



RIDOT Bridge Inspection Report

066201
Ramp CB

Inspected By: WSP
Inspector: BRANDON GALE
Inspection Date: 08/23/2022

Bridge Condition Poor

IDENTIFICATION

Bridge ID: 066201
NBI Number: Ramp CB
Structure Name: Ramp CB
Location (9): 0.1 Mi E of JCT RI 10
Carries (7): I-95 RAMP CB
Type of Service (42A): 1 Highway
Feature Crossed (6): WELLINGTON AV & AMTRAK
Type of Service (42B): 4 Highway-railroad
Placecode (4): Cranston
County (3): Providence
State (1): 44 Rhode Island
Station: NBI
Region (2): District 4
Latitude (16): 41.7822937
Longitude (17): -71.4224576
Owner (22): 01 State Highway Agency
Custodian (21): 01 State Highway Agency

Year Built (27): 1965 Border State: Not Applicable (P)
Year Recon (106): 1997 Border Number:
Historical (37): 5 Not eligible for NRHP % Responsibility:

INSPECTION

Date of Routine Inspection (90): 8/31/2021
Frequency (91): 24
Next Inspection: 8/31/2023

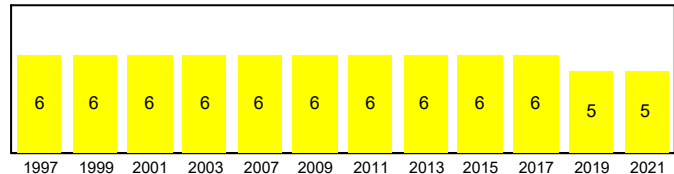
| Inspection Type | Freq (92) | Last Insp (93) | Next Insp |
|-----------------------|-----------|----------------|-----------|
| Element | 12 | 8/23/2022 | 8/31/2023 |
| Fracture Critical (A) | | 1/1/1901 | 1/1/1901 |
| Underwater (B) | | 1/1/1901 | 1/1/1901 |
| Special Insp (C) | 12 | 8/23/2022 | 8/31/2023 |

LOAD RATING AND POSTING

Posting Status (41): A Open, no restriction
Posting % (70): 5 At/Above Legal Loads
Rating Date: 12/10/2019
Design Load (31): 5 MS 18 (HS 20)
Opr Method (63): 8 LRFR (HL93)
Opr Rating (64): 43.60 Tons
Inv Method (65): 8 LRFR (HL93)
Inv Rating (66): 33.80 Tons

DECK GEOMETRY

Deck Geometry (68): 6 Equal Min Criteria
Deck Area: 8,305.43
Deck Type (107): 1 Concrete-Cast-in-Place
Wearing Surface (108A): 6 Bituminous
Membrane (108B): 1 Built-up
Deck Protection (108C): None
O. to O. Width (52): 28.54
Curb / Sidewalk Width L (50A): 1.97
Curb / Sidewalk Width R (50B): 1.97
Median (33): 0 No median

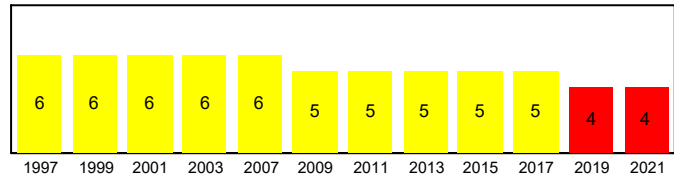


DECK CONDITION

Deck Rating (58): 5 Fair
Bridge Rail (36A): 1 Meets Standards
Transition (36B): 0 Substandard
Approach Rail (36C): 0 Substandard
Approach Rail Ends (36D): 0 Substandard

SUPERSTRUCTURE GEOMETRY

of Main Spans (45): 3
of Approach Spans (46): 0
Main Material (43 A): 3 Steel
Main Design (43 B): 02 Stringer/Girder
Max Span Length (48): 157.15
Structure Length (49): 291.01
NBIS Length (112): Long Enough
Temp Structure (103): Not Applicable (P)
Skew (34): 29
Structure Flared (35): 1 Yes, flared
Parallel Structure (101): No || bridge exists
Approach Alignment (72): 5 Above Tolerable



SUPERSTRUCTURE CONDITION

Superstructure Rating (59): 4 Poor
Structure Evaluation (67): 4 Minimum Tolerable



RIDOT Bridge Inspection Report

066201
Ramp CB

Inspected By WSP
Inspector: BRANDON GALE
Inspection Date 08/23/2022

Bridge Condition **Poor**

| SUBSTRUCTURE GEOMETRY | | |
|---------------------------------------|---------------------|--|
| Navigation Control (38): | NA-no waterway | |
| Nav Vert Clearance (39): | 0.00 | |
| Nav Horiz Clearance (40): | 0.00 | |
| Pier Protection (111): | Not Applicable (P) | |
| Lift Bridge Vertical Clearance (116): | | |
| Scour Rating (113): | N Not Over Waterway | |
| Waterway Adequacy (71): | N Not applicable | |

| SUBSTRUCTURE CONDITION | |
|---------------------------|-------------|
| Substructure Rating (60): | 5 Fair |
| Channel Rating (61): | N N/A (NBI) |

ROUTE UNDER STRUCTURE: Wellington Avenue

| ROADWAY LOCATION | ROADWAY CLASSIFICATION | CLEARANCES |
|---------------------------------------|---|--|
| Pos Prefix (5A): One Route Under | Funct Class (26): 19 Urban Local | Vertical (10): 17.05 |
| Kind of Hwy (5B): 5 City Street | Level Service (5C): 1 Mainline | Min Vert Over (53): 99.99 17.05 |
| Route Num (5D): 00000 | NHS (104): 0 Not on NHS | Vert Ref (54A): H Hwy beneath struct |
| LRS Route (13A/B): | Defense Hwy (100): 0 Not a STRAHNET hwy | Horizontal (47): 30.00 |
| Milepost (11): | Toll Facility (20): 3 On free road | Min Lat Left (56): 8.33 |
| Suffix (5E): 0 N/A (NBI) | ADT (29): 1,000 Cars/Day | Min Lat Right (55B): 8.00 |
| Lanes Under (28B): 2 | Pct Trucks (109): 2.00% | Horiz Ref (55A): H Hwy beneath struct |
| Detour Length (19): 1.30 mi (2.09 km) | ADT Year (30): 2008 | Underclearance (69): 5 Above Tolerable |

ROUTE ON STRUCTURE: Ramp CB

| ROADWAY LOCATION | ROADWAY CLASSIFICATION | CLEARANCES |
|---------------------------------------|---|--|
| Pos Prefix (5A): Route On Structure | Funct Class (26): 11 Urban Interstate | Vertical (10): 99.99 |
| Kind of Hwy (5B): 1 Interstate Hwy | Level Service (5C): 7 Ramp | Min Vert Over (53): 99.99 17.05 |
| Route Num (5D): 00095 | NHS (104): 1 On the NHS | Vert Ref (54A): H Hwy beneath struct |
| LRS Route (13A/B): 491030-A/00 | Defense Hwy (100): 0 Not a STRAHNET hwy | Horizontal (47): 21.98 |
| Milepost (11): 0.13 mi (0.20 km) | Toll Facility (20): 3 On free road | Min Lat Left (56): 8.33 |
| Suffix (5E): 0 N/A (NBI) | ADT (29): 15,200 Cars/Day | Min Lat Right (55B): 8.00 |
| Lanes On (28A): 1 | Pct Trucks (109): 10.00% | Horiz Ref (55A): H Hwy beneath struct |
| Detour Length (19): 2.50 mi (4.02 km) | ADT Year (30): 2008 | Underclearance (69): 5 Above Tolerable |

BRIDGE NOTES

ORIENTATION: The bridge is logged from west to east and the four (4) steel welded plate girders are labeled from north to south as Girders A through D. There is an additional stub girder in Span 1 labeled Girder AA.

EQUIPMENT REQUIRED: 60' Rail Mounted Truck, Hi-Rail Bucket Truck and underbridge lighting.

CONTRACTED PERSONNEL: AMTRAK personnel (Flaggers, A-men, Track Foreman and Supervisor).

TRAFFIC CONTROL: Traffic control for inspection over Wellington Avenue.

POLICE DETAIL NEEDED: Cranston Police.

INSPECTION RESTRICTIONS: Underside inspection work over the railroad tracks is to be performed at night. Track work can begin approximately one (1) hour after the last train passes through electrification block.

ACCESS TO SITE: Equipment to mount track at Cranston Yard off Elmwood Avenue. G&W Railroad ROE permit and flaggers are required to access the Cranston Yard below the bridge.

MISCELLANEOUS INFORMATION: AMTRAK safety training is required before work can begin. Providence office AMTRAK contact Paul Dubuque (401) 413-9681.



RIDOT Bridge Inspection Report

066201
Ramp CB

Bridge Condition Poor

Inspected By WSP
Inspector: BRANDON GALE
Inspection Date 08/23/2022

INSPECTION NOTES

WSP

Special Inspection

The scope of this Special Inspection is to monitor identified locations of advanced deterioration to the steel superstructure. Access to the train yard below Span 3 was restricted due to the inability to obtain permits from G&W Railroad. This area will be inspected in the future and included in another special inspection.

Team Leader: Brandon Gale

Team Member(s): Matthew Rabasco and Andrew Gradeski, P.E.

