

		GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure		BRIDGE INSPECTION REPORT B01312025-5	
Date: 1/29/2025		Inspected By: T Upshall / M Button		Category: Eng. - Engineering	
BRIDGE INFORMATION					
Site:		1-249 - BLACK DUCK POND BRIDGE - R72			
SUBSTRUCTURE					
Condition:	P1 - Poor	Bearings:	I - Inapplicable		
		Bearing Seat:	I - Inapplicable		
Comments:	Structure extended 3 meters upstream. Frame leg faces beneath structure have medium vertical cracking near haunch with heavy efflorescence. Severe erosion along bottom of east/west frame legs. NE wingwall has light weathering with a very wide vertical crack propagating from a frame leg spall to top of concrete (P3). NW wingwall has a large horizontal crack with efflorescence (P3). SW wingwall has wide cracking with efflorescence and AAR near top of concrete. Large cold joint visible and opening near bottom. Joint continues on an angle through the west frame leg face under the structure (P3). SE wingwall has two horizontal joints opening (possible construction joints). Very wide crack extending from top to bottom of the wall with discontinuities. Appears the wingwall is migrating from the main structure. The wingwall should have been poured with a construction joint and not poured monolithically with the main frame (P1).				
SUPERSTRUCTURE					
Condition:	P3 - Poor	Expansion Joints:	I - Inapplicable		
Comments:	Medium cracking at frame leg connection to underside of deck with efflorescence (P3). AAR evident on underside of deck with limited spalling.				
DECK					
Condition:	P1 - Poor	Curbs:	P1 - Poor		
Hand Rail:	P1 - Poor	Roadway Condition:	P1 - Poor		
Approach Rail:	I - Inapplicable				
Comments:	*Assumed condition of deck top (covered in asphalt) based on condition of deck soffit below. Very severe disintegration/delamination exposing deck reinforcement to north fascia P1. North fascia is ~50% disintegrated with extremely large spalls extending from the west frame leg to the east frame leg. Ends of transverse reinforcement bars all exposed with no hooks (not rebar). South fascia has severe disintegration/delamination and construction joints opening with large cracks, likely AAR. Full length of helical bar exposed with severe corrosion and looks to be a form of twisted round stock instead of rebar (P). Curb disintegrated on roadway but better on exterior of structure. Concrete handrails have very wide cracks and severe spalling with exposed helical steel. NW post migrating towards stream. All handrails have large cracks exposing helical steel (not rebar). No approach/exit rail or hazard markers. Severe potholes and medium alligator cracking at SE exit.				
HYDROLOGY					
Water Velocity:	0 m/s	Ice Problem:	N - No Problem		
Water Depth:	0 m	Scour Problem:	N - No Problem		
Waterway:	01 - Adequate	Debris Problem:	N - No Problem		
Comments:					
REPLACEMENT/REHABILITATION					
Next Rehab. Date:		Replacement Year:		2025	

Antic. Rehab. Cost:	\$0	Replacement Cost:	\$0
Recommendations:			
OBSERVATIONS			
Overall Condition:	P1 - Poor	Requires Further Inspection:	Yes
Additional Observations: Rebar helical round stock. Aggregate is beach rock. Recommend annual inspections until structure is replaced.			

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