



GOVERNMENT OF
NEWFOUNDLAND
AND LABRADOR
Department of Transportation and Infrastructure

BRIDGE INSPECTION REPORT
B06282024-4

Date: 6/28/2024

Inspected By: D. Burns/J. Rowe

Category: Eng. - Engineering

BRIDGE INFORMATION

Site:	2-032 - TERRENCEVILLE BROOK BRIDGE				
Route:	211	Overall Length:	30.4 m		
Year Built:	1965	Est: No	Overall Width:	8.8 m	
Year Last Rehab.:	2008	Est: No	Roadway Width:	7.4 m	
Region:	CENTRAL EAST				
Jurisdiction:	Provincial				
Type of Structure:	01 - AASH to Girder	Clearance to R.D. or N.W.L.:	4 m		
Purpose of Structure:	04 - Over Non-Navigable Waters	Max Depth of N.W.L.:	2 m		
Type of Handrail:	04 - Steel Rail	Spans:			
Roadway Surface:	02 - Asphalt	<u>Span No.:</u>	<u>Length</u>	<u>Span No.:</u>	<u>Length</u>
Alignment Vertical:	01 - Good	1	24	4	0
Alignment Horizontal:	01 - Good	2	0	5	0
Restrictions:	No	3	0	6	0

BRIDGE PHOTOS





SUBSTRUCTURE

Condition:	F1 - Fair	Bearings:	F1 - Fair
		Bearing Seat:	F1 - Fair
Comments:	Previous Inspection - Concrete abutments and wingwalls. Some cracking with efflorescence throughout, more on wingwalls - some disintegration on abutment corners. Some concrete erosion of abutment two in flow zone - minor. Corbel under girder 5, abutment one built 2008. Some bearing pads squat. Bearing seat has debris and formwork left. Abutment 1 between girders 1 and 2 has moderate cracking which appears recent. new inspection - all previous concerns are persistent. Abutment 2 left has moderate map cracking. Abutment 1 right has moderate cracking latitudinal. Abutment 2 has rust staining. Possible scouring on abutment 2 left.		

SUPERSTRUCTURE

Condition:	F1 - Fair	Expansion Joints:	F2 - Fair
Comments:	Previous Inspection - 5 AASHTO girders. Girders have cracking, delamination, exposed rebar, honeycombing and efflorescence on all, #4 and #5 more than the other three. New inspection - Previous concerns are persistent, although girder #1 and #2 has more exposed rebar than the other 3. When tapping honeycombing areas with a maul, concrete debris falls. Some drain pipes near abutment 1 have rust staining and efflorescence with leaking on the outside of the pipe. Exposed rebar in most honeycombing areas.		

DECK

Condition:	F1 - Fair	Curbs:	F2 - Fair
Hand Rail:	F2 - Fair	Roadway Condition:	P3 - Poor
Approach Rail:	P3 - Poor		
Comments:	Previous Inspection - Concrete deck with asphalt wearing surface, exterior soffit and fascia has disintegration, cracking and efflorescence. Some cracking and potholes near expansion joints in asphalt. 4 rail steel hand rail with concrete end blocks, major impact spall abutment two left end block. Some light cracks in curbs. efflorescence and leaking evident on bottom of deck between girders 4 and 5. new inspection - All concerns mentioned in previous inspection are persistent. Sand and salt built up on deck surface. Approach rails are now starting to rot. missing both hazard markers on the left hand side. End blocks have no date/ID. Longitudinal cracking near center line of asphalt.		

HYDROLOGY

Water Velocity:	2 m/s	Ice Problem:	N - No Problem
Water Depth:	0.5 m	Scour Problem:	P - Possible Problem
Waterway:	01 - Adequate	Debris Problem:	N - No Problem
Comments:	Equipment of MUN research study project is near abutment #1.		

REPLACEMENT/REHABILITATION

Next Rehab. Date:		Replacement Year:	
Antic. Rehab. Cost:	\$TBD	Replacement Cost:	\$TBD
Recommendations:			

OBSERVATIONS

Overall Condition:	F1 - Fair	Requires Further Inspection:	No
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Additional Observations: underside of structure is fairly hard to access. Was only able to walk down one side of abutment 1 for inspection. Abutment 2 was inaccessible. Soffit has 45 degree drip bead instead of a 90 degree and could be the reason as to why the fascia/soffit is in poor condition.

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