

		GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure		BRIDGE INSPECTION REPORT B03232026-1	
Date: 3/19/2026		Inspected By: T Upshall / M Button		Category: Eng. - Engineering	
BRIDGE INFORMATION					
Site:		1-115 - CNR VIADUCT - PITTS MEMORIAL DRIVE - R			
SUBSTRUCTURE					
Condition:	P3 - Poor	Bearings:	P1 - Poor		
		Bearing Seat:	P1 - Poor		
Comments:	- Assumed condition of buried concrete footings/piles. - South abutment has delaminations and various spalls throughout exposing reinforcement with severe corrosion. - Piers 1 to 8 in fair condition and repaired in early 2020s. Concrete repairs have hairline damp pattern cracks throughout. Pier 4's cap was unrepaired on the previous contract. Pier 4's cap has diagonal shear cracks with widespread delamination/spalls around the crack exposing reinforcement with severe corrosion, P3. - Pier 9's leg repairs have narrow to medium pattern cracks with light rust staining. - Pier 11 repairs in fair condition. Original concrete showing various cracks with rust staining. Suspect local delaminations. - Pier 12s cap has hairline damp pattern cracks with rust leachate through the leg/cap construction joint on the northeast corner. - Ramp piers have numerous delaminations and spalls exposing reinforcement with severe corrosion. Other areas of original unrepaired concrete have various pattern cracks with light rust leachate. - East/ramp abutment in fair condition. Covered in graffiti. - Pier 13's concrete repairs in fair condition. - Pier 14 has numerous delaminations and spalls throughout. - North abutment has delaminations and various spalls throughout exposing reinforcement with severe corrosion. Wide cracks under bearing seat exterior edges. Evidence of fire/heat related spalling. - Bearings and plinths inspected from aerial work platform in fall 2024. Numerous girder plinths have severe spalls and areas of delamination. Some girders are undermined from spalls. Bearings generally squat and cracked throughout all piers. Plinths overall, P1. Bearings P3 to P1 overall.				
SUPERSTRUCTURE					
Condition:	P3 - Poor	Expansion Joints:	G - Good		
Comments:	- All expansion joints replaced under contract 42-22. New caulking installed on all barrier gaps, G. - Deck soffit interior is generally in fair condition. Through slab deck repairs completed in visibly poor soffit areas under contract 42-22. Deck soffit on span 11, has its bottom rebar mat "shadowing" through the concrete. No visible rust stains. - Deck exterior cantilever has widespread delaminations and spalls exposing reinforcement with severe corrosion, P3. - At girder bearing areas, approximately 100 girder bottom flanges delaminated or spalled exposing reinforcement with light to severe corrosion, P3 to P1. - Most girders have low cover spalls to the underside of the bottom flange, F1. - Diaphragms have large severe delaminations and/or spalls with severe corrosion to reinforcement throughout the bridge, P3.				
DECK					
Condition:	F1 - Fair	Curbs:	I - Inapplicable		
Hand Rail:	P1 - Poor	Roadway Condition:	G - Good		
Approach Rail:	P - Poor				
Comments:	- Deck top chain dragged and thoroughly inspected throughout 2024 & 2025. Areas requiring repair were completed. New waterproofing on all spans, F1. - Exterior structure railing consists of a cast in place concrete barrier with an aluminum one railer on posts. Exterior concrete barrier repaired around expansion joints to aid installation under contract 42-22. Elsewhere, the exterior barrier has numerous areas with delaminations and spalls. Intact areas have medium pattern cracks with moderate to severe rust stains. Damaged aluminum railing/posts were replaced under contract 42-22. Railing/posts in fair condition overall. Median structure railing consists of a cast in place concrete barrier. Barrier replaced in 2023, G. - New guiderail structures installed on the north end of the bridge, G. No guiderail on ramp exit, I. Guiderail posts demolished from recent collision on approach to downtown in east bound lanes, P. Guiderail posts in poor condition with significant rot on westbound				

exit. Rail rusted and has severe deformations, P. - Asphalt surface replaced on west bound lanes in 2024. Asphalt replaced on east bound lanes in 2025. Both are in good condition, G.

HYDROLOGY

Water Velocity:	Varies m/s	Ice Problem:	N - No Problem
Water Depth:	Varies m	Scour Problem:	N - No Problem
Waterway:	01 - Adequate	Debris Problem:	N - No Problem
Comments:	- One span over Waterford River. No hydrological concerns around piers 5 & 6.		

REPLACEMENT/REHABILITATION

Next Rehab. Date:		Replacement Year:	
Antic. Rehab. Cost:	\$	Replacement Cost:	\$
Recommendations:	- Major rehabilitation completed from 2023 to 2025 under contract 42-22 PHO. Deck generally replaced under median barrier, deck top repairs complete on most spans, new median barrier, exterior barrier repairs around joints, replaced 39 expansion joints with deck replaced back to the diaphragms, abutment ballast walls replaced from tops down at least 600mm, over 100 girder end repairs, new waterproofing/asphalt on all spans, new type C curb on west bound approach and approach/exit regrading/resurfacing. - Another major rehabilitation needed to extend life of the structure. This needs to be evaluated with replacement. Required rehabilitation work: - Concrete repairs to north and south abutments. - Concrete repairs to the cap of pier 5, legs/cap of pier 14, & legs/cap of all ramp piers. - Concrete repairs/replacement of numerous girder plinths on all piers. - Concrete repairs to pier cap top surface in affected areas. - Numerous bearing replacements across all piers. - Scaling of all diaphragms. Consider replacement adjacent to existing. - 100+ girder bottom flange repairs at bearing points. - Replace deck cantilever and the exterior barrier full length of the bridge. - New deck drain penetrations throughout. - Replace PVC drainage system attached to piers. All piping near or at a 0% grade along pier faces. This does not allow sand to stay in suspension, clogging drains immediately after cleaning. - Replace guiderail on east bound approach and west bound exit.		

OBSERVATIONS

Overall Condition:	P3 - Poor	Requires Further Inspection:	No
Additional Observations:	- New elements/repairs completed under 42-22 PHO, G. - Structure P3 overall.		

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