

	GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure	BRIDGE INSPECTION REPORT B03262025-2	
Date: 3/5/2025	Inspected By: T Upshall / M Button	Category: Eng. - Engineering	
BRIDGE INFORMATION			
Site: 1-043 - BECKFORD RIVER BRIDGE - R92			
SUBSTRUCTURE			
Condition:	P3 - Poor	Bearings:	F1 - Fair
		Bearing Seat:	F1 - Fair
Comments:	- All wingwalls have medium width map cracks with moderate to severe efflorescence throughout with isolated spalls and delaminations, P3. - Both abutment's bearings overhang the bearing seat by roughly 25mm. Monitor on future inspections for movement. Bearing sides/front too high for inspection and blocked by styrofoam. - North abutment's ballast walls have narrow to medium width map cracks throughout. Light efflorescence visible exterior corners. - North abutment face has a wide vertical crack near the midpoint. The crack also extends through the creep block above on the bearing seat, P3. Under most girders, the face also has medium width vertical cracks, F1. - North abutment bearing seat largely not inspectable but assumed to be in fair condition, F1. - South abutment face has medium width vertical cracks under/around most girders, F1 to P3. Face also has light to moderate erosion on the downstream corner. - South abutment bearing seat too high for inspection but assumed to be in fair condition, F1.		
SUPERSTRUCTURE			
Condition:	P3 - Poor	Expansion Joints:	F1 - Fair
Comments:	- Expansion joint seals replaced in 2020. Seals filled with sand/mud. No evidence of leakage on bearing seat below. Concrete end dams have spalled edges on the approach side and an isolated location has exposed reinforcement, F1. - Exterior girder ends on the northwest and southeast corners, have a protective concrete wedge for the pre-stress or post tension strands. Northwest wedge has medium to wide cracks with light efflorescence, F1. Southeast wedge has wide cracks with moderate to severe efflorescence, P3. - West exterior girder's bottom flange has narrow longitudinal cracks with light to moderate efflorescence near the midpoint, F1 to P3. - Girder bottom flanges, near the south abutment, have local spalls due to low cover. Reinforcement exposed with moderate to severe corrosion, F1 to P3. - All girders have rust stains consistent with metal rebar cover chairs. - Remaining girders have no significant defects, F1 to F2. - One diaphragm over the south abutment has a wide crack, P3. - Both deck soffit exterior cantilevers have medium to wide cracks with severe efflorescence. Some areas have formed stalactites P3. - The deck soffit, near the expansion joints, has light to moderate efflorescence in isolated locations, F1. - Interior deck soffit has no significant defects, F1 to F2.		
DECK			
Condition:	F1 - Fair	Curbs:	P - Poor
Hand Rail:	P - Poor	Roadway Condition:	P3 - Poor
Approach Rail:	P3 - Poor		
Comments:	*Assumed condition of deck top (covered in snow) based on condition of deck soffit below. Locations not covered in snow have narrow to medium width longitudinal cracks. Polishing observed throughout. - Curb top has hairline cracks throughout with very light efflorescence, F1. Some locations have wide cracks with suspected delaminations, F1 to P3. - Curb to deck & curb to wingwall construction joints, on both sides of the bridge, have opened to approximately 10mm. Curb disintegrated on the northwest corner of the structure. Remaining areas of the curb have isolated wide cracks with light to moderate efflorescence. Delaminations and spalls also present throughout. Some concern to the curb's ability to withstand a rail impact, P. - Structure rail replaced in 2020 with 4-rail galvanized structural steel and is in good condition, G. However, supporting concrete is likely inadequate. - End blocks replaced in 2020 and have no significant defects, G. - Standard approach rail/guiderail has numerous cracks with rot starting to form in some posts, P3. "Guiderail Structures" installed near end blocks and in fair condition, F1 to F2. - Approach asphalt has map cracking throughout with isolated potholes/settlement areas, P3		

to P1. - All hazard markers in place.			
HYDROLOGY			
Water Velocity:	< 1 m/s	Ice Problem:	N - No Problem
Water Depth:	~1 m	Scour Problem:	N - No Problem
Waterway:	01 - Adequate	Debris Problem:	N - No Problem
Comments:	- North abutment has no scour. Abutment perched out of the water. - South abutment checked for scour. No issues present.		
REPLACEMENT/REHABILITATION			
Next Rehab. Date:		Replacement Year:	
Antic. Rehab. Cost:	\$	Replacement Cost:	\$
Recommendations:	- Complete deck repairs + waterproof + pave. - Raise expansion joint end dams. - Resurface approaches and correct settlement. - Girder/abutment/wingwall repairs. - Replace curbs & reinstall new steel rail. - Replace standard guiderail on approaches to the structure.		
OBSERVATIONS			
Overall Condition:	P3 - Poor	Requires Further Inspection:	No
Additional Observations:	- Overall condition considering all elements, P3.		

Department of Transportation and Infrastructure, Government of Newfoundland and Labrador 2026.