Inspection Date(s): 07/05/22 (Wellington Avenue), 08/23/22 (Amtrak Inspection)

Weather Conditions: 07/05/22 - 77 Degrees F, Partly Cloudy; 08/23/22 (Night) - 73 Degrees F, Partly Cloudy

NBI CONDITION RATING: The bridge is in overall Poor condition. Item 58 - Deck, Item 59 - Superstructure and Item 60 - Substructure are in 5 - Fair, 4 - Poor and 5 - Fair, respectively; and remain unchanged since the previous inspection.

| Elm/Env | Description | Total Qty | % in 1 | Qty. St. 1 | % in 2 | Qty. St. 2 | % in 3 | Qty. St. 3 | % in 4 | Qty. St. 4 |
|--------------|----------------------------------|-----------------|------------|--------------|-------------|-----------------|------------|--------------|-----------|-------------|
| 12/3 | Re Concrete Deck | 8,310.00 | 0% | 0.00 | 99% | 8,243.00 | 1% | 67.00 | 0% | 0.00 |
| 510/3 | Wearing Surfaces | 6,402.00 | 0% | 0.00 | 100% | 6,402.00 | 0% | 0.00 | 0% | 0.00 |
| 1080/3 | Delamination/Spall/Patched Area | 134.00 | 0% | 0.00 | 50% | 67.00 | 50% | 67.00 | 0% | 0.00 |
| 1090/3 | Exposed Rebar | 1.00 | 0% | 0.00 | 100% | 1.00 | 0% | 0.00 | 0% | 0.00 |
| 1120/3 | Efflorescence/Rust Staining | 5.00 | 0% | 0.00 | 0% | 0.00 | 100% | 5.00 | 0% | 0.00 |
| 1130/3 | Cracking (RC and Other) | 50.00 | 0% | 0.00 | 100% | 50.00 | 0% | 0.00 | 0% | 0.00 |
| 107/3 | Steel Opn Girder/Beam | 1,087.00 | 0% | 0.00 | 100% | 1,087.00 | 0% | 0.00 | 0% | 0.00 |
| 515/3 | Steel Protective Coating | 4,484.00 | 0% | 0.00 | 94% | 4,232.00 | 0% | 0.00 | 6% | 252.00 |
| 3410/3 | Chalk(Steel Protect Coatings) | 4,148.00 | 0% | 0.00 | 100% | 4,148.00 | 0% | 0.00 | 0% | 0.00 |
| 3420/3 | Peel/Bub/Crack(Stl Protect Coat) | 336.00 | 0% | 0.00 | 25% | 84.00 | 0% | 0.00 | 75% | 252.00 |
| 1000/3 | Corrosion | 61.00 | 0% | 0.00 | 100% | 61.00 | 0% | 0.00 | 0% | 0.00 |
| 1900/3 | Distortion | 2.00 | 0% | 0.00 | 100% | 2.00 | 0% | 0.00 | 0% | 0.00 |
| 205/3 | Re Conc Column | 4.00 | 0% | 0.00 | 50% | 2.00 | 50% | 2.00 | 0% | 0.00 |
| 1080/3 | Delamination/Spall/Patched Area | 1.00 | 0% | 0.00 | 100% | 1.00 | 0% | 0.00 | 0% | 0.00 |
| 1090/3 | Exposed Rebar | 1.00 | 0% | 0.00 | 100% | 1.00 | 0% | 0.00 | 0% | 0.00 |
| 1120/3 | Efflorescence/Rust Staining | 1.00 | 0% | 0.00 | 0% | 0.00 | 100% | 1.00 | 0% | 0.00 |
| 1130/3 | Cracking (RC and Other) | 1.00 | 0% | 0.00 | 0% | 0.00 | 100% | 1.00 | 0% | 0.00 |
| 8368/3 | Graffiti | 50.00 | 100% | 50.00 | 0% | 0.00 | 0% | 0.00 | 0% | 0.00 |
| 210/3 | Re Conc Pier Wall | 76.00 | 0% | 0.00 | 87% | 66.00 | 13% | 10.00 | 0% | 0.00 |
| 1080/3 | Delamination/Spall/Patched Area | 73.00 | 0% | 0.00 | 86% | 63.00 | 14% | 10.00 | 0% | 0.00 |
| 1090/3 | Exposed Rebar | 1.00 | 0% | 0.00 | 100% | 1.00 | 0% | 0.00 | 0% | 0.00 |
| 1120/3 | Efflorescence/Rust Staining | 1.00 | 0% | 0.00 | 100% | 1.00 | 0% | 0.00 | 0% | 0.00 |
| 1130/3 | Cracking (RC and Other) | 1.00 | 0% | 0.00 | 100% | 1.00 | 0% | 0.00 | 0% | 0.00 |
| 8368/3 | Graffiti | 1.00 | 100% | 1.00 | 0% | 0.00 | 0% | 0.00 | 0% | 0.00 |
| 215/3 | Re Conc Abutment | 50.00 | 0% | 0.00 | 62% | 31.00 | 38% | 19.00 | 0% | 0.00 |
| 1080/3 | Delamination/Spall/Patched Area | 14.00 | 0% | 0.00 | 36% | 5.00 | 64% | 9.00 | 0% | 0.00 |
| 1120/3 | Efflorescence/Rust Staining | 10.00 | 0% | 0.00 | 0% | 0.00 | 100% | 10.00 | 0% | 0.00 |
| 1130/3 | Cracking (RC and Other) | 1.00 | 0% | 0.00 | 100% | 1.00 | 0% | 0.00 | 0% | 0.00 |
| 8368/3 | Graffiti | 1.00 | 100% | 1.00 | 0% | 0.00 | 0% | 0.00 | 0% | 0.00 |
| 234/3 | Re Conc Pier Cap | 54.00 | 35% | 19.00 | 13% | 7.00 | 52% | 28.00 | 0% | 0.00 |



