

		GOVERNMENT OF NEWFOUNDLAND AND LABRADOR Department of Transportation and Infrastructure		BRIDGE INSPECTION REPORT B03132026-1	
Date: 3/11/2026		Inspected By: T Upshall / M Button		Category: Eng. - Engineering	
BRIDGE INFORMATION					
Site:		1-029 - BAY BULLS RIVER BRIDGE - R10			
SUBSTRUCTURE					
Condition:	P3 - Poor	Bearings:	P3 - Poor		
		Bearing Seat:	P1 - Poor		
Comments:	*Water levels very high during inspection. Structure inspected from exterior abutment corners at water elevation. - Exposed concrete footing construction joints have localized severe disintegration with surrounding delaminations. South abutment footing also has various cracks with moderate to severe efflorescence, P3. - Wingwall rehabilitation concrete remains in fair condition with hairline pattern cracks throughout. - Abutments have numerous areas of honeycombs and cold joints from original construction. Northeast exterior abutment/bearing seat corner has a very wide (> 25mm) crack. Crack actively leaching water disintegrating surrounding concrete causing moderate to severe section loss, P1. Southwest exterior abutment/bearing seat corner has wide (~1mm) crack. Crack actively leaching water causing light disintegration to surrounding concrete. Southeast exterior bottom corner has severe disintegration. Remaining areas have light to moderate scaling and various cracks throughout, F1. - Steel shim bearings staining abutment faces at all contact points.				
SUPERSTRUCTURE					
Condition:	P3 - Poor	Expansion Joints:	I - Inapplicable		
Comments:	- No traditional expansion joints. Area paved over on route 10. - Supporting members are three reinforced concrete beams. All transverse cover blocks visible in members. Perimeter of all cover blocks are delaminated, permitting an access point to initiate corrosion. Close to the southeast bearing area, the exterior beam has a medium spall exposing reinforcement with severe corrosion. Spall has grown approximately 200mm since last inspection for a total length of approximately 500mm. Surround area to the bearing seat has wide cracks and is visibly delaminated. Interior/middle concrete beam has a single notable hairline crack with light to moderate efflorescence. No obvious change since last inspection. - The deck soffit exterior on the east/downstream side has three small holes (potentially old deck drains) leaching water onto the concrete beam below, P3. - Deck soffit interior has several local areas with hairline to narrow pattern cracked with moderate efflorescence. Small progression since last inspection. Numerous areas of honeycombs remain from original construction. - Deck soffit west corners have hairline to narrow angular cracks with light to moderate efflorescence. Towards midspan, there is a small void in the concrete.				
DECK					
Condition:	P3 - Poor	Curbs:	P1 - Poor		
Hand Rail:	P1 - Poor	Roadway Condition:	P3 - Poor		
Approach Rail:	P3 - Poor				
Comments:	*Assumed condition of deck top (covered in asphalt) based on condition of deck soffit below. Since the last inspection, approximately 15-20% of the concrete deck top is exposed from waterproofing/asphalt failure. Area of exposed concrete deck has no defects of concern. - Structure rail is four rail aluminum system on posts. Top rail torn/sliced on southwest structure corner, P3. F2 to F1 remainder. - Guiderail not of type guiderail structures but is connected to end blocks with a standard Michigan Shoe. Significant roadway salts/sand/debris accumulated under flex rail. Northeast corner's buried end/sloped flexrail torn. Remaining rail/posts, F1. Northbound hazard markers missing. - Curb tops have severe scaling/light disintegration throughout. Local spalls to exterior corners on approaches. West/upstream curb's top exterior corner has light to moderate disintegration along the length from runoff. There is also a wide crack under/around the northwest corner structure rail post and a moderate to large spall around the mid-span structure rail post exposing its anchorage assembly, P1. - End blocks have small surface spalls from abrasions/impacts, F1. - Asphalt surface on approaches to structure have no defects of				

concern. However, over both expansion gaps, asphalt has wide transverse cracks. Bridge deck asphalt missing on 15-20% of bridge. Severe erosion to northwest wingwall fill encompassing part of the route 10 shoulder. Edge of pavement showing moderate progressive edge cracking, P3.

HYDROLOGY

Water Velocity:	> 1 m/s	Ice Problem:	N - No Problem
Water Depth:	> 1 m	Scour Problem:	P - Possible Problem
Waterway:	01 - Adequate	Debris Problem:	N - No Problem
Comments:	- High flow/water levels at the time of this inspection. No scour noted from previous inspection. Scour repaired in year 2000 under contract 51-00 PSR. - Riprap has unstable areas. Suggest a thorough inspection of all structure corners from above prior to traversing any wingwall slopes.		

REPLACEMENT/REHABILITATION

Next Rehab. Date:		Replacement Year:	
Antic. Rehab. Cost:	\$	Replacement Cost:	\$
Recommendations:	- Replace structure.		

OBSERVATIONS

Overall Condition:	P3 - Poor	Requires Further Inspection:	No
Additional Observations:	- All exposed original concrete contains rounded large "beach rock" aggregates. These aggregates are known to be reactive. Structure maybe undergoing ASR. - Replace structure.		

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