

		GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure		BRIDGE INSPECTION REPORT B02072025-2	
Date: 2/6/2025		Inspected By: T Upshall / M Button		Category: Eng. - Engineering	
BRIDGE INFORMATION					
Site:		1-083 - WESTERN BAY BROOK BRIDGE NO.1 - R			
SUBSTRUCTURE					
Condition:	F1 - Fair	Bearings:	U - Uninspectable		
		Bearing Seat:	U - Uninspectable		
Comments:	South abutment corners have light spalling/delamination with narrow to medium vertical cracking with light efflorescence. Medium vertical cracking throughout the abutment face. Stream alignment flowing aggressively along southwest abutment/footing corner, suspect scour in this location. Placement of riprap would reduce scour/erosion in this area. North abutment has light scour and concrete disintegration on the northeast corner of the structure. All wingwalls in fair condition. Northeast wingwall has mild map cracking. Unable to inspect bearings and bearing seat due to height restrictions. No visible sign of spalling or leaking to abutments beneath bearing seat. Severe disintegration to SW wingwall near bearing seat.				
SUPERSTRUCTURE					
Condition:	F1 - Fair	Expansion Joints:	F1 - Fair		
Comments:	South side of bridge is fixed, and the north is the expansion end. Asphalt has transverse cracks above on both the fixed and expansion ends, F1. Hundreds of light spalls exposing stirrups on all double tees due to insufficient cover. In some locations, rebar is also exposed on the bottom soffit of the double tee sections, F1. No leakage observed between pre-cast beams, indicating waterproofing and deck concrete above still in fair condition.				
DECK					
Condition:	F1 - Fair	Curbs:	U - Uninspectable		
Hand Rail:	P3 - Poor	Roadway Condition:	F1 - Fair		
Approach Rail:	F1 - Fair				
Comments:	*Assumed condition of deck top (covered in asphalt) based on condition of deck soffit below. Medium transverse cracks and severe pothole in asphalt at north expansion gap, F1. Guiderail has some split posts and rails are not connected to end blocks. Interior curbs have minor cracks throughout, especially around expansion joints, F1. Severe spalling, narrow vertical/horizontal cracks with light efflorescence and visible cold joints in exterior curb/fascia. No caulking over curb joint. Ends of rails are encased in end block concrete with rusty water slurry leaking from the encasement connection. Medium deformations and severe corrosion with perforations to steel handrails and posts P3.				
HYDROLOGY					
Water Velocity:	0 m/s	Ice Problem:	N - No Problem		
Water Depth:	0 m	Scour Problem:	P - Possible Problem		
Waterway:	01 - Adequate	Debris Problem:	N - No Problem		
Comments:	Stream alignment flowing aggressively along southwest abutment/footing corner, suspect scour in this location.				
REPLACEMENT/REHABILITATION					
Next Rehab. Date:	2028	Replacement Year:	2040		
Antic. Rehab. Cost:	\$0	Replacement Cost:	\$0		

Recommendations:	Replace handrail and pour back areas where handrails are to be removed from end blocks. Place riprap on southwest corner. Remove road sand/gravel along curbs. Reseal/caulk curbs over the bearing seats.		
OBSERVATIONS			
Overall Condition:	F1 - Fair	Requires Further Inspection:	No
Additional Observations:			

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