RIDOT Bridge Inspection Report

066201
Ramp CB

Inspected By **WSP**
Inspector: **BRANDON GALE**
Inspection Date **08/23/2022**

Bridge Condition Poor

| Elm/Env | Description | Total Qty | % in 1 | Qty. St. 1 | % in 2 | Qty. St. 2 | % in 3 | Qty. St. 3 | % in 4 | Qty. St. 4 |
|---------------|----------------------------------|-----------------|------------|--------------|-------------|-----------------|------------|--------------|-----------|-------------|
| 1080/3 | Delamination/Spall/Patched Area | 16.00 | 0% | 0.00 | 0% | 0.00 | 100% | 16.00 | 0% | 0.00 |
| 1090/3 | Exposed Rebar | 1.00 | 0% | 0.00 | 100% | 1.00 | 0% | 0.00 | 0% | 0.00 |
| 1120/3 | Efflorescence/Rust Staining | 12.00 | 0% | 0.00 | 0% | 0.00 | 100% | 12.00 | 0% | 0.00 |
| 1130/3 | Cracking (RC and Other) | 6.00 | 0% | 0.00 | 100% | 6.00 | 0% | 0.00 | 0% | 0.00 |
| 301/3 | Pourable Joint Seal | 44.00 | 0% | 0.00 | 100% | 44.00 | 0% | 0.00 | 0% | 0.00 |
| 2320/3 | Seal Adhesion | 14.00 | 0% | 0.00 | 100% | 14.00 | 0% | 0.00 | 0% | 0.00 |
| 2360/3 | Adjacent Deck or Header | 30.00 | 0% | 0.00 | 100% | 30.00 | 0% | 0.00 | 0% | 0.00 |
| 310/3 | Elastomeric Bearing | 25.00 | 0% | 0.00 | 100% | 25.00 | 0% | 0.00 | 0% | 0.00 |
| 515/3 | Steel Protective Coating | 50.00 | 0% | 0.00 | 52% | 26.00 | 48% | 24.00 | 0% | 0.00 |
| 3420/3 | Peel/Bub/Crack(Stl Protect Coat) | 50.00 | 0% | 0.00 | 52% | 26.00 | 48% | 24.00 | 0% | 0.00 |
| 1000/3 | Corrosion | 12.00 | 0% | 0.00 | 100% | 12.00 | 0% | 0.00 | 0% | 0.00 |
| 1020/3 | Connection | 3.00 | 0% | 0.00 | 100% | 3.00 | 0% | 0.00 | 0% | 0.00 |
| 2240/3 | Loss of Bearing Area | 1.00 | 0% | 0.00 | 100% | 1.00 | 0% | 0.00 | 0% | 0.00 |
| 321/3 | Re Conc Approach Slab | 616.00 | 0% | 0.00 | 100% | 616.00 | 0% | 0.00 | 0% | 0.00 |
| 510/3 | Wearing Surfaces | 616.00 | 0% | 0.00 | 95% | 586.00 | 5% | 30.00 | 0% | 0.00 |
| 3220/3 | Crack (Wearing Surface) | 55.00 | 0% | 0.00 | 45% | 25.00 | 55% | 30.00 | 0% | 0.00 |
| 8107/3 | Steel Opn Girder/Beam ENL | 125.00 | 79% | 99.00 | 8% | 10.00 | 9% | 11.00 | 4% | 5.00 |
| 515/3 | Steel Protective Coating | 516.00 | 0% | 0.00 | 19% | 100.00 | 40% | 208.00 | 40% | 208.00 |
| 3420/3 | Peel/Bub/Crack(Stl Protect Coat) | 516.00 | 0% | 0.00 | 19% | 100.00 | 40% | 208.00 | 40% | 208.00 |
| 1000/3 | Corrosion | 26.00 | 0% | 0.00 | 38% | 10.00 | 42% | 11.00 | 19% | 5.00 |
| 8213/3 | R/C Return Wall | 80.00 | 0% | 0.00 | 99% | 79.00 | 0% | 0.00 | 1% | 1.00 |
| 1080/3 | Delamination/Spall/Patched Area | 1.00 | 0% | 0.00 | 0% | 0.00 | 0% | 0.00 | 100% | 1.00 |
| 1120/3 | Efflorescence/Rust Staining | 78.00 | 0% | 0.00 | 100% | 78.00 | 0% | 0.00 | 0% | 0.00 |
| 1130/3 | Cracking (RC and Other) | 1.00 | 0% | 0.00 | 100% | 1.00 | 0% | 0.00 | 0% | 0.00 |
| 8218/3 | Backwall, All Types | 50.00 | 0% | 0.00 | 46% | 23.00 | 54% | 27.00 | 0% | 0.00 |
| 1080/3 | Delamination/Spall/Patched Area | 22.00 | 0% | 0.00 | 0% | 0.00 | 100% | 22.00 | 0% | 0.00 |
| 1090/3 | Exposed Rebar | 5.00 | 0% | 0.00 | 0% | 0.00 | 100% | 5.00 | 0% | 0.00 |
| 1120/3 | Efflorescence/Rust Staining | 22.00 | 0% | 0.00 | 100% | 22.00 | 0% | 0.00 | 0% | 0.00 |
| 1130/3 | Cracking (RC and Other) | 1.00 | 0% | 0.00 | 100% | 1.00 | 0% | 0.00 | 0% | 0.00 |
| 8368/3 | Graffiti | 1.00 | 100% | 1.00 | 0% | 0.00 | 0% | 0.00 | 0% | 0.00 |
| 8305/3 | Asphaltic Joint Material | 44.00 | 0% | 0.00 | 50% | 22.00 | 50% | 22.00 | 0% | 0.00 |
| 2320/3 | Seal Adhesion | 22.00 | 0% | 0.00 | 0% | 0.00 | 100% | 22.00 | 0% | 0.00 |
| 8335/3 | Guardrail, Vehicular | 682.00 | 0% | 0.00 | 98% | 667.00 | 2% | 15.00 | 0% | 0.00 |
| 515/3 | Steel Protective Coating | 1,365.00 | 0% | 0.00 | 85% | 1,165.00 | 15% | 200.00 | 0% | 0.00 |
| 3440/3 | Eff (Stl Protect Coat) | 200.00 | 0% | 0.00 | 0% | 0.00 | 100% | 200.00 | 0% | 0.00 |
| 1000/3 | Corrosion | 3.00 | 0% | 0.00 | 0% | 0.00 | 100% | 3.00 | 0% | 0.00 |
| 7000/3 | Damage | 13.00 | 0% | 0.00 | 8% | 1.00 | 92% | 12.00 | 0% | 0.00 |
| 8336/3 | Conc Bridge Parapet | 674.00 | 0% | 0.00 | 100% | 674.00 | 0% | 0.00 | 0% | 0.00 |
| 1080/3 | Delamination/Spall/Patched Area | 1.00 | 0% | 0.00 | 100% | 1.00 | 0% | 0.00 | 0% | 0.00 |
| 1090/3 | Exposed Rebar | 1.00 | 0% | 0.00 | 100% | 1.00 | 0% | 0.00 | 0% | 0.00 |
| 1120/3 | Efflorescence/Rust Staining | 336.00 | 0% | 0.00 | 100% | 336.00 | 0% | 0.00 | 0% | 0.00 |
| 1130/3 | Cracking (RC and Other) | 336.00 | 0% | 0.00 | 100% | 336.00 | 0% | 0.00 | 0% | 0.00 |
| 8367/3 | Slope Blocks | 2,000.00 | 0% | 0.00 | 100% | 2,000.00 | 0% | 0.00 | 0% | 0.00 |
| 8370/3 | Steel Diaphragms | 64.00 | 0% | 0.00 | 86% | 55.00 | 13% | 8.00 | 2% | 1.00 |
| 515/3 | Steel Protective Coating | 2,000.00 | 0% | 0.00 | 98% | 1,950.00 | 3% | 50.00 | 0% | 0.00 |
| 3410/3 | Chalk(Steel Protect Coatings) | 1,950.00 | 0% | 0.00 | 100% | 1,950.00 | 0% | 0.00 | 0% | 0.00 |
| 3420/3 | Peel/Bub/Crack(Stl Protect Coat) | 50.00 | 0% | 0.00 | 0% | 0.00 | 100% | 50.00 | 0% | 0.00 |
| 1000/3 | Corrosion | 9.00 | 0% | 0.00 | 0% | 0.00 | 89% | 8.00 | 11% | 1.00 |



RIDOT Bridge Inspection Report

**066201
Ramp CB**

Inspected By **WSP**
Inspector: **BRANDON GALE**
Inspection Date **08/23/2022**

Bridge Condition Poor

| Elm/Env | Description | Total Qty | % in 1 | Qty. St. 1 | % in 2 | Qty. St. 2 | % in 3 | Qty. St. 3 | % in 4 | Qty. St. 4 |
|---------|---------------------------------|---------------|-------------|---------------|-----------|--------------|-----------|-------------|-----------|-------------|
| 1900/3 | Distortion | 1.00 | 0% | 0.00 | 100% | 1.00 | 0% | 0.00 | 0% | 0.00 |
| 8398/3 | Curb/sidewalks - Con | 674.00 | 95% | 642.00 | 5% | 31.00 | 0% | 1.00 | 0% | 0.00 |
| 1080/3 | Delamination/Spall/Patched Area | 26.00 | 0% | 0.00 | 96% | 25.00 | 4% | 1.00 | 0% | 0.00 |
| 4000/3 | Settlement | 6.00 | 0% | 0.00 | 100% | 6.00 | 0% | 0.00 | 0% | 0.00 |
| 8428/3 | Pro Screen Barrier | 130.00 | 100% | 130.00 | 0% | 0.00 | 0% | 0.00 | 0% | 0.00 |
| 8368/3 | Graffiti | 100.00 | 100% | 100.00 | 0% | 0.00 | 0% | 0.00 | 0% | 0.00 |

ELEMENT NOTES

| ELEM | ELEMENT NAME | ENV | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|-----------|-------------------------|----------|-----------------|--------------|-------------|-----------------|--------------|-------------|
| 12 | Re Concrete Deck | 3 | 8,310.00 | sq.ft | 0.00 | 8,243.00 | 67.00 | 0.00 |

This element was not included as part of this 2022 Special Inspection. Notes below are retained from the 2021 Routine Inspection. There is a reinforced concrete deck overlaid with a bituminous wearing surface. The underside of deck between the girders is labeled from Bay "A" through Bay "C" in Spans 2 and 3 and from Bay "A" through Bay "D" in Span 1, from north to south. There are overhangs at the north and south sides of the bridge. The underside of the reinforced concrete deck has numerous hollow areas, spalls with and without exposed rebar, hairline longitudinal cracks and map cracks with efflorescence, isolated hairline transverse cracks with efflorescence, and areas of scaling. Refer to the attached document "Element 12 - Re Conc Deck" for specific conditions.

| | | | | | | | | |
|--|---------------------------------|---|----------|-------|------|----------|-------|------|
| 510 | Wearing Surfaces | 3 | 6,402.00 | sq.ft | 0.00 | 6,402.00 | 0.00 | 0.00 |
| <p>The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.</p> <p>There is a bituminous wearing surface at the bridge and the approaches.</p> <p>The wearing surface has light accumulation of debris along the shoulders of the bridge and approaches.</p> | | | | | | | | |
| 1080 | Delamination/Spall/Patched Area | 3 | 134.00 | sq.ft | 0.00 | 67.00 | 67.00 | 0.00 |
| <p>The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.</p> <p>The underside of the reinforced concrete deck has numerous hollow areas measuring up to 5'-8" long x 3'-8" wide, spalls with and without exposed rebar measuring up to 18" long x up to 2'-0" wide x up to 11" deep and isolated areas of scaling.</p> <p>Refer to the attached document "Element 12 - Re Conc Deck" for specific conditions.</p> | | | | | | | | |
| 1090 | Exposed Rebar | 3 | 1.00 | sq.ft | 0.00 | 1.00 | 0.00 | 0.00 |
| <p>The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.</p> <p>Refer to Defect 1080 - Delamination/Spall/Patch for conditions.</p> <p>Refer to the attached document "Element 12 - Re Conc Deck" for specific conditions.</p> | | | | | | | | |
| 1120 | Efflorescence/Rust Staining | 3 | 5.00 | sq.ft | 0.00 | 0.00 | 5.00 | 0.00 |



RIDOT Bridge Inspection Report

066201
Ramp CB

Inspected By WSP
Inspector: BRANDON GALE
Inspection Date 08/23/2022

Bridge Condition Poor

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

Refer to Defect 1130 - Cracking (RC and Other) for conditions.

