



RIDOT Bridge Inspection Report

066201
Ramp CB

Inspected By **AECOM**
Inspector: CALEIGH DUFFY
Inspection Date **08/28/2023**

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): 8/28/2023
Frequency (91): 24
Next Inspection: 8/28/2025

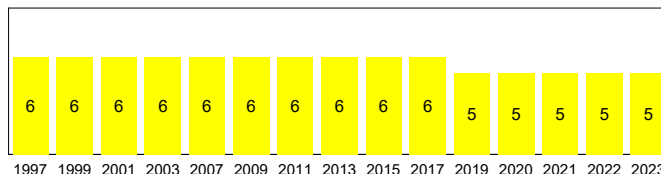
Inspection Type	Freq (92)	Last Insp (93)	Next Insp
Element	12	8/28/2023	8/28/2024
Fracture Critical (A)		1/1/1901	1/1/1901
Underwater (B)		1/1/1901	1/1/1901
Special Insp (C)	12	8/28/2023	8/28/2024

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: 8,305.40
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

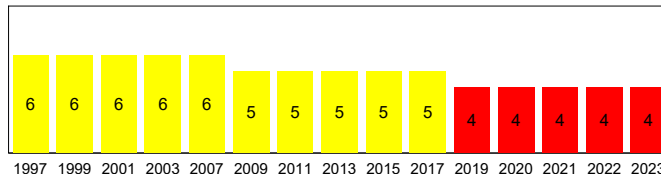


DECK CONDITION

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



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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):		SUBSTRUCTURE CONDITION
Scour Rating (113):	N Not Over Waterway	Substructure Rating (60): 5 Fair
Waterway Adequacy (71):	N Not applicable	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): 17.00
Kind of Hwy (5B): 5 City Street	Level Service (5C): 1 Mainline	Min Vert Over (53): 99.99 17.00
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 17.00
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): 0.78 mi (1.26 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 and rolling closure for topside inspection.

POLICE DETAIL NEEDED: Cranston Police on Wellington Avenue, RI State Police on I-95.

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. See Site Access Notes for further details.

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



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INSPECTION NOTES

ROUTINE & SPECIAL INSPECTION

AECOM

Team Leader: Caleigh Duffy, E.I.T.

Team Members: Jeffrey Sam, P.E., Minh Pham, E.I.T., Michael Allsop, E.I.T.

Inspection Dates: 7/20/23, 7/31/2023, 8/1/2023, 8/2/2023, 8/15/2023, 8/24/2023, 8/28/2023

Weather: Varies, 64 degrees F to 77 degrees F

SCOPE: The scope of the Special Inspection is to monitor identified locations of advanced deterioration to the steel superstructure.

NBI RATING SUMMARY: 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	93%	7,725.00	4%	368.00	3%	217.00	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	150.00	0%	0.00	0%	0.00	100%	150.00	0%	0.00
1130/3	Cracking (RC and Other)	300.00	0%	0.00	100%	300.00	0%	0.00	0%	0.00
107/3	Steel Opn Girder/Beam	1,087.00	77%	835.00	23%	252.00	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	250.00	0%	0.00	100%	250.00	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	0%	0.00	75%	3.00	25%	1.00
1080/3	Delamination/Spall/Patched Area	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00
1090/3	Exposed Rebar	1.00	0%	0.00	0%	0.00	0%	0.00	100%	1.00
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	28%	14.00	72%	36.00	0%	0.00
1080/3	Delamination/Spall/Patched Area	26.00	0%	0.00	0%	0.00	100%	26.00	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)	14.00	0%	0.00	100%	14.00	0%	0.00	0%	0.00
8368/3	Graffiti	80.00	100%	80.00	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
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



