

		GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure		BRIDGE INSPECTION REPORT B03182026-3	
Date: 3/17/2026		Inspected By: T Upshall / M Button		Category: Eng. - Engineering	
BRIDGE INFORMATION					
Site:		1-323 - MANUELS RAMP OVERPASS - R2			
SUBSTRUCTURE					
Condition:	F2 - Fair	Bearings:	P3 - Poor		
		Bearing Seat:	F1 - Fair		
Comments:	- Assumed condition of buried concrete footings. - Wingwalls have no defects of concern. - Slope paving has no defects of concern. - All bearings have widespread protective coating failure. Exposed base metal has formed a patina. Local stratification of base metal in bearing keyway/transverse restraint. - Abutments have hairline vertical cracks under most bearings. - All columns have densely grouped less than hairline pattern cracks towards the bearing area. Possible plastic shrinkage cracking. Median column has hairline damp pattern cracks throughout.				
SUPERSTRUCTURE					
Condition:	F2 - Fair	Expansion Joints:	P - Poor		
Comments:	- Deck soffit and bearing pedestals have no defects of concern. - Deck fascia's have regularly spaced hairline vertical cracks with very light efflorescence. Southeast corner over the exterior bearing area has medium pattern cracks and is delaminated. - North expansion joint armoring and seal ruptured. Significant accumulation of fill on bearing seat below, P. - Caulking through concrete barrier expansion gaps cracked/delaminated from the base concrete and is permitting water to elements below.				
DECK					
Condition:	F1 - Fair	Curbs:	I - Inapplicable		
Hand Rail:	F2 - Fair	Roadway Condition:	P1 - Poor		
Approach Rail:	F1 - Fair				
Comments:	*Assumed condition of deck top (covered in asphalt) based on condition of deck soffit below. Bridge deck top may have delaminations given its exposure in some locations, F1. - Structure rail is a dual functioning barrier and curb, consisting of a cast-in-place concrete barrier. Barrier exterior has regularly spaced hairline vertical cracks with very light efflorescence. Barrier interior has damp regularly spaced less than hairline vertical cracks throughout. Barrier has significant fill accumulation built up its face. - Guiderail structures installed. One hazard marker missing. Various checks and splits throughout all posts, F1. - No traditional curbs or end blocks. - Asphalt surface has deep rutting and has worn through in several locations forming potholes, especially towards the north side of the bridge. Bare concrete deck visible in potholes. Suspect a widespread waterproofing issue. Large pothole at the exit of the north approach/exit slab. Wide transverse settlement cracks at the edges of approach slabs, P3 to P1.				
HYDROLOGY					
Water Velocity:	n/a m/s	Ice Problem:	NA - Not Applicable		
Water Depth:	n/a m	Scour Problem:	NA - Not Applicable		
Waterway:	03 - Not Applicable	Debris Problem:	NA - Not Applicable		
Comments:	- Not applicable route 2 below.				
REPLACEMENT/REHABILITATION					
Next Rehab. Date:		Replacement Year:			

Antic. Rehab. Cost:	\$	Replacement Cost:	\$
Recommendations:	- Replace expansion joints. Consider converting to semi-integral if skew works. - Replace guiderail complete with hazard markers. - Complete concrete deck repairs (if needed), waterproof and pave structure. - Seal concrete columns & barrier. - Sandblast and paint bearings.		
OBSERVATIONS			
Overall Condition:	F2 - Fair	Requires Further Inspection:	No
Additional Observations:	- P expansion joints. - P1 asphalt/waterproofing. - F2 remainder/overall. - New expansion joints, waterproofing, resurfacing needed to preserve life of the structure.		

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