Refer to the attached document "Element 12 - Re Conc Deck" for specific conditions.

| | | | | | | | | |
|------|-------------------------|---|-------|-------|------|-------|------|------|
| 1130 | Cracking (RC and Other) | 3 | 50.00 | sq.ft | 0.00 | 50.00 | 0.00 | 0.00 |
|------|-------------------------|---|-------|-------|------|-------|------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The underside of deck has scattered areas of hairline longitudinal and mapcracks with efflorescence and rust staining, most notably on the overhangs at the piers.

Refer to the attached document "Element 12 - Re Conc Deck" for specific conditions.

| ELEM | ELEMENT NAME | ENV | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|------------|------------------------------|----------|-----------------|-----------|-------------|-----------------|-------------|-------------|
| 107 | Steel Opn Girder/Beam | 3 | 1,087.00 | ft | 0.00 | 1,087.00 | 0.00 | 0.00 |

There are three (3) simple steel girder spans oriented from west to east with four (4) steel welded plate girders labeled Girder "A" through "D" from the north to south in each span. There is an additional stub girder labeled Girder "AA" in Span 1. In Span 2, the north end of the Girder "A" bottom flange over Track 2 has moderate rust at the ground connections and the underside has a few arc burns.

| | | | | | | | | |
|-----|--------------------------|---|----------|-------|------|----------|------|--------|
| 515 | Steel Protective Coating | 3 | 4,484.00 | sq.ft | 0.00 | 4,232.00 | 0.00 | 252.00 |
|-----|--------------------------|---|----------|-------|------|----------|------|--------|

The girders have a chalky, faded and peeling protective paint system throughout (Photos 1 to 3 & 5).

| ELEM | ELEMENT NAME | ENV | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|------|--------------------------|-----|----------|-------|-------------|-------------|-------------|-------------|
| 3410 | Chalk(Steel Protect Co 3 | | 4,148.00 | sq.ft | 0.00 | 4,148.00 | 0.00 | 0.00 |

The steel protective coating has scattered areas of chalky, faded and peeling paint throughout (Photos 1 to 3 & 5).

| ELEM | ELEMENT NAME | ENV | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|------|--------------------------|-----|----------|-------|-------------|-------------|-------------|-------------|
| 3420 | Peel/Bub/Crack(Stl Prc 3 | | 336.00 | sq.ft | 0.00 | 84.00 | 0.00 | 252.00 |

The steel girders typically have scattered areas of peeling paint with light to moderate rust along the flanges and lower webs throughout (Photos 1 to 3 & 5).

| | | | | | | | | |
|------|-----------|---|-------|----|------|-------|------|------|
| 1000 | Corrosion | 3 | 61.00 | ft | 0.00 | 61.00 | 0.00 | 0.00 |
|------|-----------|---|-------|----|------|-------|------|------|

The steel girders typically have scattered areas of peeling paint with light to moderate rust along the flanges and lower webs throughout.

In Span 1, the south legs of the Girders "A" and "AA" top flanges have heavy rust with isolated areas of up to 1/4" section loss mostly near midspan.

| | | | | | | | | |
|------|------------|---|------|----|------|------|------|------|
| 1900 | Distortion | 3 | 2.00 | ft | 0.00 | 2.00 | 0.00 | 0.00 |
|------|------------|---|------|----|------|------|------|------|

In Span 1, the north leg of the bottom flange of Girder AA is bent out-of-plane upwards up to 1/2" x 16" long at midspan (Photo 5).

In Span 3, the north face of Girder A has minor web distortion for up to full length.

| ELEM | ELEMENT NAME | ENV | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|------|--------------|-----|----------|-------|-------------|-------------|-------------|-------------|
|------|--------------|-----|----------|-------|-------------|-------------|-------------|-------------|



RIDOT Bridge Inspection Report

066201
Ramp CB

Inspected By WSP
Inspector: BRANDON GALE
Inspection Date 08/23/2022

Bridge Condition Poor

| | | | | | | | | |
|------------|-----------------------|----------|-------------|-------------|-------------|-------------|-------------|-------------|
| 205 | Re Conc Column | 3 | 4.00 | each | 0.00 | 2.00 | 2.00 | 0.00 |
|------------|-----------------------|----------|-------------|-------------|-------------|-------------|-------------|-------------|

This element was not included as part of this 2022 Special Inspection. Notes below are retained from the 2021 Routine Inspection. There are two (2) reinforced concrete columns at Piers 1 and 2 labeled Column "A" and Column "B" from the north to south

| | | | | | | | | |
|------|---------------------------------|---|------|------|------|------|------|------|
| 1080 | Delamination/Spall/Patched Area | 3 | 1.00 | each | 0.00 | 1.00 | 0.00 | 0.00 |
|------|---------------------------------|---|------|------|------|------|------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The reinforced concrete columns typically have scattered hollow areas and isolated spalls, some with exposed rebar. The Pier 2 columns have heavy mapcracking and vertical cracks.

Specific deficiencies are as follows:

PIER 1:

- Column "A": The west face of the column has a hollow area at the base measuring 15" wide x 21" high and the southwest face has a spall at the top measuring 9" long x 6" high x 1" deep.

PIER 2:

- Column "A": The column has a cracked hollow area with rust staining measuring full height x full width.
- Column "B": The south face of the column has a spall with exposed and debonded rebar and stirrups, four (4) of which are severed, measuring up to 20" long x full height x up to 3" deep, and the remaining circumference of the column has a full height hollow area with heavy mapcracks, vertical cracks measuring up to 3/4" wide and rust staining.

| | | | | | | | | |
|------|---------------|---|------|------|------|------|------|------|
| 1090 | Exposed Rebar | 3 | 1.00 | each | 0.00 | 1.00 | 0.00 | 0.00 |
|------|---------------|---|------|------|------|------|------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

Refer to Defect 1080 - Delamination/Spall/Patched Area for conditions.

| | | | | | | | | |
|------|-----------------------------|---|------|------|------|------|------|------|
| 1120 | Efflorescence/Rust Staining | 3 | 1.00 | each | 0.00 | 0.00 | 1.00 | 0.00 |
|------|-----------------------------|---|------|------|------|------|------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

Refer to Defect 1080 - Delamination/Spall/Patched Area for conditions.

| | | | | | | | | |
|------|-------------------------|---|------|------|------|------|------|------|
| 1130 | Cracking (RC and Other) | 3 | 1.00 | each | 0.00 | 0.00 | 1.00 | 0.00 |
|------|-------------------------|---|------|------|------|------|------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

Refer to Defect 1080 - Delamination/Spall/Patched Area for conditions.

| | | | | | | | | |
|------|----------|---|-------|------|-------|------|------|------|
| 8368 | Graffiti | 3 | 50.00 | each | 50.00 | 0.00 | 0.00 | 0.00 |
|------|----------|---|-------|------|-------|------|------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The columns have moderate graffiti throughout.



RIDOT Bridge Inspection Report

066201
Ramp CB

Inspected By WSP
Inspector: BRANDON GALE
Inspection Date 08/23/2022

Bridge Condition Poor

| ELEM | ELEMENT NAME | ENV | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|------|-------------------|-----|----------|-------|-------------|-------------|-------------|-------------|
| 210 | Re Conc Pier Wall | 3 | 76.00 | ft | 0.00 | 66.00 | 10.00 | 0.00 |

This element was not included as part of this 2022 Special Inspection. Notes below are retained from the 2021 Routine Inspection. There are reinforced concrete crash walls at Piers 1 and 2.

| | | | | | | | | |
|------|---------------------------------|---|-------|----|------|-------|-------|------|
| 1080 | Delamination/Spall/Patched Area | 3 | 73.00 | ft | 0.00 | 63.00 | 10.00 | 0.00 |
|------|---------------------------------|---|-------|----|------|-------|-------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The reinforced concrete pier walls have scattered hollow areas and isolated spalls, some with exposed rebar.

Specific deficiencies are noted as below:

PIER 1:

- The pier wall has scattered hollow areas throughout the east face.
- The east face of the pier wall at the base has a spall with exposed rebar at the north end measuring 20" wide x 2'-9" high x up to 8" deep.
- The west face of the pier wall at the north end has a spall with exposed rebar measuring 14" wide x 10" high x 7" deep at the top corner.