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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
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	36%	9.00	64%	16.00	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	100%	616.00	0%	0.00	0%	0.00	0%	0.00
510/3	Wearing Surfaces	616.00	91%	561.00	4%	25.00	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 ENC	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
8368/3	Graffiti	40.00	100%	40.00	0%	0.00	0%	0.00	0%	0.00
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
8368/3	Graffiti	10.00	100%	10.00	0%	0.00	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	44.00	0%	0.00	50%	22.00	50%	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)	1,365.00	0%	0.00	85%	1,165.00	15%	200.00	0%	0.00
1000/3	Corrosion	669.00	0%	0.00	100%	666.00	0%	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	63.00	0%	0.00	86%	54.00	13%	8.00	2%	1.00
1900/3	Distortion	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
8368/3	Graffiti	15.00	100%	15.00	0%	0.00	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



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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	7,725.00	368.00	217.00	0.00

There is a reinforced concrete deck overlaid with a bituminous wearing surface (see photos 11 - 13). The underside of deck between the girders is labeled from Bay "A" through Bay "C" in Spans 2 and 3 and from Bay "AA" through Bay "C" in Span 1, from north to south (see photos 6 - 8). There are overhangs at the north and south sides of the bridge (see photos 3 - 5). 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" and photos 27 - 34 for specific conditions.

510	Wearing Surfaces	3	6,402.00	sq.ft	0.00	6,402.00	0.00	0.00
<p>The bridge is overlaid with a bituminous wearing surface (see photos 11 - 13). The wearing surface has light accumulation of debris along the shoulders of the bridge and approaches (see photo 17).</p>								
1080	Delamination/Spall/Patched Area		134.00	sq.ft	0.00	67.00	67.00	0.00
<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 12" deep and isolated areas of scaling.</p> <p>Refer to the attached document "Element 12 - Re Conc Deck" and photos 27 - 34 for specific conditions.</p>								
1090	Exposed Rebar	3	1.00	sq.ft	0.00	1.00	0.00	0.00
<p>Refer to Defect 1080 - Delamination/Spall/Patch for conditions.</p> <p>Refer to the attached document "Element 12 - Re Conc Deck" and photos 27 - 34 for specific conditions.</p>								
1120	Efflorescence/Rust Staining	3	150.00	sq.ft	0.00	0.00	150.00	0.00
<p>Refer to Defect 1130 - Cracking (RC and Other) for conditions.</p> <p>Refer to the attached document "Element 12 - Re Conc Deck" and photos 27 - 34 for specific conditions.</p>								
1130	Cracking (RC and Other)	3	300.00	sq.ft	0.00	300.00	0.00	0.00
<p>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.</p> <p>Refer to the attached document "Element 12 - Re Conc Deck" and photos 27 - 34 for specific conditions.</p>								

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	835.00	252.00	0.00	0.00



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Bridge Condition Poor

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 (see photos 6 - 8). There is an additional stub girder labeled Girder "AA" in Span 1 (see photo 6). 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 (see photo 7).

515	Steel Protective Coating	3	4,484.00	sq.ft	0.00	4,232.00	0.00	252.00
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The girders have a chalky, faded and peeling protective paint system throughout (see photos 6 - 8).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
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3410	Chalk(Steel Protect Co 3	3	4,148.00	sq.ft	0.00	4,148.00	0.00	0.00
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The steel protective coating has scattered areas of chalky, faded and peeling paint throughout (see photos 6 - 8).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
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3420	Peel/Bub/Crack(Stl Prc 3	3	336.00	sq.ft	0.00	84.00	0.00	252.00
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The steel girders typically have scattered areas of peeling paint with light to moderate rust along the flanges and lower webs throughout (see photos 6 - 8).

1000	Corrosion	3	250.00	ft	0.00	250.00	0.00	0.00
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The steel girders typically have scattered areas of peeling paint with light to moderate rust along the flanges and lower webs throughout (see photos 6 - 8).

In Span 1, the south legs of the Girder "A" and the north leg of Girder "AA" top flanges have heavy rust with isolated areas of up to 1/4" section loss mostly near midspan. At the quarter point of Span 1, the Girder 'AA' north leg has heavy rust to the flanges and entire web (see photo 38).

In Span 2, the north face of Girder "A" has heavy rust on the flanges for the lower 6" of web from midspan to Pier #2.

