

		GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure		BRIDGE INSPECTION REPORT B02202025-1	
Date: 2/13/2025		Inspected By: T Upshall / M Button		Category: Eng. - Engineering	
BRIDGE INFORMATION					
Site:		1-039 - SALMONIER RIVER BRIDGE - R90			
SUBSTRUCTURE					
Condition:	F2 - Fair	Bearings:	U - Uninspectable		
		Bearing Seat:	F1 - Fair		
Comments:	- Wingwalls have medium map cracks throughout, F1. - Abutment corners repaired in 2022. - Abutment faces have medium to wide map cracks and isolated efflorescence throughout, F1 to P3. - Northeast bearing seat and ballast wall bottom corner has disintegration, narrow map cracks with efflorescence and localized spalls, P3. - Bearing seat perimeter in fair condition. Significant debris visible on the bearing seats. - Bearings too high for inspection and restricted by deep water in front of the abutments. - No scour on north abutment. Water too deep for inspection on south side.				
SUPERSTRUCTURE					
Condition:	F1 - Fair	Expansion Joints:	F2 - Fair		
Comments:	- Girder end visible on the northeast corner has narrow damp map cracks throughout with local areas of disintegration, F1. Remaining girders have isolated areas of honeycombs but no significant defects, F1. - Deck soffit near the north abutment has hairline cracks with efflorescence near the expansion joints. Some damp locations visible in isolated locations, F1. Deck soffit inspection not possible on south side due to deep water. - Construction joint opened to a 3mm width between the deck and curb along the whole length of the bridge on both sides. No visible efflorescence during the inspection. - On the northeast corner, deck fascia has wide cracks and delaminations, P3. - Expansion joints replaced in 2022. Curb areas were not saw cut to remove feathered edges. Visible joint to existing concrete with gaps. Honeycombs visible in some locations. Curb areas caulked poorly.				
DECK					
Condition:	F1 - Fair	Curbs:	F1 - Fair		
Hand Rail:	F1 - Fair	Roadway Condition:	F2 - Fair		
Approach Rail:	G - Good				
Comments:	*Assumed condition of deck top (covered in asphalt) based on condition of deck soffit below. - Curb top covered in snow and not inspectable. - Exterior vertical faces of the curb have vertical narrow cracks along the length, F1. - End blocks have hairline map cracks throughout, F1. - Structure rail in fair condition overall. Most end caps missing or loose, F1. - Approach rail/guiderail replaced in 2022. No significant defects, G - Asphalt replaced in 2022. Asphalt placed too high adjacent to the expansion joints. Progressive edge cracking on the approach/exit of both joints, P3. G remainder. - All hazard markers in place.				
HYDROLOGY					
Water Velocity:	> 1 m/s	Ice Problem:	P - Possible Problem		
Water Depth:	> 1 m	Scour Problem:	P - Possible Problem		
Waterway:	01 - Adequate	Debris Problem:	N - No Problem		
Comments:	- Tidal area and scour susceptible. Water rise/fall roughly 1m during tide changes.				
REPLACEMENT/REHABILITATION					
2035		2045			

Next Rehab. Date:		Replacement Year:	
Antic. Rehab. Cost:	\$\$200,000	Replacement Cost:	\$4,500,000
Recommendations:	- Rehabilitation year place holder only. Scope largely unknown at this time. - Local concrete repairs to deck/curbs/abutments. - Cracks/spalls to deck fascia - Deck repairs		
OBSERVATIONS			
Overall Condition:	F1 - Fair	Requires Further Inspection:	No
Additional Observations:	- Salmon river. - Complete inspection on south side during low tide.		

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