PIER 2:

- Below Bay "B", the west face of the pier wall has a cracked hollow area at the base measuring 7'-0" wide x up to full height.
- The west face of the pier wall has a cracked hollow area at the south end along the top measuring 12'-0" wide x up to 5'-0" high.
- Below the pier cap construction joint, the east face of the pier wall has a hollow area measuring 9" wide x 6-1/4" high with a spall measuring 3" wide x 2" high x 1-1/4" deep.
- Below Bays "A" and "B", the east face of the pier wall has a cracked hollow area at the top measuring 5'-10" wide x 20" high.
- Below Bay "A", the east face of the pier wall has a hollow area measuring 2'-0" wide x 2'-4" high with an adjacent spall at the base measuring 10" wide x up to 5" high x 2" deep.
- Below Bay "C", the east face of the pier wall has two (2) cracked hollow areas at the top measuring 5'-6" wide x up to 2'-6" high and 20" wide x 2'-8" high.
- The north face of the pier wall has minor spalls with hairline mapcracking on the top.

| | | | | | | | | |
|------|---------------|---|------|----|------|------|------|------|
| 1090 | Exposed Rebar | 3 | 1.00 | ft | 0.00 | 1.00 | 0.00 | 0.00 |
|------|---------------|---|------|----|------|------|------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

Refer to Defect 1080 - Delamination/Spall/Patched Area for conditions.

| | | | | | | | | |
|------|-----------------------------|---|------|----|------|------|------|------|
| 1120 | Efflorescence/Rust Staining | 3 | 1.00 | ft | 0.00 | 1.00 | 0.00 | 0.00 |
|------|-----------------------------|---|------|----|------|------|------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

Refer to Defect 1130 - Cracking (RC and Other) for conditions.

| | | | | | | | | |
|------|-------------------------|---|------|----|------|------|------|------|
| 1130 | Cracking (RC and Other) | 3 | 1.00 | ft | 0.00 | 1.00 | 0.00 | 0.00 |
|------|-------------------------|---|------|----|------|------|------|------|



RIDOT Bridge Inspection Report

**066201
Ramp CB**

Inspected By WSP
Inspector: BRANDON GALE
Inspection Date 08/23/2022

Bridge Condition Poor

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The pier walls have isolated areas of hairline to 3/8" wide horizontal, vertical and map cracking with efflorescence and rust staining throughout.

Specific deficiencies are noted as below:

PIER 2:

- Between Columns "A" and "B", the east face of the pier wall has a horizontal crack measuring 1/8" wide x 4'-1" long and the top face of the pier wall has a horizontal crack measuring up to 3/8" wide x full length between the columns.
- Below Column "B", the east face of the pier wall has a vertical crack measuring up to 1/8" wide x 20" high.

| | | | | | | | | |
|------|----------|---|------|----|------|------|------|------|
| 8368 | Graffiti | 3 | 1.00 | ft | 1.00 | 0.00 | 0.00 | 0.00 |
|------|----------|---|------|----|------|------|------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The pier walls have moderate to heavy graffiti throughout.

The signs on the west face of Pier 2 are painted over.

| ELEM | ELEMENT NAME | ENV | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|------|------------------|-----|----------|-------|-------------|-------------|-------------|-------------|
| 215 | Re Conc Abutment | 3 | 50.00 | ft | 0.00 | 31.00 | 19.00 | 0.00 |

This element was not included as part of this 2022 Special Inspection. Notes below are retained from the 2021 Routine Inspection. There are two reinforced concrete abutments labeled Abutment 1 at the west end and Abutment 2 at the east end. The Abutment 2 bridge seat has heavy debris throughout.

| | | | | | | | | |
|------|---------------------------------|---|-------|----|------|------|------|------|
| 1080 | Delamination/Spall/Patched Area | 3 | 14.00 | ft | 0.00 | 5.00 | 9.00 | 0.00 |
|------|---------------------------------|---|-------|----|------|------|------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

There are scattered hollow areas and spalls at the abutments.

Specific conditions are as follows:

Abutment 1:

- Below the north overhang: There is a spall measuring 5" long x 8" wide x up to 2" deep.
- Below Girder "AA": There is a cracked hollow area measuring 4'-0" wide x 2'-0" high with rust staining.
- Below Bay "A": There is a cracked hollow area measuring 16" wide x 2'-6" high with a spall measuring 5" wide x 14" high x 1-1/2" deep.
- Below Bay "B": There is a hollow area measuring 2'-6" wide x 12" high.
- Below Girder "C": There is a hollow area measuring 10" in diameter.
- Below Bay "C": There is a hollow area measuring 3'-4" wide x 3'-0" high.

Abutment 2:

- Below Bay "A": There is a cracked hollow area measuring 7'-0" wide x up to 3'-0" high with a spall along the top measuring 3'-4" wide x 8" high x 2" deep.
- Below Bay "B": There is a hollow area measuring 15" wide x 10" high.
- Below Bay "C": There is a cracked hollow area at the top measuring 3'-9" wide x up to 20" high.



RIDOT Bridge Inspection Report

**066201
Ramp CB**

Inspected By WSP
Inspector: BRANDON GALE
Inspection Date 08/23/2022

Bridge Condition Poor

| | | | | | | | | |
|------|-----------------------------|---|-------|----|------|------|-------|------|
| 1120 | Efflorescence/Rust Staining | 3 | 10.00 | ft | 0.00 | 0.00 | 10.00 | 0.00 |
|------|-----------------------------|---|-------|----|------|------|-------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

Refer to Defect 1130 - Cracking (RC and Other) for conditions.

| | | | | | | | | |
|------|-------------------------|---|------|----|------|------|------|------|
| 1130 | Cracking (RC and Other) | 3 | 1.00 | ft | 0.00 | 1.00 | 0.00 | 0.00 |
|------|-------------------------|---|------|----|------|------|------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The abutments have scattered hairline horizontal and vertical cracks throughout, some with light efflorescence and rust staining.

| | | | | | | | | |
|------|----------|---|------|----|------|------|------|------|
| 8368 | Graffiti | 3 | 1.00 | ft | 1.00 | 0.00 | 0.00 | 0.00 |
|------|----------|---|------|----|------|------|------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The Abutment 1 stem has light graffiti throughout.

| ELEM | ELEMENT NAME | ENV | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|------------|-------------------------|----------|--------------|-----------|--------------|-------------|--------------|-------------|
| 234 | Re Conc Pier Cap | 3 | 54.00 | ft | 19.00 | 7.00 | 28.00 | 0.00 |

This element was not included as part of this 2022 Special Inspection. Notes below are retained from the 2021 Routine Inspection. There are two reinforced concrete pier caps at Piers 1 and 2. The pier caps have scattered spalls and cracked hollow areas, some with light to heavy rust staining with light to moderate accumulation of sand and debris.

| | | | | | | | | |
|------|---------------------------------|---|-------|----|------|------|-------|------|
| 1080 | Delamination/Spall/Patched Area | 3 | 16.00 | ft | 0.00 | 0.00 | 16.00 | 0.00 |
|------|---------------------------------|---|-------|----|------|------|-------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

Pier 1, East Face:

- Below Girder "D": The pier cap has a spall measuring 6" wide x 4" high x 1" deep.

Pier 2, West Face:

- Below Girder "A": The pier cap has a spall at the top measuring 2'-0" wide x 4" high x 1" deep and two (2) cracked hollow areas measuring 2'-0" wide x 1'-6" high and 2'-0" wide x 2'-4" high.

- Below Bay "A": The pier cap has a spall with exposed and debonded rebar at the bottom of the west face measuring 7'-6" wide x 12" high x 4" deep which extends on to the north face measuring full length x 20" wide x 4" deep with exposed and debonded stirrups.

- Below Bay "B": The pier cap has a corner spall with exposed rebar measuring at the bottom of the west face measuring 10'-6" wide x 7" high x 9" long (underside) x up to 4" deep.

Pier 2, East Face:

- Below Bay "B": The pier cap has a hollow area measuring 18" wide x 2'-4" high.

- Below Bay "C": The pier cap has a hollow area measuring 6" wide x full height.

Pier 2, Underside:

- Below all bays: The underside of the pier cap is hollow for its full length x full width.

| | | | | | | | | |
|------|---------------|---|------|----|------|------|------|------|
| 1090 | Exposed Rebar | 3 | 1.00 | ft | 0.00 | 1.00 | 0.00 | 0.00 |
|------|---------------|---|------|----|------|------|------|------|



RIDOT Bridge Inspection Report

**066201
Ramp CB**

Inspected By WSP
Inspector: BRANDON GALE
Inspection Date 08/23/2022

Bridge Condition Poor

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

Refer to Defect 1080 - Delamination/Spall/Patched Area for conditions.

| | | | | | | | | |
|------|-----------------------------|---|-------|----|------|------|-------|------|
| 1120 | Efflorescence/Rust Staining | 3 | 12.00 | ft | 0.00 | 0.00 | 12.00 | 0.00 |
|------|-----------------------------|---|-------|----|------|------|-------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

Refer to Defect 1130 - Cracking (RC and Other) for conditions.

| | | | | | | | | |
|------|-------------------------|---|------|----|------|------|------|------|
| 1130 | Cracking (RC and Other) | 3 | 6.00 | ft | 0.00 | 6.00 | 0.00 | 0.00 |
|------|-------------------------|---|------|----|------|------|------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The pier caps have scattered hairline horizontal and diagonal cracks and isolated hairline map cracks, some with efflorescence and rust staining.

| ELEM | ELEMENT NAME | ENV | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|------------|----------------------------|----------|--------------|-----------|-------------|--------------|-------------|-------------|
| 301 | Pourable Joint Seal | 3 | 44.00 | ft | 0.00 | 44.00 | 0.00 | 0.00 |

This element was not included as part of this 2022 Special Inspection. Notes below are retained from the 2021 Routine Inspection. There are pourable joint seals at Abutments 1 and 2.

| | | | | | | | | |
|------|---------------|---|-------|----|------|-------|------|------|
| 2320 | Seal Adhesion | 3 | 14.00 | ft | 0.00 | 14.00 | 0.00 | 0.00 |
|------|---------------|---|-------|----|------|-------|------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The pourable joint seals have isolated areas of minor seal adhesion separations.

| | | | | | | | | |
|------|-------------------------|---|-------|----|------|-------|------|------|
| 2360 | Adjacent Deck or Header | 3 | 30.00 | ft | 0.00 | 30.00 | 0.00 | 0.00 |
|------|-------------------------|---|-------|----|------|-------|------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

There are transverse alligator cracks up to 1/16" wide along the approach sides of the joints at Abutments 1 and 2.

| ELEM | ELEMENT NAME | ENV | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|------------|----------------------------|----------|--------------|-------------|-------------|--------------|-------------|-------------|
| 310 | Elastomeric Bearing | 3 | 25.00 | each | 0.00 | 25.00 | 0.00 | 0.00 |

This element was not included as part of this 2022 Special Inspection. Notes below are retained from the 2021 Routine Inspection. There are elastomeric bearings at Girders "A" through "D" at the beam ends in Spans 1 through 3. There is an additional elastomeric bearing at Girder "AA" at Abutment 1 in Span 1.

| | | | | | | | | |
|-----|--------------------------|---|-------|-------|------|-------|-------|------|
| 515 | Steel Protective Coating | 3 | 50.00 | sq.ft | 0.00 | 26.00 | 24.00 | 0.00 |
|-----|--------------------------|---|-------|-------|------|-------|-------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The bearings have a painted steel protective coating.