1900	Distortion	3	2.00	ft	0.00	2.00	0.00	0.00
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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 (see photo 37).

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
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205	Re Conc Column	3	4.00	each	0.00	0.00	3.00	1.00
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There are two (2) reinforced concrete columns at Piers 1 and 2 labeled Column "A" and Column "B" from the north to south (see photos 64 - 68 & 70).

1080	Delamination/Spall/Patched Area	3	1.00	each	0.00	0.00	1.00	0.00
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RIDOT Bridge Inspection Report

066201
Ramp CB

Inspected By **AECOM**
Inspector: **CALEIGH DUFFY**
Inspection Date **08/28/2023**

Bridge Condition Poor

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 a 27" wide x up to 13" high hollow area at the top with a 9" long X 6" high x 1" deep spall (see photo 65).

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, eleven (11) 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 (see photos 67 & 68).

1090	Exposed Rebar	3	1.00	each	0.00	0.00	0.00	1.00
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
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
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 columns have moderate graffiti and anti-graffiti paint throughout (see photos 64, 66 - 68, 70).								

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

There are reinforced concrete crash walls at Piers 1 and 2 (see photos 64 - 68 & 70).

1080	Delamination/Spall/Patched Area	3	73.00	ft	0.00	63.00	10.00	0.00
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066201
Ramp CB

Inspected By **AECOM**
Inspector: CALEIGH DUFFY
Inspection Date **08/28/2023**

Bridge Condition Poor

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 (see photo 66).
- 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 (see photo 64).

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 map cracking on the top.

1090	Exposed Rebar	3	1.00	ft	0.00	1.00	0.00	0.00
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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
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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
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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
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The pier walls have moderate to heavy graffiti throughout (see photos 64 - 68 & 70).

The signs on the west face of Pier 2 are painted over (see photos 67 & 68).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY	QTY	QTY	QTY
					CS 1	CS 2	CS 3	CS 4
215	Re Conc Abutment		3	ft	0.00	14.00	36.00	0.00

There are two reinforced concrete abutments labeled Abutment 1 at the west end and Abutment 2 at the east end (see photos 72 & 76). The Abutment 2 bridge seat has heavy debris throughout (see photo 77).

1080	Delamination/Spall/Patched Area	3	26.00	ft	0.00	0.00	26.00	0.00
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**066201
Ramp CB**

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Inspector: CALEIGH DUFFY
Inspection Date **08/28/2023**

Bridge Condition Poor

There are scattered hollow areas and spalls at the abutments.

Specific conditions are as follows:

West 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 (see photo 72).
- Below Bay "AA": There is a cracked hollow area measuring 16" wide x 2'-6" high with a spall measuring 5" wide x 16" high x 1-1/2" deep (see photo 72).
- 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 18" wide x 3'-7" high (see photos 72 & 74).

East 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 3" deep (see photos 76 & 77).
- Below Bay "B": There is a hollow area measuring 15" wide x 10" high (see photo 76).
- Below Bay "C": There is a cracked hollow area at the top measuring 3'-9" wide x up to 20" high (see photo 76).

1120	Efflorescence/Rust Staining	3	10.00	ft	0.00	0.00	10.00	0.00
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Refer to Defect 1130 - Cracking (RC and Other) for conditions.

1130	Cracking (RC and Other)	3	14.00	ft	0.00	14.00	0.00	0.00
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The abutments have scattered hairline horizontal and vertical cracks throughout, some with light efflorescence and rust staining (see photos 72 & 76).

8368	Graffiti	3	80.00	ft	80.00	0.00	0.00	0.00
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The West Abutment 1 stem has anti-graffiti paint throughout (see photo 72).

