

		GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure		BRIDGE INSPECTION REPORT B02262025-2	
Date: 2/19/2025		Inspected By: T Upshall / M Button		Category: Eng. - Engineering	
BRIDGE INFORMATION					
Site:		1-311 - POINT VERDE BRIDGE - R100			
SUBSTRUCTURE					
Condition:	P1 - Poor	Bearings:	I - Inapplicable		
		Bearing Seat:	I - Inapplicable		
Comments:	- Original structure extended approximately 3m downstream. Extension directly poured on bedrock - Inlet wingwalls not inspectable due to snow coverage. Notes from previous inspection "Medium scour under upstream retaining wall & Severe concrete disintegration along top of upstream retaining wall". - Inlet has very severe disintegration to exterior frame leg corners, P1. Very severe disintegration extends from the east frame leg exterior corner approximately 2m downstream, P1. - Vertical frame leg construction joints between the original structure and the extension have severe spalling and disintegration throughout, P1. - Overall, substructure P1 inlet exterior corners, & construction joints/extensions. F1 remainder.				
SUPERSTRUCTURE					
Condition:	P1 - Poor	Expansion Joints:	I - Inapplicable		
Comments:	- Inlet deck fascia fully disintegrated exposing reinforcement with severe corrosion. Large cavity observed through deck/curb construction joint, P1. - Deck soffit upstream exterior to approximately 3-4m downstream, has large spalls and widespread medium map cracks with severe efflorescent leachate, P1. - Outlet deck fascia's western half is fully disintegrated exposing reinforcement with severe corrosion, P1. F1 to P3 remainder. - Severe delamination/spalling in deck soffit along construction joint between original structure and extension. Joint is visibly leaking. - Deck soffit F1 outside the areas mentioned above.				
DECK					
Condition:	P1 - Poor	Curbs:	P1 - Poor		
Hand Rail:	P1 - Poor	Roadway Condition:	G - Good		
Approach Rail:	P1 - Poor				
Comments:	*Assumed condition of deck top (covered in asphalt) based on condition of deck soffit below. - Curb tops not inspectable due to snow coverage. Curb exterior construction joints have severe disintegration on both the inlet and outlet. Note from previous inspection "Severe vegetation growth from curbs". - Approach rail/guiderail installed in 2023 and has severe side slope erosion on the upstream side causing two posts to tilt towards the ditch, P1. Remainder has no significant defects, F1. - Structure rail is new nested guiderail installed in 2023. Nested rails supported by eroded posts above, P1. - Asphalt is new on the approach/exit and over the bridge, G. - No hazard markers.				
HYDROLOGY					
Water Velocity:	< 0.5 m/s	Ice Problem:	N - No Problem		
Water Depth:	< 0.5 m	Scour Problem:	K - Known Problem		
Waterway:	01 - Adequate	Debris Problem:	N - No Problem		
Comments:	- Roughly 1m free board at the time of inspection.				
REPLACEMENT/REHABILITATION					
Next Rehab. Date:		Replacement Year:		2030	

Antic. Rehab. Cost:	\$N/A	Replacement Cost:	\$1,000,000
Recommendations:	- Replace structure with a series of small culverts within 5 years.		
OBSERVATIONS			
Overall Condition:	P1 - Poor	Requires Further Inspection:	No
Additional Observations:	- P1 - extension joints, inlet/outlet deck fascias, Inlet area deck soffit, inlet area frame legs. Remainder varies. - Very low structure restricting proper inspection. Structure viewed from inlet and outlet only.		

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