

		GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure		BRIDGE INSPECTION REPORT B03072025-1	
Date: 2/27/2025		Inspected By: T Upshall / M Button		Category: Eng. - Engineering	
BRIDGE INFORMATION					
Site:		1-070 - GOOSEBERRY COVE BRIDGE - R			
SUBSTRUCTURE					
Condition:	P3 - Poor	Bearings:	I - Inapplicable		
		Bearing Seat:	I - Inapplicable		
Comments:	- Northeast wingwall has moderate scaling throughout with hairline cracks around the rigid frame top corner, F1. - Southeast wingwall has isolated wide ~60° cracks. Towards the frame leg corner, cracks reduce to narrow ~60° cracks with light efflorescence, P3. - Southeast frame leg corner has narrow vertical cracks with moderate efflorescence, especially around the ridged frame top corner, F1 to P3. - Southeast footing corner has a large spall or disintegrated area, P3. - Northwest wingwall is buried with fill and not inspectable. Riprap overhanging in the corner pinned between the wingwall and old structure downstream creating safety hazard for inspectors, P3 to P1. - Southwest wingwall has moderate erosion to the footing/wingwall construction joint. Isolated hairline cracks with light efflorescence and light scour to the rear off the wall likely caused from runoff, P3. - Both footing to frame leg construction joints have moderate erosion. Both frame leg faces have isolated wide vertical cracks. Remainder in fair condition, P3 to F1.				
SUPERSTRUCTURE					
Condition:	P3 - Poor	Expansion Joints:	I - Inapplicable		
Comments:	- Upstream headwall/retaining wall/deck fascia has hairline cracks with very light efflorescence. - Both exterior areas of the deck soffit, under the headwalls, has moderate width longitudinal cracks with moderate to severe efflorescence, P3. - Deck soffit has exposed large boulders embedded in concrete. Isolated pockets of honeycombs from original construction. Near mid span, the deck soffit has a large area of dampness with small hairline cracks, P3. - Deck soffit north side at the frame leg haunch/geometry change has dampness along the transverse joint. - Deck soffit F1 remainder.				
DECK					
Condition:	P3 - Poor	Curbs:	U - Uninspectable		
Hand Rail:	F1 - Fair	Roadway Condition:	P1 - Poor		
Approach Rail:	P - Poor				
Comments:	*Assumed condition of deck top (covered in asphalt and buried in ~2m of fill) based on condition of deck soffit below. - Curb tops covered in gravels, snow and vegetation. Not inspectable. - Curbs form the upstream and downstream fill retaining walls. - Structure rail has no significant defects however they are overgrown with vegetation. - Approach rail/guiderail overgrown with vegetation. System not of type "Guiderail Structures". Large gaps between terminal fin and end blocks that have been closed in with logs. Posts are tipped, and have rotten cores with various checks/splits, P. - Asphalt has settlement on approaches, moderate map cracking throughout and isolated potholes, P3 to P1. - No hazard markers in place.				
HYDROLOGY					
Water Velocity:	< 1 m/s	Ice Problem:	N - No Problem		
Water Depth:	> 2 m	Scour Problem:	P - Possible Problem		
Waterway:	01 - Adequate	Debris Problem:	N - No Problem		
Comments:	> 2m water depth under structure. Revisit required to check for scour.				
REPLACEMENT/REHABILITATION					

Next Rehab. Date:		Replacement Year:	
Antic. Rehab. Cost:	\$	Replacement Cost:	\$
Recommendations:	When possible complete: - Replace guiderail with "Guiderail Structures" complete with hazard markers. - Clear vegetation/trees on the structure, approaches and curves around bridge. - Clear curbs of gravels. - Resurface approaches and over structure. - Repair scour on southwest wingwall. - Repair slope stability/migration issues around northwest wingwall. Lower priority: - Crack injection of wingwalls and structure exterior. - Multiurethane injection of damp areas in deck soffit. May have to excavate and repair top down. - Concrete repairs to structure corners. - Demolish old structure downstream.		
OBSERVATIONS			
Overall Condition:	P3 - Poor	Requires Further Inspection:	No
Additional Observations: - Utility poles on upstream side. - Old structure downstream.			

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