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

There are two reinforced concrete pier caps at Piers 1 and 2 (see photos 64, 66, 67 & 70). 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
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**066201
Ramp CB**

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Inspection Date **08/28/2023**

Bridge Condition Poor

Pier 1, East Face:

- Below Girder "B": 17" high x 13" wide hollow area
- Below Girder "C": 10" high x 17" wide x 1/2" deep spall/hollow area.
- 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 an 18" wide x 32" high hollow area (see photo 69).
- Below Bay "A" at bottom: 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 (see photo 69).
- Below Bay "A" at mid-height: 6" diameter hollow area and 41" long x 18" high hollow area with 1/4" deep spalling (see photo 69).
- 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 8" high x 9" long (underside) x up to 4" deep (see photo 67).

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, North Face:

- On top face: 1'-0" long x 17" wide x 6" deep spall with crumbling concrete and debris (see photo 71).

Pier 2, Underside:

- Below all bays: The underside of the pier cap is hollow for its full length x full width (see photo 68).

1090	Exposed Rebar	3	1.00	ft	0.00	1.00	0.00	0.00
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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
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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
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The pier caps have scattered hairline horizontal and diagonal cracks and isolated hairline map cracks, some with efflorescence and rust staining.

Pier #1 west face has scattered up full height vertical hairline cracks with efflorescence.

Pier #2 west face below Bay 'C' has an up to 4'-0" long x 1/16" wide diagonal crack.

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

There are pourable joint seals at West Abutments 1 and East Abutment 2 (see photos 14 and 18).

2320	Seal Adhesion	3	14.00	ft	0.00	14.00	0.00	0.00
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The pourable joint seals have isolated areas of up to 1" wide seal adhesion separations (see photos 14 & 18).

2360	Adjacent Deck or Header	3	30.00	ft	0.00	30.00	0.00	0.00
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There are transverse/map cracks up to 1/2" wide along the approach sides of the joints at Abutments 1 and 2 (see photos 14 & 18).



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Bridge Condition Poor

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	9.00	16.00	0.00	0.00

There are elastomeric bearings at Girders "A" through "D" at the beam ends in Spans 1 through 3 (see photos 36, 43, 44, 49, 61 - 63, 71). There is an additional elastomeric bearing at Girder "AA" at Abutment 1 in Span 1. Bearing 'A' at West Abutment 1 has a 2-1/2" long x 3/4" wide cut-out on the north face (see photo 61) and 3" long x 1/2" wide cut-out on the south face (see photo 62).

515	Steel Protective Coating	3	50.00	sq.ft	0.00	26.00	24.00	0.00
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The bearings have a painted steel protective coating (see photos 36, 43, 44, 49, 61 - 63, 71).

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	26.00	24.00	0.00

The bearings have scattered peeling paint throughout, most notably at the exterior bearings (see photos 36, 43, 44, 49, 61 - 63, 71)

1000	Corrosion	3	12.00	each	0.00	12.00	0.00	0.00
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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 (see photos 36, 43, 44, 49, 61 - 63, 71).

1020	Connection	3	3.00	each	0.00	3.00	0.00	0.00
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West Abutment 1:
 - Bearing "B": The north anchor bolt nut is backed off 1/4" (see photo 63).
 - 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
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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 (see photo 84).

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	616.00	0.00	0.00	0.00

There are reinforced concrete approach slabs at the east and west approaches which are overlaid with a bituminous wearing surface (see photos 9 & 10).

510	Wearing Surfaces	3	616.00	sq.ft	561.00	25.00	30.00	0.00
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The reinforced concrete approach slabs are overlaid with a bituminous wearing surface (see photos 9 & 10).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
3220	Crack (Wearing Surfac 3		55.00	sq.ft	0.00	25.00	30.00	0.00

The approach wearing surfaces exhibit isolated hairline transverse and longitudinal cracks (see photos 9 & 10).

There are transverse/map cracks up to 1/2" wide at the east and west approaches along the abutment joints (see photos 9, 10, 14 & 18).



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Bridge Condition Poor

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 (see photos 5 - 7).

515	Steel Protective Coating	3	516.00	sq.ft	0.00	100.00	208.00	208.00
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The girder ends have a mostly failed protective paint system (see photos 35, 36, 39 - 43, 45 - 57).

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 (see photos 35, 36, 39 - 43, 45 - 57).