RIDOT Bridge Inspection Report

066201
Ramp CB

Inspected By WSP
Inspector: BRANDON GALE
Inspection Date 08/23/2022

Bridge Condition Poor

| ELEM | ELEMENT NAME | ENV | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|------|--------------|-----|----------|-------|-------------|-------------|-------------|-------------|
|------|--------------|-----|----------|-------|-------------|-------------|-------------|-------------|

| | | | | | | | | |
|------|--------------------------|---|-------|-------|------|-------|-------|------|
| 3420 | Peel/Bub/Crack(Stl Prc 3 | 3 | 50.00 | sq.ft | 0.00 | 26.00 | 24.00 | 0.00 |
|------|--------------------------|---|-------|-------|------|-------|-------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The bearings have scattered peeling paint throughout, most notably at the exterior bearings.

| | | | | | | | | |
|------|-----------|---|-------|------|------|-------|------|------|
| 1000 | Corrosion | 3 | 12.00 | each | 0.00 | 12.00 | 0.00 | 0.00 |
|------|-----------|---|-------|------|------|-------|------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The bearings typically have scattered light to moderate rust throughout with moderate to heavy rust and up to 1/8" section loss at the exterior bearings.

| | | | | | | | | |
|------|------------|---|------|------|------|------|------|------|
| 1020 | Connection | 3 | 3.00 | each | 0.00 | 3.00 | 0.00 | 0.00 |
|------|------------|---|------|------|------|------|------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

Abutment 1:

- Bearing "B": The north anchor bolt nut is backed off 1/4".
- Bearing "D": The south anchor bolt is bent to the south.

Pier 1, Span 1:

- Bearing "B": The south anchor bolt is bent to the south.

| | | | | | | | | |
|------|----------------------|---|------|------|------|------|------|------|
| 2240 | Loss of Bearing Area | 3 | 1.00 | each | 0.00 | 1.00 | 0.00 | 0.00 |
|------|----------------------|---|------|------|------|------|------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

At Abutment 1, the Bearing "D" masonry plate overhangs the bridge seat at the southwest corner up to 1-1/2" which appears to be an as-built condition.

| ELEM | ELEMENT NAME | ENV | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|------|-----------------------|-----|----------|-------|-------------|-------------|-------------|-------------|
| 321 | Re Conc Approach Slab | 3 | 616.00 | sq.ft | 0.00 | 616.00 | 0.00 | 0.00 |

This element was not included as part of this 2022 Special Inspection. Notes below are retained from the 2021 Routine Inspection. There are reinforced concrete approach slabs at the east and west approaches which are overlaid with a bituminous wearing surface.

| | | | | | | | | |
|-----|------------------|---|--------|-------|------|--------|-------|------|
| 510 | Wearing Surfaces | 3 | 616.00 | sq.ft | 0.00 | 586.00 | 30.00 | 0.00 |
|-----|------------------|---|--------|-------|------|--------|-------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The reinforced concrete approach slabs are overlaid with a bituminous wearing surface.

| ELEM | ELEMENT NAME | ENV | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|------|--------------|-----|----------|-------|-------------|-------------|-------------|-------------|
|------|--------------|-----|----------|-------|-------------|-------------|-------------|-------------|



RIDOT Bridge Inspection Report

066201
Ramp CB

Inspected By **WSP**
Inspector: **BRANDON GALE**
Inspection Date **08/23/2022**

Bridge Condition Poor

| | | | | | | | | |
|------|-----------------------|---|-------|-------|------|-------|-------|------|
| 3220 | Crack (Wearing Surfac | 3 | 55.00 | sq.ft | 0.00 | 25.00 | 30.00 | 0.00 |
|------|-----------------------|---|-------|-------|------|-------|-------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The approach wearing surfaces exhibit isolated hairline transverse and longitudinal cracks.

There are transverse alligator cracks up to 1/16" wide at the east and west approaches along the abutment joints.

| ELEM | ELEMENT NAME | ENV | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|-------------|-----------------------------------|----------|---------------|-----------|--------------|--------------|--------------|-------------|
| 8107 | Steel Opn Girder/Beam ENDS | 3 | 125.00 | ft | 99.00 | 10.00 | 11.00 | 5.00 |

This element is used to quantify and document conditions located within the end 5'-0" of the steel plate girders.

| | | | | | | | | |
|-----|--------------------------|---|--------|-------|------|--------|--------|--------|
| 515 | Steel Protective Coating | 3 | 516.00 | sq.ft | 0.00 | 100.00 | 208.00 | 208.00 |
|-----|--------------------------|---|--------|-------|------|--------|--------|--------|

The girder ends have a mostly failed protective paint system (Photos 4 & 6 to 19).

| ELEM | ELEMENT NAME | ENV | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|------|--------------|-----|----------|-------|-------------|-------------|-------------|-------------|
|------|--------------|-----|----------|-------|-------------|-------------|-------------|-------------|

| | | | | | | | | |
|------|------------------------|---|--------|-------|------|--------|--------|--------|
| 3420 | Peel/Bub/Crack(Stl Prc | 3 | 516.00 | sq.ft | 0.00 | 100.00 | 208.00 | 208.00 |
|------|------------------------|---|--------|-------|------|--------|--------|--------|

The girder ends have a failed and peeling protective paint throughout (Photos 4 & 6 to 19).

| | | | | | | | | |
|------|-----------|---|-------|----|------|-------|-------|------|
| 1000 | Corrosion | 3 | 26.00 | ft | 0.00 | 10.00 | 11.00 | 5.00 |
|------|-----------|---|-------|----|------|-------|-------|------|

The girder webs have heavy corrosion with isolated areas of 100% section loss at the beam ends, typically beyond the bearing stiffeners. The worst areas of web section loss are typically at the exterior girders and in some locations, beyond the bearings (Photos 4 & 6 to 19).

The bottom flanges have scattered areas of section loss at the beam ends, with isolated areas of 100% section loss.

The bearing stiffeners have section loss along the bottom 12" with isolated holes.

Refer to the attached document "Element 8107 - Steel Open Girder Ends" for specific conditions.

| ELEM | ELEMENT NAME | ENV | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|-------------|------------------------|----------|--------------|-------------|-------------|--------------|-------------|-------------|
| 8213 | R/C Return Wall | 3 | 80.00 | (LF) | 0.00 | 79.00 | 0.00 | 1.00 |

This element was not included as part of this 2022 Special Inspection. Notes below are retained from the 2021 Routine Inspection. There are reinforced concrete return walls at Abutments 1 and 2.

| | | | | | | | | |
|------|--------------------------------|---|------|------|------|------|------|------|
| 1080 | Delamination/Spall/Patched Are | 3 | 1.00 | (LF) | 0.00 | 0.00 | 0.00 | 1.00 |
|------|--------------------------------|---|------|------|------|------|------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

At the northwest return wall, there is a spall with loss of backfill material at the top of the construction joint measuring 6" long x 2'-0" high x 22" deep.

At the Abutment 1 backwall, the southwest return wall has a hollow area measuring 6" long x 2'-8" high.



