

		GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure		BRIDGE INSPECTION REPORT B04212026-2	
Date: 4/15/2026		Inspected By: T Upshall / M Button		Category: Eng. - Engineering	
BRIDGE INFORMATION					
Site:		1-155 - BROAD COVE BROOK BRIDGE NO. 1 - R			
SUBSTRUCTURE					
Condition:	P1 - Poor	Bearings:	U - Uninspectable		
		Bearing Seat:	U - Uninspectable		
Comments:	Very severe erosion of concrete to east abutment at midsection. SW corner abutment also showing severe erosion. Abutments appear to be built on bedrock. Severe disintegration to SW bearing seat slightly undermining exposed bearing. Very severe disintegration to NE and SE abutment corners. NE wingwall vertical joint opening due to disintegration from roadway runoff. Rip rap at the NE corner is undermined and appears to be unstable.				
SUPERSTRUCTURE					
Condition:	P1 - Poor	Expansion Joints:	I - Inapplicable		
Comments:	Severe spalling exposing highly corroded reinforcement in the downstream concrete beam. There is significant section loss to the exposed steel causing the steel to delaminate and break into layers. Upstream beam has severe spalling exposing reinforcement, severe delamination with wide horizontal and longitudinal cracks. Both exterior cantilever soffit has severe concrete spalling/deterioration exposing reinforcement. There is significant section loss to the downstream deck. Interior deck soffit in fair condition with light honeycombing. Interior beams in F1 condition with light spalling/delamination and exposed rebar. Exterior beam in P1/P3 condition.				
DECK					
Condition:	P1 - Poor	Curbs:	I - Inapplicable		
Hand Rail:	P - Poor	Roadway Condition:	P1 - Poor		
Approach Rail:	P - Poor				
Comments:	*Assumed condition of deck top (covered in asphalt) based on condition of deck soffit below. Very severe spalling exposing reinforcement in concrete handrails. Sections of handrail no longer exist and are replaced with double stacked standard guiderail. Structure does not have approach/exit rail, end blocks or hazard markers. Approach rail limited due to surrounding accesses. There is standard guiderail on the west exit with severe deformations and cracked/rotted posts. The stability of the posts securing the handrail in place is weak with excessive movement. All rebar for the concrete posts once embedded into the deck are now fully exposed. Handrails have very limited impact force resistance. Two potholes at the east approach caused by erosion undermining road behind the diaphragms. Asphalt along the edge has cracked off from the undermining. Severe embankment erosion at NW corner creating unstable and uneven road shoulder.				
HYDROLOGY					
Water Velocity:	m/s	Ice Problem:	N - No Problem		
Water Depth:	m	Scour Problem:	K - Known Problem		
Waterway:	01 - Adequate	Debris Problem:	N - No Problem		
Comments:	Stream is not centered beneath bridge causing increased erosion of concrete at east abutment.				
REPLACEMENT/REHABILITATION					
Next Rehab. Date:		Replacement Year:			
Antic. Rehab. Cost:	\$	Replacement Cost:	\$		

Recommendations: Replacement required.			
OBSERVATIONS			
Overall Condition:	P1 - Poor	Requires Further Inspection:	Yes
Additional Observations: Monitor extreme erosion, soffit fascia deterioration and road undermining.			

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