1000	Corrosion	3	26.00	ft	0.00	10.00	11.00	5.00
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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 (see photos 35, 36, 39 - 43, 45 - 57).

The bottom flanges have scattered areas of section loss at the beam ends, with isolated areas of 100% section loss (see photos 35, 44, 50).

The bearing stiffeners have section loss along the bottom 12" with isolated holes (see photos 35, 39 - 41, 43, 45 - 47, 49 - 51, 53 - 55, 57).

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

8368	Graffiti	3	40.00	ft	40.00	0.00	0.00	0.00
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There are scattered areas of graffiti at the beam ends at the abutments (see photos 55 - 57).

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	ft	0.00	79.00	0.00	1.00

There are reinforced concrete return walls at all four corners of the bridge (see photos 81, 83 - 85).

1080	Delamination/Spall/Patched Area	3	1.00	ft	0.00	0.00	0.00	1.00
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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 30" high x 22" deep (see photos 81 & 82).

At the Abutment 1 backwall, the southwest return wall has a hollow area measuring 6" long x 2'-8" high (see photo 83).

1120	Efflorescence/Rust Staining	3	78.00	ft	0.00	78.00	0.00	0.00
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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
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The reinforced concrete return walls have hairline map cracking with light to moderate efflorescence and leakage staining throughout (see photos 81, 83 - 85).



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Bridge Condition Poor

8368	Graffiti	3	10.00	ft	10.00	0.00	0.00	0.00
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There is anti-graffiti paint on the southwest return wall (see photo 83).

There is light to moderate graffiti on the southeast return wall (see photo 85).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8218	Backwall, All Types	3	50.00	ft	0.00	23.00	27.00	0.00

There are reinforced concrete backwalls at the abutments (see photos 72 & 76).

1080	Delamination/Spall/Patched Area	3	22.00	ft	0.00	0.00	22.00	0.00
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West Abutment 1:

- At the north end: At the top there is a 33" wide x up to 26" high x up to 3-1/2" deep spall with exposed rebar with up to 25% section loss that extends 3" onto the north face of the abutment. At the bottom there is a 2'-4" wide x 8" high x 2" deep spall that extends 6" onto the north face of the abutment. See photo 73.
- 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 3'-0" wide x 22" high x 3" deep (see photo 75).
- 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.

East 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 14" deep (see photos 54 & 55).
- 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 12" deep (see photos 57, 78, 79).
- South end: The backwall has a hollow area measuring 2'-0" wide x full height.

1090	Exposed Rebar	3	5.00	ft	0.00	0.00	5.00	0.00
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Refer to Defect 1080 - Delamination/Spall/Patched Area for conditions.

1120	Efflorescence/Rust Staining	3	22.00	ft	0.00	22.00	0.00	0.00
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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
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The backwalls have scattered hairline map cracking and narrow horizontal and vertical cracks, some with light to heavy efflorescence and rust staining throughout (see photo 75).

8368	Graffiti	3	1.00	ft	1.00	0.00	0.00	0.00
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Inspection Date **08/28/2023**

Bridge Condition Poor

The backwall at Abutment 2 has isolated areas of light to moderate graffiti (see photo 76).

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	ft	0.00	22.00	22.00	0.00

There are asphaltic joints at Piers 1 and 2 (see photos 15 & 17). There is light vegetation growth at the shoulders (see photo 16).

2320	Seal Adhesion	3	44.00	ft	0.00	22.00	22.00	0.00
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The asphaltic joints have isolated areas of minor wear and seal adhesion separation at the edges. Pier #1 has up to 3" wide x 4" deep separation at the shoulders (see photos 15 & 16) and Pier #2 has up to 1-1/2" wide separation at the shoulders (see photo 17).

Below deck, evidence of leakage was observed at the pier caps (see photos 64, 66, 67 & 70).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8335	Guardrail, Vehicular	3	682.00	ft	0.00	667.00	15.00	0.00

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 (see photos 11 - 13, 19 - 26). The jersey barrier at the southeast approach exhibits hairline cracks along the lower portion (see photo 26).