RIDOT Bridge Inspection Report

**066201
Ramp CB**

Inspected By WSP
Inspector: BRANDON GALE
Inspection Date 08/23/2022

Bridge Condition Poor

| | | | | | | | | |
|------|-----------------------------|---|-------|------|------|-------|------|------|
| 1120 | Efflorescence/Rust Staining | 3 | 78.00 | (LF) | 0.00 | 78.00 | 0.00 | 0.00 |
|------|-----------------------------|---|-------|------|------|-------|------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

Refer to Defect 1130 - Cracking (RC and Other) for conditions.

| | | | | | | | | |
|------|-------------------------|---|------|------|------|------|------|------|
| 1130 | Cracking (RC and Other) | 3 | 1.00 | (LF) | 0.00 | 1.00 | 0.00 | 0.00 |
|------|-------------------------|---|------|------|------|------|------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The reinforced concrete return walls have hairline map cracking with light to moderate efflorescence and leakage staining throughout.

| ELEM | ELEMENT NAME | ENV | QUANTITY | UNITS | QTY | QTY | QTY | QTY |
|-------------|----------------------------|----------|--------------|-------------|-------------|--------------|--------------|-------------|
| | | | | | CS 1 | CS 2 | CS 3 | CS 4 |
| 8218 | Backwall, All Types | 3 | 50.00 | (LF) | 0.00 | 23.00 | 27.00 | 0.00 |

This element was not included as part of this 2022 Special Inspection. Notes below are retained from the 2021 Routine Inspection. There are reinforced concrete backwalls at Abutments 1 and 2.

| | | | | | | | | |
|------|---------------------------------|---|-------|------|------|------|-------|------|
| 1080 | Delamination/Spall/Patched Area | 3 | 22.00 | (LF) | 0.00 | 0.00 | 22.00 | 0.00 |
|------|---------------------------------|---|-------|------|------|------|-------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

Abutment 1:

- At the north end: There are two (2) spalls at the top and bottom measuring 2'-0" wide x 2'-0" high x up to 3" deep with exposed rebar and 2'-4" wide x 8" high x 2" deep extending 6" onto the north face.
- Below Bays "A" & "B": There are two (2) spalls with exposed rebar at the top measuring 16" wide x 4" high x 2" deep and 8" wide x 4" high x 2" deep.
- Behind Girder "C": There is a spall with exposed rebar measuring 2'-8" wide x 22" high x 3" deep.
- Below Bay "C": There is heavy scaling, most notably at the top, with heavy efflorescence and leakage staining.
- Below Bay "C" at Girder "D": There is a spall at the top measuring 8" wide x 4" high x 1" deep.
- At the south end: There is an area of heavy scaling/spalling at the top measuring 16" wide x 2'-2" high x 5" deep; daylight was observed from underneath the joint.

Abutment 2:

- Below Bay "A": The backwall has a spall with exposed and debonded rebar at the north end that extends into Bay "A" measuring 4'-0" wide x full height x up to 9" deep.
- Below Bays "B" and "C": The backwall has a spall at the top measuring up to full bay width x up to 12" high x up to 6" deep.
- Below Bay "C": The backwall has a spall with exposed rebar behind Girder "D" measuring up to 2'-8" wide x 3'-8" high x up to 9" deep.
- South end: The backwall has a hollow area measuring 2'-0" wide x full height.

| | | | | | | | | |
|------|---------------|---|------|------|------|------|------|------|
| 1090 | Exposed Rebar | 3 | 5.00 | (LF) | 0.00 | 0.00 | 5.00 | 0.00 |
|------|---------------|---|------|------|------|------|------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

Refer to Defect 1080 - Delamination/Spall/Patched Area for conditions.



RIDOT Bridge Inspection Report

066201
Ramp CB

Inspected By WSP
Inspector: BRANDON GALE
Inspection Date 08/23/2022

Bridge Condition Poor

| | | | | | | | | |
|------|-----------------------------|---|-------|------|------|-------|------|------|
| 1120 | Efflorescence/Rust Staining | 3 | 22.00 | (LF) | 0.00 | 22.00 | 0.00 | 0.00 |
|------|-----------------------------|---|-------|------|------|-------|------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

Refer to Defect 1130 - Cracking (RC and Other) for conditions.

| | | | | | | | | |
|------|-------------------------|---|------|------|------|------|------|------|
| 1130 | Cracking (RC and Other) | 3 | 1.00 | (LF) | 0.00 | 1.00 | 0.00 | 0.00 |
|------|-------------------------|---|------|------|------|------|------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The backwalls have scattered hairline map cracking and narrow horizontal cracks, some with light efflorescence and rust staining throughout.

| | | | | | | | | |
|------|----------|---|------|------|------|------|------|------|
| 8368 | Graffiti | 3 | 1.00 | (LF) | 1.00 | 0.00 | 0.00 | 0.00 |
|------|----------|---|------|------|------|------|------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The backwall at Abutment 2 has isolated areas of light to moderate graffiti.

| ELEM | ELEMENT NAME | ENV | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|-------------|---------------------------------|----------|--------------|-------------|-------------|--------------|--------------|-------------|
| 8305 | Asphaltic Joint Material | 3 | 44.00 | (LF) | 0.00 | 22.00 | 22.00 | 0.00 |

This element was not included as part of this 2022 Special Inspection. Notes below are retained from the 2021 Routine Inspection. There are asphaltic joints at Piers 1 and 2. There is light vegetation growth at the shoulders.

| | | | | | | | | |
|------|---------------|---|-------|------|------|------|-------|------|
| 2320 | Seal Adhesion | 3 | 22.00 | (LF) | 0.00 | 0.00 | 22.00 | 0.00 |
|------|---------------|---|-------|------|------|------|-------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The asphaltic joints have isolated areas of minor wear and seal adhesion separation at the edges.

Below deck, active leakage was observed over a 5'-0" length at Pier 1 in Bay "A".

| ELEM | ELEMENT NAME | ENV | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|-------------|-----------------------------|----------|---------------|-------------|-------------|---------------|--------------|-------------|
| 8335 | Guardrail, Vehicular | 3 | 682.00 | (LF) | 0.00 | 667.00 | 15.00 | 0.00 |

This element was not included as part of this 2022 Special Inspection. Notes below are retained from the 2021 Routine Inspection. There are steel W-beam guardrails attached to the reinforced concrete bridge parapets at the north and south sides of the bridge which continue on to the approaches except at the southeast approach where it transitions to a concrete jersey barrier. The jersey barrier at the southeast approach exhibits hairline cracks along the lower portion.

| | | | | | | | | |
|-----|--------------------------|---|----------|-------|------|----------|--------|------|
| 515 | Steel Protective Coating | 3 | 1,365.00 | sq.ft | 0.00 | 1,165.00 | 200.00 | 0.00 |
|-----|--------------------------|---|----------|-------|------|----------|--------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The steel W-beam guardrails have a galvanized protective coating.

| ELEM | ELEMENT NAME | ENV | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|------|--------------|-----|----------|-------|-------------|-------------|-------------|-------------|
|------|--------------|-----|----------|-------|-------------|-------------|-------------|-------------|



RIDOT Bridge Inspection Report

**066201
Ramp CB**

Inspected By WSP
Inspector: BRANDON GALE
Inspection Date 08/23/2022

Bridge Condition Poor

| | | | | | | | | |
|------|------------------------|---|--------|-------|------|------|--------|------|
| 3440 | Eff (Stl Protect Coat) | 3 | 200.00 | sq.ft | 0.00 | 0.00 | 200.00 | 0.00 |
|------|------------------------|---|--------|-------|------|------|--------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The guardrails exhibit scattered areas where the steel protective coating has limited effectiveness.

| | | | | | | | | |
|------|-----------|---|------|------|------|------|------|------|
| 1000 | Corrosion | 3 | 3.00 | (LF) | 0.00 | 0.00 | 3.00 | 0.00 |
|------|-----------|---|------|------|------|------|------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

At the southeast transition to the jersey barrier, the guardrail has an area of 100% loss..

| | | | | | | | | |
|------|--------|---|-------|------|------|------|-------|------|
| 7000 | Damage | 3 | 13.00 | (LF) | 0.00 | 1.00 | 12.00 | 0.00 |
|------|--------|---|-------|------|------|------|-------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The guardrails have scattered areas of minor impact scrapes throughout.

At the west approach, the north guardrail has an area of impact damage measuring 6'-0" long with a detached post block.

At Pier 2, the north guardrail has an area of impact damage measuring 6'-0" long.

| ELEM | ELEMENT NAME | ENV | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|-------------|----------------------------|----------|---------------|-------------|-------------|---------------|-------------|-------------|
| 8336 | Conc Bridge Parapet | 3 | 674.00 | (LF) | 0.00 | 674.00 | 0.00 | 0.00 |

This element was not included as part of this 2022 Special Inspection. Notes below are retained from the 2021 Routine Inspection. There are concrete bridge parapets with a mounted metal top rail at the north and south side of the bridge.

| | | | | | | | | |
|------|---------------------------------|---|------|------|------|------|------|------|
| 1080 | Delamination/Spall/Patched Area | 3 | 1.00 | (LF) | 0.00 | 1.00 | 0.00 | 0.00 |
|------|---------------------------------|---|------|------|------|------|------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

At the underside of the west end of the south parapet, there are two (2) shallow rebar spalls measuring up to 4" long x 10" wide x 1" deep.

| | | | | | | | | |
|------|---------------|---|------|------|------|------|------|------|
| 1090 | Exposed Rebar | 3 | 1.00 | (LF) | 0.00 | 1.00 | 0.00 | 0.00 |
|------|---------------|---|------|------|------|------|------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

See Defect 1080 – Delamination/Spall/Patched Area for comments.

| | | | | | | | | |
|------|-----------------------------|---|--------|------|------|--------|------|------|
| 1120 | Efflorescence/Rust Staining | 3 | 336.00 | (LF) | 0.00 | 336.00 | 0.00 | 0.00 |
|------|-----------------------------|---|--------|------|------|--------|------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

At the joint between the parapets and the deck, there is efflorescence staining.

| | | | | | | | | |
|------|-------------------------|---|--------|------|------|--------|------|------|
| 1130 | Cracking (RC and Other) | 3 | 336.00 | (LF) | 0.00 | 336.00 | 0.00 | 0.00 |
|------|-------------------------|---|--------|------|------|--------|------|------|



RIDOT Bridge Inspection Report

066201
Ramp CB

Inspected By WSP
Inspector: BRANDON GALE
Inspection Date 08/23/2022

Bridge Condition Poor

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The parapets have scattered horizontal cracks up to 1/16" wide.

