

		GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure		BRIDGE INSPECTION REPORT B08052024-4	
Date: 8/2/2024		Inspected By: D. Burns/B. Grandy		Category: Eng. - Engineering	
BRIDGE INFORMATION					
Site:		2-114 - CRESTON CAUSEWAY BRIDGE - R220			
SUBSTRUCTURE					
Condition:	F2 - Fair	Bearings:	F2 - Fair	Bearing Seat:	F2 - Fair
Comments:	Concrete substructure in overall fair condition. Abutment 2 has excessive water staining and is suspected that this water is coming from leaking expansion joints. Abutment 1 also has water staining but a lot less than abutment 2. Staining on left arm of pier underneath deck drain pipe. Ice breakers on pier are heavily rusted with middle sections starting to deteriorate. Some vegetation growing on bottom of pier. Bearings and bearing seats all appear to be in healthy condition				
SUPERSTRUCTURE					
Condition:	F2 - Fair	Expansion Joints:	P1 - Poor		
Comments:	Girders all look healthy. Hairline longitudinal cracking along all inside edges of girders near bottom sections. Moderate honeycombing of girder 4 near abutment 1. Expansion joint seals are deteriorated and suspected to be leaking due to water staining on abutment faces. Expansion joint armor plates are damaged on roadway. Outside edge curb sections around expansion joints are deteriorated.				
DECK					
Condition:	F1 - Fair	Curbs:	P3 - Poor		
Hand Rail:	F1 - Fair	Roadway Condition:	F1 - Fair		
Approach Rail:	F1 - Fair				
Comments:	Potholes surrounding expansion joints with latitudinal cracking roughly 2 meters before each joint; Suspected to be where approach slab ends. Hairline cracking throughout curbs and end blocks, sidewalk has some chipping and deterioration. Guard rail is in poor condition in some areas, with incorrect structural post spacing. Aluminum bridge rail has moderate impact damage in some areas. Heavy sand and salt build up on deck.				
HYDROLOGY					
Water Velocity:	Tidal m/s	Ice Problem:	N - No Problem		
Water Depth:	Tidal m	Scour Problem:	P - Possible Problem		
Waterway:	01 - Adequate	Debris Problem:	N - No Problem		
Comments:	Fairly deep canal, unable to check pier for scour. Could be candidate for diving inspection.				
REPLACEMENT/REHABILITATION					
Next Rehab. Date:	2024	Replacement Year:	2050		
Antic. Rehab. Cost:	\$100,000	Replacement Cost:	\$8,000,000		
Recommendations:	Estimated rehabilitation year is unlikely due to Marystown canning bridge closure. Repair asphalt wearing surface, expansion joints, deck concrete features. Replace aluminum bridge rail sections, and guard rail with correct structural post placement.				
OBSERVATIONS					
Overall Condition:	F2 - Fair	Requires Further Inspection:	No		
Additional Observations:					