

	GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure	<b>BRIDGE INSPECTION REPORT</b> <b>B08302022-1</b>	
<b>Date:</b> 7/28/2022	<b>Inspected By:</b> M Button	<b>Category:</b> Office - Bridge Office	
<b>BRIDGE INFORMATION</b>			
<b>Site:</b>	TCH-068 - CORNER BROOK STREAM BRIDGE EASTBOUND		
<b>Route:</b>	1	<b>Overall Length:</b>	26.6 m
<b>Year Built:</b>	1969	<b>Est: No</b>	<b>Overall Width:</b> 13.9 m
<b>Year Last Rehab.:</b>		<b>Est: No</b>	<b>Roadway Width:</b> 12.3 m
<b>Region:</b>	WEST COAST/NORTHERN	<b>Sidewalk Width:</b>	0 m
<b>Jurisdiction:</b>	Provincial	<b>Clearance to R.D. or N.W.L.:</b>	2.5 m
<b>Type of Structure:</b>	03 - Reinforced Concrete Beam/Slab	<b>Max Depth of N.W.L.:</b>	1.1 m
<b>Purpose of Structure:</b>	03 - Over Navigable Waters	<b>Spans:</b>	
<b>Type of Handrail:</b>	04 - Steel Rail	<u>Span No.:</u>	<u>Length</u>
<b>Roadway Surface:</b>	02 - Asphalt	1	22.3
<b>Alignment Vertical:</b>	01 - Good	2	0
<b>Alignment Horizontal:</b>	01 - Good	3	0
<b>Restrictions:</b>	No	4	0
		5	0
		6	0
<b>BRIDGE PHOTOS</b>			
			
<b>SUBSTRUCTURE</b>			
<b>Condition:</b>	F1 - Fair	<b>Bearings:</b>	U - Uninspectable
		<b>Bearing Seat:</b>	U - Uninspectable
<b>Comments:</b>	- Original abutments in fair condition with various full length cold joints. - Original wingwall have tops demolished to allow for post tension concrete girders. Faces have moderate to severe disintegration and cold joints. Northwest original wingwall has separated from original abutment. - Original structure does not have a visible bearing seat or bearings. - New abutments not inspected as the area is very difficult to access (must climb over top of old wingwalls and between girders). Concrete viewed from a distance only. Some narrow cracking with efflorescence was observed. - Bearing or bearing seat not inspectable. A lot of gravel build up on exterior upstream and downstream bearing seats. - New exterior wingwalls in fair condition.		
<b>SUPERSTRUCTURE</b>			
<b>Condition:</b>	F1 - Fair	<b>Expansion Joints:</b>	F1 - Fair
<b>Comments:</b>	- Upstream exterior post tensioned girder has a large spall to the bottom flange exposing reinforcement, P3. - Downstream exterior post tension girder has moderate weather with various rust stains from deck fascia spalls		

above. - Newer concrete deck soffit in good condition. Downstream exterior deck fascia has various spalls to reinforcement causing staining to exterior girder below, P3. - Exterior original rectangular concrete beams near total disintegration with numerous layers of reinforcing steel exposed, P. Newer post tensioned girders appear to have be deliberately placed directly adjacent to the poor condition original beams. New girders suspected to be taking all load. - Original concrete deck soffit has various areas of delaminations and spalls but otherwise in fair condition. - Deck soffit joint between old and new deck (extension) not visible due to lost formwork. - Expansion joints paved over. No chaulking on curb expansion gaps.

**DECK**

<b>Condition:</b>	F1 - Fair	<b>Curbs:</b>	F1 - Fair
<b>Hand Rail:</b>	G - Good	<b>Roadway Condition:</b>	F2 - Fair
<b>Approach Rail:</b>	F2 - Fair		
<b>Comments:</b>	- Asphalt in good condition. - Curbs have various small corner spalls and are covered in gravels and are in fair condition. Curb exteriors have narrow map cracking throughout with isolated locations of efflorescence. Downstream curb to deck construction joint opening, no visible leachate. - Structure rail in good condition. - Guiderail in fair condition, connected to end blocks, has regulation post spacing and is missing all hazard markers.		

**HYDROLOGY**

<b>Water Velocity:</b>	0.5 m/s	<b>Ice Problem:</b>	N - No Problem
<b>Water Depth:</b>	2 m	<b>Scour Problem:</b>	P - Possible Problem
<b>Waterway:</b>	01 - Adequate	<b>Debris Problem:</b>	N - No Problem
<b>Comments:</b>	- Deep fast flowing water.		

**REPLACEMENT/REHABILITATION**

<b>Next Rehab. Date:</b>	2026	<b>Replacement Year:</b>	2040
<b>Antic. Rehab. Cost:</b>	\$100,000	<b>Replacement Cost:</b>	\$0
<b>Recommendations:</b>	- Complete various concrete repairs. - Bridge covered in gravels, clean the bridge. - Clean bearing beats on extension. - Install hazard markers. - Chaulk curb expansion gaps.		

**OBSERVATIONS**

<b>Overall Condition:</b>	F1 - Fair	<b>Requires Further Inspection:</b>	No
<b>Additional Observations:</b>	- Inspection limited to below structure. Roadway only viewed from one corner due to the bridge being on the TCH. - Structure extended on both the upstream and downstream. Post-tensioned concrete girders on extensions. Original structure utilizes rectangular concrete beams. - Bridge overall in fair condition with P3 areas. Monitor deck soffit joint between old and new structures for signs of leakage on future inspections. - Watch traffic on TCH, do not cross.		

**LEGEND:**

<b>Condition Definitions:</b>			<b>Problem Definitions:</b>	<b>Category Definitions:</b>
1 - *Good - [discontinued code].	F2 - Fair.	C - Unsafe (Closed to Public).	N - No Problem.	Maint. - Maintenance.
2 - *Fair - [discontinued code].	F1 - Fair.	U - Uninspectable.	P - Possible Problem.	Eng. - Engineering.
3 - *Poor - [discontinued code].	P3 - Poor.	I - Inapplicable.	K - Known Problem.	Office - Bridge Office.
4 - *Unsafe - [discontinued code].	P1 - Poor.		NA - Not Applicable.	
G - Good.	P - Poor.			

**PHOTO GUIDELINES:**

**Inspection Photos:**  
 Please provide photos using guidelines below:  
 ● Any item which inspector feels should be documented by photograph  
 ● All items noted above as being P3, P1, P, or C  
 ● Any evidence of known ice, scour, debris, waterway problems

**INSPECTION PHOTOS**