

		GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure		BRIDGE INSPECTION REPORT B01222025-4	
Date: 1/21/2025		Inspected By: T Upshall / M Button		Category: Eng. - Engineering	
BRIDGE INFORMATION					
Site:		TCH-105 - MANUEL'S RIVER FEEDER CANAL (EASTBOUND) - R1			
SUBSTRUCTURE					
Condition:	P3 - Poor	Bearings:	P3 - Poor		
		Bearing Seat:	P3 - Poor		
Comments:	- Upstream abutment exterior corners (including the exterior bearing seat) & wingwalls have moderate map cracking with efflorescence & delaminations, P3. - Downstream abutment exterior corners (including the exterior bearing seat) & wingwalls have light map cracking with localized efflorescence, F1 to P3. - Interior bearing areas in fair condition with no visible leakage through the expansion joints, F1. - Main face of the abutments in fair condition overall with isolated light cracking, F1 - Many bearings have cracks throughout, F1 to P3.				
SUPERSTRUCTURE					
Condition:	P3 - Poor	Expansion Joints:	F2 - Fair		
Comments:	- New asphaltic plug joint installed in 2019? Joint in fair condition with light mechanical erosion/polishing to surface, F2. - Upstream exterior beam has widespread narrow to medium width map cracking. Minor progression on future inspections, F1 to P3. - Remainder of beam elements have some localized cracking and remain in fair to good condition, F1.				
DECK					
Condition:	P3 - Poor	Curbs:	P3 - Poor		
Hand Rail:	F1 - Fair	Roadway Condition:	F2 - Fair		
Approach Rail:	F1 - Fair				
Comments:	*Assumed condition of deck top (covered in asphalt) based on condition of deck soffit below, F1. - Structure railing has minor dents/scrapes likely from the plough, F1. - Approach rail is not of type "guiderail structures". Rail/posts in fair condition with minor dents/scrapes, F1. - No visible distress in the approach or structure asphalt, F2. - End blocks encapsulated with medium to wide map cracks throughout. Delaminations present in some locations. - Upstream curb & fascia around the expansion joint has severe medium to wide map cracks with delaminations and efflorescent leachate, P3. - Remainder of curb and fascia has isolated areas of light/narrow map cracks, F1.				
HYDROLOGY					
Water Velocity:	Varies m/s	Ice Problem:	N - No Problem		
Water Depth:	Varies m	Scour Problem:	N - No Problem		
Waterway:	01 - Adequate	Debris Problem:	N - No Problem		
Comments:	- Flow governed by spillway just upstream.				
REPLACEMENT/REHABILITATION					
Next Rehab. Date:	2028	Replacement Year:	2045		
Antic. Rehab. Cost:	\$120,000	Replacement Cost:	\$3,000,000		
Recommendations:	- Replace end blocks. - Concrete repairs - Reface curb exterior on the upstream side around the expansion joint. Abutment & wingwall repairs. Upstream exterior beam repairs/crack sealing. - Consider upgrading to guiderail				

structures. - A rehabilitation focused on concrete repairs in within 5 years will be beneficial to extend the life of this structure.

OBSERVATIONS

Overall Condition: P3 - Poor **Requires Further Inspection:** No

Additional Observations: - Structure P3 but with many F1 elements as mentioned in the report above.

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