

		GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure		BRIDGE INSPECTION REPORT B02072025-5	
Date: 2/6/2025		Inspected By: T Upshall / M Button		Category: Eng. - Engineering	
BRIDGE INFORMATION					
Site:		1-103 - NEW CHELSEA BRIDGE - R			
SUBSTRUCTURE					
Condition:	P3 - Poor	Bearings:	U - Uninspectable		
		Bearing Seat:	P3 - Poor		
Comments:	Sloped abutment footing face to vertical abutment transition joint has medium efflorescent leakage on the southeast side. Severe erosion along entire length of abutment footings creating an open cavity. Very severe erosion to SE corner of footing with extensive material lost. Numerous cold joints are present on the footing and abutment faces with narrow cracking throughout. The SW bearing seat has a light spall beginning to undermine the exterior double tee, monitor progression on future inspections, P3. Cold joints, narrow vertical cracks with efflorescence, and medium honeycombing in all wingwalls. Severe disintegration to SW wingwall below bearing seat evident of severe leakage from deck.				
SUPERSTRUCTURE					
Condition:	P3 - Poor	Expansion Joints:	F1 - Fair		
Comments:	Concrete around all old and new deck drain holes severely disintegrated. The old deck drain holes have corroded through the rebar and stressing cables. The old holes have a piece a sheet metal laid over them and appear to have been paved over, P3. The newer, functioning deck drains are leaking around the PVC sleeve installed, placing the double tees below in an extreme environment. However, the double tees below the drains are in fair condition, F1. Double tees have stirrups showing in various locations due to low cover, F1. Mild leakage/rust staining between double tee precast sections in isolated locations. Expansion joint locations have no visible leakage.				
DECK					
Condition:	P3 - Poor	Curbs:	F1 - Fair		
Hand Rail:	F1 - Fair	Roadway Condition:	F1 - Fair		
Approach Rail:	F1 - Fair				
Comments:	*Assumed condition of deck top (covered in asphalt) based on condition of deck soffit below. No guiderail installed upstream. Handrails and curbs have numerous medium local spalls, F1. NW corner concrete handrail has completely disintegrated exposing rebar, P1. Exterior curb fascia has a severe spall over the NW corner along the expansion joint. Other areas in fair condition with some mild honeycombing from construction. No hazard markers.				
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:	Severe erosion to concrete along abutment footings below high-water mark with the southeast corner being very severe. Hydraulic riprap at corners of structure insufficient and migrating down slopes.				
REPLACEMENT/REHABILITATION					
Next Rehab. Date:	2026	Replacement Year:	2035		

Antic. Rehab. Cost:	\$0	Replacement Cost:	\$0
Recommendations:	Install guiderail for structures with end blocks and hazard markers. Chip out and patch deck drain locations. Repair all concrete defects caused by erosion and below bearing seats. Install new rip rap.		
OBSERVATIONS			
Overall Condition:	P3 - Poor	Requires Further Inspection:	No
Additional Observations:	On the south side of the structure there is an extension (overhang)to the bearing seat, appears as if the original abutment or pre-cast section was built outside design dimensions.		

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