

		GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure		BRIDGE INSPECTION REPORT B04102026-1	
Date: 4/7/2026		Inspected By: T Upshall / M Button		Category: Eng. - Engineering	
BRIDGE INFORMATION					
Site:		1-283 - NORTH POND BROOK BRIDGE - R20			
SUBSTRUCTURE					
Condition:	P1 - Poor	Bearings:	I - Inapplicable		
		Bearing Seat:	I - Inapplicable		
Comments:	Severe spalling, disintegration, and pattern cracking in downstream wing walls. Very wide extensive horizontal/pattern cracking with light efflorescence throughout downstream (older structure) abutment/frame legs. Upstream (newer structure) has light erosion along abutment/ frame legs below high-water mark and is in fair condition, F1. Vertical construction joint between structures contains medium to wide pattern cracking with severe efflorescence caused from water leaking through the deck soffit, P1.				
SUPERSTRUCTURE					
Condition:	P1 - Poor	Expansion Joints:	I - Inapplicable		
Comments:	Very severe spalling and disintegration to longitudinal construction joint in soffit between structures. This area also contains extensive longitudinal/pattern cracking leaking heavy efflorescence and severe delamination in soffit of original structure adjacent to the joint. Remaining soffit in fair condition with medium honeycombs, F1. Upstream deck soffit at the intersection with the deck fascia has a severe spall with very severe corrosion to exposed reinforcement. Large boulder visible from original construction, P1.				
DECK					
Condition:	P1 - Poor	Curbs:	I - Inapplicable		
Hand Rail:	P - Poor	Roadway Condition:	F2 - Fair		
Approach Rail:	I - Inapplicable				
Comments:	*Assumed condition of deck top (covered in asphalt) based on condition of deck soffit below. Upstream barrier consists of 3 horizontal aluminum rails attached to buried 4x4 posts. Railing doesn't meet current design standards; P. Two severely deteriorated concrete posts are the only thing remaining from the upstream original barrier. Downstream structure rail is original concrete with severe scaling, wide vertical cracks, and spalling with exposed rebar. No curbs, end blocks, approach/exit rail or hazard markers. Asphalt is in fair condition with wide longitudinal cracks, light raveling, and wheel track rutting. Severe embankment erosion from road drainage at the SE corner.				
HYDROLOGY					
Water Velocity:	m/s	Ice Problem:	N - No Problem		
Water Depth:	m	Scour Problem:	N - No Problem		
Waterway:	01 - Adequate	Debris Problem:	N - No Problem		
Comments:					
REPLACEMENT/REHABILITATION					
Next Rehab. Date:		Replacement Year:			
Antic. Rehab. Cost:	\$	Replacement Cost:	\$		
Recommendations:	Would recommend structure be replaced before undergoing any significant rehabilitation. Barrier rails and/or				

guardrail should be installed with hazard markers.

OBSERVATIONS

Overall Condition:	P1 - Poor	Requires Further Inspection:	No
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Additional Observations:

Department of Transportation and Infrastructure, Government of Newfoundland and Labrador 2026.