515	Steel Protective Coating	3	1,365.00	sq.ft	0.00	1,165.00	200.00	0.00
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The steel W-beam guardrails have a galvanized protective coating (see photos 11 - 13, 19 - 26).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
3440	Eff (Stl Protect Coat)	3	1,365.00	sq.ft	0.00	1,165.00	200.00	0.00

The guardrails exhibit scattered areas where the steel protective coating has limited effectiveness with heavy rust (see photos 11 - 13, 19 - 26).

1000	Corrosion	3	669.00	ft	0.00	666.00	3.00	0.00
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At the southeast transition to the jersey barrier, the guardrail has an area of 100% loss (see photo 26). The guardrails exhibit scattered areas where the steel protective coating has limited effectiveness with heavy rust (see photos 11 - 13, 19 - 26).

7000	Damage	3	13.00	ft	0.00	1.00	12.00	0.00
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The guardrails have scattered areas of minor impact scrapes throughout (see photos 11 - 13, 19 - 26).

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	ft	0.00	674.00	0.00	0.00

There are concrete bridge parapets with a mounted metal top rail at the north and south side of the bridge (see photos 11 - 13, 19 - 26).



RIDOT Bridge Inspection Report

**066201
Ramp CB**

Inspected By **AECOM**
Inspector: **CALEIGH DUFFY**
Inspection Date **08/28/2023**

Bridge Condition Poor

1080	Delamination/Spall/Patched Area	1.00	ft	0.00	1.00	0.00	0.00
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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 (see photo 84).

1090	Exposed Rebar	3	1.00	ft	0.00	1.00	0.00	0.00
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See Defect 1080 – Delamination/Spall/Patched Area for comments.

1120	Efflorescence/Rust Staining	3	336.00	ft	0.00	336.00	0.00	0.00
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At the joint between the parapets and the deck, there is efflorescence staining (see photo 38 & 45).

1130	Cracking (RC and Other)	3	336.00	ft	0.00	336.00	0.00	0.00
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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

There are concrete slope blocks at the embankments of the abutments (see photos 72, 76 & 80). The slope blocks have scattered areas of light scaling, light accumulation of debris and light to heavy vegetation growth at the ends (see photos 72, 76 & 80). At Abutment 2, the slope blocks have heavy accumulation of debris along the Pier 2 crash wall (see photo 70).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8370	Steel Diaphragms	3	64.00	each	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 (see photos 5 to 7). There is lateral bracing between diaphragms in Span #2 (see photos 6, 58 & 59).

515	Steel Protective Coating	3	2,000.00	sq.ft	0.00	1,950.00	50.00	0.00
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The steel diaphragms protective coating has chalky and faded areas with areas of peeling paint with light to moderate rust (see photos 5 to 7).

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

The diaphragms protective coating has chalky and faded areas (see photos 5 to 7).

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

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 (see photos 5 to 7).

1000	Corrosion	3	63.00	each	0.00	54.00	8.00	1.00
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Bridge Condition Poor

The end diaphragms typically have peeling paint with moderate to heavy rust and isolated areas of minor sections loss throughout (see photos 5 to 7).

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 a 5'-0" long area of 100% section loss (see photos 47 & 58).

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	each	0.00	1.00	0.00	0.00
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In Bay B of Span 2, between Diaphragms 5 and 6, the lateral bracing is bowed slightly downwards and the connection plate between bracing members is distorted up to 1/4" (see photos 59 & 60).

8368	Graffiti	3	15.00	each	15.00	0.00	0.00	0.00
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The end diaphragms at East Abutment #2 have areas of graffiti (see photo 56).

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

There are reinforced concrete safety walks at the north and south sides of the bridge with granite curbs (see photos 19 - 22, 24 - 26). There is light vegetation growth between the curbs and the safety walks (see photos 19 - 22, 24, 25). 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
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The safety walks have scattered minor spalls up to 2" deep (see photo 24).

