

		GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure		BRIDGE INSPECTION REPORT B02212025-1	
Date: 2/13/2025		Inspected By: T Upshall / M Button		Category: Eng. - Engineering	
BRIDGE INFORMATION					
Site:		1-165 - STEVE GOSSES MILL BRIDGE - R81			
SUBSTRUCTURE					
Condition:	F1 - Fair	Bearings:	I - Inapplicable		
		Bearing Seat:	I - Inapplicable		
Comments:	- Both the inlet and outlet headwalls have hairline map cracks throughout with light efflorescence. - Upstream and downstream extension frame legs have hairline cracks at the exterior corners, F1, and hairline cracks with very light efflorescence at the structure extension joints, F1 to P3. - Interior frame legs have hairline cracks with light to moderate efflorescence, F1 to P3. - Structure is a rigid frame. No bearing seat or bearings. - Exposed concrete footings have moderate concrete erosion throughout.				
SUPERSTRUCTURE					
Condition:	P3 - Poor	Expansion Joints:	I - Inapplicable		
Comments:	- The deck soffit near and at both structure extension joints have hairline to narrow cracks with moderate efflorescence, P3. - The center structure deck soffit has a large pocket of boulders from original construction, P3 to P1. - The center structure deck soffit has a very wide crack. Suspecting this is to an embedded railway track section used as reinforcement, P3. - Deck soffit F1 outside of areas noted above.				
DECK					
Condition:	P3 - Poor	Curbs:	U - Uninspectable		
Hand Rail:	P - Poor	Roadway Condition:	F2 - Fair		
Approach Rail:	I - Inapplicable				
Comments:	*Assumed condition of deck top (covered in snow and gravels) based on condition of deck soffit below. - Heavy vegetation growth between the curb and the deck. Heavy overgrowth of alders on bridge approaches, making the structure hard to see while driving. - Excessive fill on structure exteriors. - Curbs not inspectable. Snow covered and covered in gravels. - End blocks have no significant concrete defects. However, the southwest end block has potential settlement or the perception of it caused by it being partially buried in fill. - No approach rails or hazard markers. - Structure railing missing a rail on both sides. Rails missing end caps. Rails have various dents and scrapes throughout, P. - Gravel road. Road was snow covered and smooth at the time of inspection				
HYDROLOGY					
Water Velocity:	< 1 m/s	Ice Problem:	P - Possible Problem		
Water Depth:	< 1 m	Scour Problem:	P - Possible Problem		
Waterway:	01 - Adequate	Debris Problem:	N - No Problem		
Comments:	- River frozen. Scour inspection not complete				
REPLACEMENT/REHABILITATION					
Next Rehab. Date:	2030	Replacement Year:	2045		
Antic. Rehab. Cost:	\$150,000	Replacement Cost:	\$1,000,000		
Recommendations:	- Remove excess fill atop structure. - Clear all roadway overgrowth. - Install first 8 posts of guiderail structures on each structure corner complete with hazard markers. - Replace/repair structure railing. - Local concrete repairs to				

the deck soffit (boulder area) & crack. - Remove fill over the structure extension joints, complete concrete repairs and waterproof. - Estimated replacement date based on a rehabilitation being completed within 5 years.

OBSERVATIONS

Overall Condition: F1 - Fair **Requires Further Inspection:** No

Additional Observations: - Low confined structure limits inspection.

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