



GOVERNMENT OF
NEWFOUNDLAND
AND LABRADOR
Department of Transportation and Infrastructure

BRIDGE INSPECTION REPORT
B07102024-2

Date: 7/5/2024

Inspected By: D. Burns/J. Rowe/B. Grandy

Category: Eng. - Engineering

BRIDGE INFORMATION

Site:	2-179 - TERRENCEVILLE BRIDGE NO.2				
Route:	211-10	Overall Length:	8.2 m		
Year Built:	1970	Est: Yes	Overall Width:	8 m	
Year Last Rehab.:		Est: No	Roadway Width:	6 m	
Region:	CENTRAL EAST	Sidewalk Width:	0 m		
Jurisdiction:	Provincial	Clearance to R.D. or N.W.L.:	1 m		
Type of Structure:	11 - Timber Bridge	Max Depth of N.W.L.:	0.5 m		
Purpose of Structure:	04 - Over Non-Navigable Waters	Spans:			
Type of Handrail:	03 - Timber Rail	<u>Span No.:</u>	<u>Length</u>	<u>Span No.:</u>	<u>Length</u>
Roadway Surface:	02 - Asphalt	1	4	4	0
Alignment Vertical:	01 - Good	2	0	5	0
Alignment Horizontal:	01 - Good	3	0	6	0
Restrictions:	No				

BRIDGE PHOTOS





SUBSTRUCTURE

Condition:	P1 - Poor	Bearings:	I - Inapplicable
		Bearing Seat:	I - Inapplicable
Comments:	Visible erosion on all wingwalls, which could cause water to enter behind the abutment cribbing on upstream side. Scouring under abutment 2, 0.5m. Tiebacks in wingwall 1(upstream) are rotten and causing displacement of the wingwall. Tie backs in wingwall 1(downstream) do not appear to be rotten, although there is still movement in the lower section of the wall. Wing wall 2(downstream) has moderately deteriorated timbers and seeping creosote.		

SUPERSTRUCTURE

Condition:	F1 - Fair	Expansion Joints:	I - Inapplicable
Comments:	Timber beams in fair condition with no signs of defects. Chesses under the bridge appear in fair condition but are damp. Chesses visible on the bridges exterior have visible signs of rot with splits.		

DECK

Condition:	F1 - Fair	Curbs:	I - Inapplicable
Hand Rail:	P - Poor	Roadway Condition:	F1 - Fair
Approach Rail:	I - Inapplicable		
Comments:	Moderate cracking of asphalt near downstream side of deck. Heavy erosion on downstream side corner of approach 2. This erosion has caused the hand rail timbers to crack. Guard rail left is displaced and leaning towards the stream due to erosion and movement of the wingwalls. Complete with incorrect sized hazard markers. No approach rail or end blocks due to surrounding properties.		

HYDROLOGY

Water Velocity:	0.5 m/s	Ice Problem:	N - No Problem
Water Depth:	0.2 m	Scour Problem:	K - Known Problem
Waterway:	01 - Adequate	Debris Problem:	N - No Problem
Comments:	scouring under abutment cribbing 2(0.5m)		

REPLACEMENT/REHABILITATION

Next Rehab. Date:	2025	Replacement Year:	2030
Antic. Rehab. Cost:	\$75,000	Replacement Cost:	\$800,000
Recommendations:	Remove asphalt and fill from the bridge deck and replace chesses as applicable. This may not be possible due to poor vertical alignment and surrounding properties. - Replace sections of the retaining walls and cribbing. Reinstate curbs and proper structure rail. Upgrade to regulation hazard markers. Evaluate a replacement with a shallow box culvert.- All timelines and costs are estimates only. -Mentioned in previous report.		

OBSERVATIONS

Overall Condition:	P3 - Poor	Requires Further Inspection:	No
Additional Observations:	Superstructure in fair condition with failing substructure components. In need of rehab in deck components as		

well. Located near properties and at the bottom of a blind hill.

Department of Transportation and Infrastructure, Government of Newfoundland and Labrador 2024.