Category: Office - Bridge Office	
BRIDGE INFORMATION			
Site:	5-079 - KENAMU RIVER BRIDGE		
Route:	500	Overall Length:	113 m
Year Built:	2010	Est: No	Overall Width: 9.7 m
Year Last Rehab.:		Est: No	Roadway Width: 7.35 m
Region:	LABRADOR	Sidewalk Width:	0 m
Jurisdiction:	Provincial	Clearance to R.D. or N.W.L.:	10.3 m
Type of Structure:	10 - Callender-Hamilton or Other Stress Truss Bridge	Max Depth of N.W.L.:	1.5 m
Purpose of Structure:	03 - Over Navigable Waters	Spans:	
Type of Handrail:	04 - Steel Rail	<u>Span No.:</u>	<u>Length</u>
Roadway Surface:	04 - Steel	1	81
Alignment Vertical:	01 - Good	2	0
Alignment Horizontal:	01 - Good	3	0
Restrictions:	No	4	0
		5	0
		6	0
BRIDGE PHOTOS			
SUBSTRUCTURE			
Condition:	G - Good	Bearings:	U - Uninspectable
		Bearing Seat:	U - Uninspectable
Comments:	- Concrete wingwalls and abutments in good condition. Bearing seat and bearings too high for inspection.		
SUPERSTRUCTURE			
Condition:	G - Good	Expansion Joints:	G - Good
Comments:	- Expansion joint slip plates appear to be in working order. - Inspected all visible elements of the "through truss" bridge walking across the deck looking up at the truss members and top chord, looking below through the decking at the girder/stringer connections, looking over the handrails at the bottom chords and by using binoculars from below at the abutment levels. All gusset plates/batten plates/splice plates/bolts/nuts, stringer to girder connections, and the various types of members used were found to be in good condition.		
DECK			
Condition:	F2 - Fair	Curbs:	G - Good
Hand Rail:	G - Good	Roadway Condition:	G - Good
Approach Rail:	P3 - Poor		
Comments:	- Approach/exit guiderail has lost corrugation in several sections, many posts are spilt/damaged/cracked off, are connected to end blocks, have collision dampening posts prior to end blocks, and is complete with hazard markers. - End block jersey barriers have light-mild map and vertical cracking throughout. Northeast end block has a small to medium sized spall to the top corner. - Northwest end block/jersey barrier has an extremely large erosion hole at least 1m deep working its way into the roadway, P. Issue was reported to maintenance for immediate fix the day of inspection. - Steel curb, handrail and decking is in good condition. - Concrete approach		

slabs have various wide cracks, F2. - Approach asphalt is in good condition.

HYDROLOGY

Water Velocity:	1 m/s	Ice Problem:	N - No Problem
Water Depth:	1 m	Scour Problem:	N - No Problem
Waterway:	01 - Adequate	Debris Problem:	N - No Problem
Comments:	- Structure ~10m above the waterline. Rip-rap in good condition.		

REPLACEMENT/REHABILITATION

Next Rehab. Date:	2025	Replacement Year:	2080
Antic. Rehab. Cost:	\$20,000	Replacement Cost:	\$6,000,000
Recommendations:	- Gravity feed all approach slab cracks. - Replace various structure handrail bolts.		

OBSERVATIONS

Overall Condition:	G - Good	Requires Further Inspection:	No
Additional Observations:	- Hazards, traffic, slopes and traversing rip-rap. Inspection limited below structure with use of binoculars.		

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 F3, P4, P, or C
- Any evidence of known ice, scour, debris, waterway problems

INSPECTION PHOTOS

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