

	GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure	BRIDGE INSPECTION REPORT B08112023-5	
Date: 8/7/2023	Inspected By: Darrell Avery	Category: Eng. - Engineering	
BRIDGE INFORMATION			
Site:	TCH-023 - PORT BLANDFORD CNR OVERPASS EXTNSN		
Route:	1	Overall Length:	23 m
Year Built:	1965	Est: No	Overall Width: 21.5 m
Year Last Rehab.:		Est: No	Roadway Width: 14 m
Region:	CENTRAL EAST	Sidewalk Width:	0 m
Jurisdiction:	Provincial	Clearance to R.D. or N.W.L.:	6.9 m
Type of Structure:	04 - Rigid Frame	Max Depth of N.W.L.:	0 m
Purpose of Structure:	02 - Highway Railway Separation	Spans:	
Type of Handrail:	01 - Aluminum Rail	Span No.:	Length
Roadway Surface:	02 - Asphalt	1	10
Alignment Vertical:	01 - Good	2	0
Alignment Horizontal:	01 - Good	3	0
Restrictions:	No	4	0
		5	0
		6	0
BRIDGE PHOTOS			
			
SUBSTRUCTURE			
Condition:	F2 - Fair	Bearings:	F2 - Fair
		Bearing Seat:	F2 - Fair
Comments:	Extensions (Left and Right) Rehab completed in 2022 including; some concrete surface repairs, crack injecting pier caps on both sides. From previous inspection; wide-flange steel concrete encased column/piles have medium longitudinal cracks at the half-way point on each face, likely indicating no reinforcement prior to casting - also received crack sealing. - Concrete retaining structures have medium-severe alligator cracking throughout with mild efflorescence. Timber retaining structure atop the concrete wingwalls in fair condition, not tipping or failure present. Abutment 2 left wingwall has heavy cracking with efflorescence. - Bearings ok on pier caps. Original (Middle Structure) - Abutment 1 in fair condition with a medium-wide vertical crack at the mid-way point (between Josh Penney Graffiti).- Concrete has mild-medium map cracking throughout with efflorescence. Abutment 2 right wingwall has an erosion runoff hole, - abutment 2 in fair condition with light map cracking throughout with medium rust staining down the face on the right corner. - - No bearings, rigid frame		
SUPERSTRUCTURE			

Condition:	F1 - Fair	Expansion Joints:	I - Inapplicable
Comments:	Extensions (Left and Right) - Possible shear or shrinkage cracks in arched slab over the pier caps. Cracks very are wide, tracing the shape of the arch and flatten over the pier cap, - received crack injection work during rehab - F1 . - Right fascias/exterior curbs re-surfaced during rehab & partial repairs on left side. - Bottom of deck in fair condition, F1. Original (Middle Structure) - Construction joint between the original and south extension has mild efflorescent leakage from the west to east wingwall, P3. Construction joint between the original and north extension has medium efflorescent leakage from the west to east wingwall, P3. - Bottom of deck in fair condition, F1.		
DECK			
Condition:	F1 - Fair	Curbs:	F2 - Fair
Hand Rail:	G - Good	Roadway Condition:	F2 - Fair
Approach Rail:	G - Good		
Comments:	- Asphalt has settlement cracks over approaches, F1. - New approach/exit rail - G. - New end blocks - G. - Longitudinal cracks across the length of the structure and areas of near total disintegration - some repaired, F1. Waterproofing likely worn at the joints between extensions due to leakage below, P3. Rest of deck likely, F1.		
HYDROLOGY			
Water Velocity:	n/a m/s	Ice Problem:	NA - Not Applicable
Water Depth:	n/a m	Scour Problem:	NA - Not Applicable
Waterway:	03 - Not Applicable	Debris Problem:	NA - Not Applicable
Comments:	- CNR trail below.		
REPLACEMENT/REHABILITATION			
Next Rehab. Date:		Replacement Year:	
Antic. Rehab. Cost:	\$0	Replacement Cost:	\$0
Recommendations:	- Re-sealing joints between main structure and extensions during rehab was not possible since asphalt was not removed.		
OBSERVATIONS			
Overall Condition:	F2 - Fair	Requires Further Inspection:	No
Additional Observations:			