

		GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure		BRIDGE INSPECTION REPORT B01172025-1	
Date: 12/20/2024		Inspected By: M Button/S Walsh		Category: Eng. - Engineering	
BRIDGE INFORMATION					
Site:		1-263 - FERRY TERMINAL BRIDGE - R			
SUBSTRUCTURE					
Condition:	P3 - Poor	Bearings:	I - Inapplicable		
		Bearing Seat:	I - Inapplicable		
Comments:	- Wingwalls have light scaling throughout with isolated cracks, F1. Northeast wingwall has rotated towards the river but still appears stable. Visible separation at the wingwall/abutment joint. - South abutment at the southwest corner has moderate concrete erosion at the footing/abutment joint. - Both abutments have light cracking and isolated efflorescent deposits at the exterior corners, F1. - At the joint between structures, abutment walls have small spalls and suspected delaminations due to leakage through the deck soffit above. Visible failing concrete patches from previous rehabilitation around the joint.				
SUPERSTRUCTURE					
Condition:	P3 - Poor	Expansion Joints:	I - Inapplicable		
Comments:	- Deck soffit generally defect free and in good condition, F2. Deck soffit at the joint between structures visibly leaking and causing damage to surrounding bridge elements. Suspect widespread spalls and delaminations in and around the joint concrete, P3.				
DECK					
Condition:	P3 - Poor	Curbs:	F1 - Fair		
Hand Rail:	F1 - Fair	Roadway Condition:	P3 - Poor		
Approach Rail:	P3 - Poor				
Comments:	- Settlement of roadway on southwest corner of structure due to undermining of wingwall below. - Asphalt has numerous cracks throughout the bridge deck area. Suspect potholes to start forming soon, F1 to P3. - End blocks have narrow map cracks throughout with isolated delaminations. - Approach guiderail has several damaged sections. Rail around bridge is not of type guiderail structures. Guiderail F1 to P3. - Curb tops mostly covered with gravel. Assumed to be in fair condition using the vertical curb faces as reference, F1.				
HYDROLOGY					
Water Velocity:	1 m/s	Ice Problem:	N - No Problem		
Water Depth:	0.5 m	Scour Problem:	P - Possible Problem		
Waterway:	01 - Adequate	Debris Problem:	K - Known Problem		
Comments:	- High waterfall on downstream side that leads to the ocean. - Erosion to concrete footing & abutment joint on the upstream side. - Risk for light to mild scour along the structure.				
REPLACEMENT/REHABILITATION					
Next Rehab. Date:	2027	Replacement Year:	2045		
Antic. Rehab. Cost:	\$250,000	Replacement Cost:	\$2,500,000		
Recommendations:	- Fill void under southwest wingwall - New end blocks, and guiderail structures complete with hazard markers. - Concrete deck repairs at structure joints + waterproof/pave. - Concrete repairs on deck soffit surrounding joints in structure. - Footing to abutment/wingwall construction joint undermining repairs - Repair northeast wingwall tilting.				

- Remove road gravels some curbs - Riprap work on upstream side + remove all trash in river. - Replace structure with a multiplate when ready.

OBSERVATIONS

Overall Condition: F1 - Fair

**Requires Further
Inspection:** No

Additional Observations: - Structure in fair condition overall with several P3 areas. A rehabilitation within 2 years will drastically extend the life of this structure. - Close up inspection limited to the upstream half of the structure. This structure is dangerous to inspect on the downstream side due to fast flowing water, and a risk to fall from heights down a cliff into the ocean.

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