| ELEM | ELEMENT NAME | ENV | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|------|--------------|-----|----------|-------|-------------|-------------|-------------|-------------|
| 8367 | Slope Blocks | 3 | 2,000.00 | sq.ft | 0.00 | 2,000.00 | 0.00 | 0.00 |

This element was not included as part of this 2022 Special Inspection. Notes below are retained from the 2021 Routine Inspection. There are concrete slope blocks at the embankments of Abutments 1 and 2. The slope blocks have scattered areas of light scaling, light accumulation of debris and light to heavy vegetation growth at the ends measuring 10'-0" wide. At Abutment 2, the slope blocks have heavy accumulation of debris along the Pier 2 crash wall.

| ELEM | ELEMENT NAME | ENV | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|------|------------------|-----|----------|-------|-------------|-------------|-------------|-------------|
| 8370 | Steel Diaphragms | 3 | 64.00 | (EA) | 0.00 | 55.00 | 8.00 | 1.00 |

There are steel diaphragms in Spans 1 through 3 labeled from west to east with the diaphragms at the piers and abutments labeled end diaphragms.

| | | | | | | | | |
|-----|--------------------------|---|----------|-------|------|----------|-------|------|
| 515 | Steel Protective Coating | 3 | 2,000.00 | sq.ft | 0.00 | 1,950.00 | 50.00 | 0.00 |
|-----|--------------------------|---|----------|-------|------|----------|-------|------|

The steel diaphragms protective coating has chalky and faded areas with areas of peeling paint with light to moderate rust.

| ELEM | ELEMENT NAME | ENV | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|------|--|-----|----------|-------|-------------|-------------|-------------|-------------|
| 3410 | Chalk(Steel Protect Co 3 | | 1,950.00 | sq.ft | 0.00 | 1,950.00 | 0.00 | 0.00 |
| | <i>The diaphragms protective coating has chalky and faded areas.</i> | | | | | | | |

| ELEM | ELEMENT NAME | ENV | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|------|--|-----|----------|-------|-------------|-------------|-------------|-------------|
| 3420 | Peel/Bub/Crack(Stl Prc 3 | | 50.00 | sq.ft | 0.00 | 0.00 | 50.00 | 0.00 |
| | <i>The diaphragms have scattered areas of peeling paint with light to moderate rust with heavier rusting and some minor section losses to the end diaphragms at the piers.</i> | | | | | | | |

| | | | | | | | | |
|------|-----------|---|------|------|------|------|------|------|
| 1000 | Corrosion | 3 | 9.00 | (EA) | 0.00 | 0.00 | 8.00 | 1.00 |
|------|-----------|---|------|------|------|------|------|------|

The end diaphragms typically have peeling paint with moderate to heavy rust and isolated areas of minor sections loss throughout.

At Pier 1, the Span 2 lateral bracing member in Bay A at the connection with Girder A is being supported by a wire and clamp and has areas of 100% section loss.

Specific deficiencies at this location are as noted below:

- The lateral bracing connection plate: 100% loss x 16" long x 6" wide.
- The vertical leg of the lateral bracing member: 100% loss x 21" long x up to 2" high.
- The horizontal leg of the lateral bracing member: 100% loss x 3'-0" long x full width.

| | | | | | | | | |
|------|------------|---|------|------|------|------|------|------|
| 1900 | Distortion | 3 | 1.00 | (EA) | 0.00 | 1.00 | 0.00 | 0.00 |
|------|------------|---|------|------|------|------|------|------|

In Bay B of Span 2, between Diaphragms 5 and 6, the lateral bracing is bowed slightly downwards.



RIDOT Bridge Inspection Report

066201
Ramp CB

Inspected By WSP
Inspector: BRANDON GALE
Inspection Date 08/23/2022

Bridge Condition Poor

| ELEM | ELEMENT NAME | ENV | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|------|----------------------|-----|----------|-------|-------------|-------------|-------------|-------------|
| 8398 | Curb/sidewalks - Con | 3 | 674.00 | ft | 642.00 | 31.00 | 1.00 | 0.00 |

This element was not included as part of this 2022 Special Inspection. Notes below are retained from the 2021 Routine Inspection. There are reinforced concrete safety walks at the north and south sides of the bridge with granite curbs. The previously reported heavy debris and vegetation has been cleared, however, there is light vegetation growth between the curbs and the safety walks. The curbs have scattered areas of minor edge chipping, impact scrapes and rust staining throughout.

| | | | | | | | | |
|------|---------------------------------|---|-------|----|------|-------|------|------|
| 1080 | Delamination/Spall/Patched Area | 3 | 26.00 | ft | 0.00 | 25.00 | 1.00 | 0.00 |
|------|---------------------------------|---|-------|----|------|-------|------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The safety walks have scattered minor spalls up to 1/2" deep.

Near Pier 2 in Span 2, the south curb has a spall measuring 12" long x full height x 2" deep.

| | | | | | | | | |
|------|------------|---|------|----|------|------|------|------|
| 4000 | Settlement | 3 | 6.00 | ft | 0.00 | 6.00 | 0.00 | 0.00 |
|------|------------|---|------|----|------|------|------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

At the west approach, the north and south curbs are settled up to 3".

| ELEM | ELEMENT NAME | ENV | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|------|--------------------|-----|----------|-------|-------------|-------------|-------------|-------------|
| 8428 | Pro Screen Barrier | 3 | 130.00 | ft | 130.00 | 0.00 | 0.00 | 0.00 |

This element was not included as part of this 2022 Special Inspection. Notes below are retained from the 2021 Routine Inspection. There are railroad electrification protection barriers along the west half of Span 2.

| | | | | | | | | |
|------|----------|---|--------|----|--------|------|------|------|
| 8368 | Graffiti | 3 | 100.00 | ft | 100.00 | 0.00 | 0.00 | 0.00 |
|------|----------|---|--------|----|--------|------|------|------|

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The interior faces of the electrification barrier have light graffiti.



RIDOT Bridge Inspection Report

066201
Ramp CB

Inspected By WSP
Inspector: BRANDON GALE
Inspection Date 08/23/2022

Bridge Condition Poor

| Equipment | |
|-------------------------|-------------------------------------|
| Aerial Lift | <input type="checkbox"/> |
| Boat | <input type="checkbox"/> |
| Underbridgeinspvel | <input type="checkbox"/> |
| Scaffolding | <input type="checkbox"/> |
| BoesemansChair | <input type="checkbox"/> |
| Waders | <input type="checkbox"/> |
| Rail Mount Elliot | <input checked="" type="checkbox"/> |
| Crash Truck | <input type="checkbox"/> |
| Air Monitor | <input type="checkbox"/> |
| Ladder | <input type="checkbox"/> |
| Bucket Truck | <input type="checkbox"/> |
| Rigging | <input type="checkbox"/> |
| Floats | <input type="checkbox"/> |
| Climbing | <input type="checkbox"/> |
| Rail Mount Bucket Truck | <input checked="" type="checkbox"/> |
| Light Tower | <input checked="" type="checkbox"/> |

| | |
|------------------------|-------------------------------------|
| Poison Ivy | <input type="checkbox"/> |
| Heavy Vegetation | <input type="checkbox"/> |
| Hurricane Evac Route ? | <input checked="" type="checkbox"/> |

| | |
|-------------------|-----|
| Cones | Yes |
| Traffic Setup Req | Yes |
| Police Req | Yes |
| Night Insp Req | Yes |
| Signs | Yes |

| | |
|-------------------------|-------|
| Speed Limit | 30.00 |
| Prep Time | 4 |
| Crew Slize | 3 |
| Under Insp Vehicle Time | 0 |
| Traffic Control Time | 3.5 |
| Mile Post | 0.103 |
| Crew Days | 3.5 |
| Time Report Time | 39 |
| Bucket Truck Time | 3 |

| Site Access Notes | |
|--|--|
| Equipment to mount on tracks at Cranston Yard off Elmwood Avenue. Track #3 to inspect Pier 1, Track #6 & #14 to inspect midspan of Span 2, and Track #18 to inspect Pier 2 | |

| | |
|----------------------------|--------------------------|
| Avg Curb Reveal North/East | 8.50 |
| Avg Curb Reveal South/West | 8.50 |
| Posted Weight Limit | |
| Posting Sign ? | <input type="checkbox"/> |
| Post Signs Legible | -1 |
| Post Sign Rec | -1 |
| Adv Min Vert Clear Sign | -1 |
| Min Ver tClear Signs Leg | 01 |
| Min Vert Clear Post Vales | 17'-1" |
| Min Vert Clear Sign Rec | 01 |
| Old Rating and Postings | |
| RR Mile Post | 180.71 |
| US DOT/AAR No. | 537-117U |

| | |
|------------------|--------------------------|
| Telephone | <input type="checkbox"/> |
| Sewer | <input type="checkbox"/> |
| Cable | <input type="checkbox"/> |
| Oil | <input type="checkbox"/> |
| Fire Alarm | <input type="checkbox"/> |
| OH Lines Present | <input type="checkbox"/> |
| Water | <input type="checkbox"/> |
| Gas | <input type="checkbox"/> |
| Electric | <input type="checkbox"/> |
| Fiber Optic | <input type="checkbox"/> |