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

4000	Settlement	3	6.00	ft	0.00	6.00	0.00	0.00
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At the west approach, the north and south curbs are settled up to 3" (see photos 21 & 25).

At the east approach, the north curb is settled 1-1/2" (see photo 22).

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

There are railroad electrification protection barriers along the west half of Span 2 (see photos 19 & 20).

8368	Graffiti	3	100.00	ft	100.00	0.00	0.00	0.00
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The interior faces of the electrification barrier have isolated areas of light graffiti and scattered areas of anti-graffiti paint (see photos 19 & 20).

Work History From completed work candidates.

Completion Date	Action	Notes
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RIDOT Bridge Inspection Report

066201
Ramp CB

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Inspector: **CALEIGH DUFFY**
Inspection Date **08/28/2023**

Bridge Condition Poor

Work Candidates

Status	Priority	Action	Date Proposed	Notes
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<p>Equipment</p> <ul style="list-style-type: none"> 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"/> 	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px;">Poison Ivy <input type="checkbox"/></td> <td style="padding: 2px;"><input type="checkbox"/></td> </tr> <tr> <td style="padding: 2px;">Heavy Vegetation <input type="checkbox"/></td> <td style="padding: 2px;"><input type="checkbox"/></td> </tr> <tr> <td style="padding: 2px;">Hurricane Evac Route ? <input checked="" type="checkbox"/></td> <td style="padding: 2px;"><input checked="" type="checkbox"/></td> </tr> </table> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px;">Cones Yes</td> <td style="padding: 2px;">Yes</td> </tr> <tr> <td style="padding: 2px;">Traffic Setup Req Yes</td> <td style="padding: 2px;">Yes</td> </tr> <tr> <td style="padding: 2px;">Police Req Yes</td> <td style="padding: 2px;">Yes</td> </tr> <tr> <td style="padding: 2px;">Night Insp Req Yes</td> <td style="padding: 2px;">Yes</td> </tr> <tr> <td style="padding: 2px;">Signs Yes</td> <td style="padding: 2px;">Yes</td> </tr> </table>	Poison Ivy <input type="checkbox"/>	<input type="checkbox"/>	Heavy Vegetation <input type="checkbox"/>	<input type="checkbox"/>	Hurricane Evac Route ? <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Cones Yes	Yes	Traffic Setup Req Yes	Yes	Police Req Yes	Yes	Night Insp Req Yes	Yes	Signs Yes	Yes	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px;">Speed Limit</td> <td style="padding: 2px;">30.00</td> </tr> <tr> <td style="padding: 2px;">Prep Time</td> <td style="padding: 2px;">4</td> </tr> <tr> <td style="padding: 2px;">Crew Slize</td> <td style="padding: 2px;">3</td> </tr> <tr> <td style="padding: 2px;">Under Insp Vehicle Time</td> <td style="padding: 2px;">0</td> </tr> <tr> <td style="padding: 2px;">Traffic Control Time</td> <td style="padding: 2px;">3.5</td> </tr> <tr> <td style="padding: 2px;">Mile Post</td> <td style="padding: 2px;">0.103</td> </tr> <tr> <td style="padding: 2px;">Crew Days</td> <td style="padding: 2px;">3.5</td> </tr> <tr> <td style="padding: 2px;">Time Report Time</td> <td style="padding: 2px;">39</td> </tr> <tr> <td style="padding: 2px;">Bucket Truck Time</td> <td style="padding: 2px;">3</td> </tr> </table>	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											
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066201
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Inspector: CALEIGH DUFFY
Inspection Date 08/28/2023

Bridge Condition **Poor**

11/13/2023

Bat and Bird Observations

Bats:

<u>BATS OBSERVED</u>	<u>BATS VISUAL</u>	<u>BAT DROPPINGS</u>	<u>BAT STAINING</u>	<u>BAT SOUNDS</u>	<u>BAT PHOTOS</u>
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No

BATS NOTES

Birds

BIRDS OBSERVED

BIRD PHOTOS

BIRDS SPECIES IDENTIFIED

No

BIRD NOTES