Inspection Report for Structure 066201

Routine, Special Inspections by Gale of Wsp

Database: Serenity Version: 7.0

03/09/2025 - Ramp CB

Summary Sheet

Summary Location

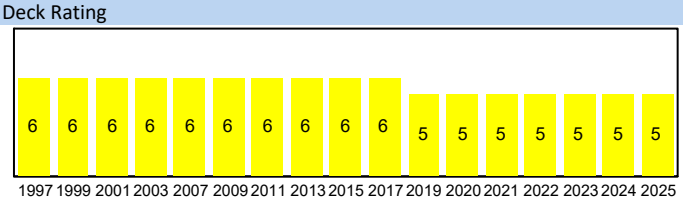
Bridge Number (B.ID.01):	000000000006620	Agency Bridge ID:	066201
Bridge Name (B.ID.02):	Ramp CB	Commonly Called:	I-95 RAMP CB OVER WELLINGTON AV & AMTRAK
Report Bridge to FHWA:	R NBI: Y	Report Elements to FHWA:	R
Owner (B.CL.01):	S01 State transportation department	Maintenance Responsibility (B.CL.02):	S01 State transportation department
District:	District 4		

Summary Condition

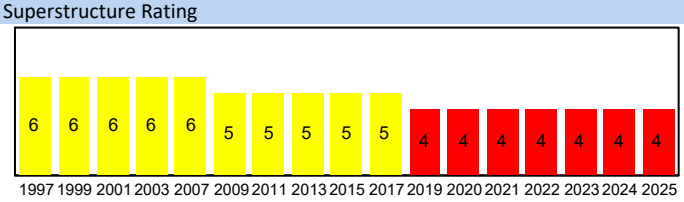
Structure Overall	Deck	Super	Sub	Culvert
4	5	4	5	N
	Railing	Transition	Bearing	Joints
	?	?	?	?

Condition History Graph

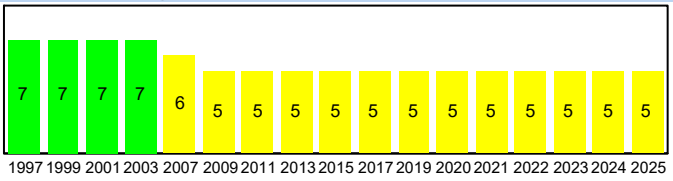
Deck Rating



Superstructure Rating



Substructure Rating



Required Inspections Schedule

Inspection Type	Required for Bridge	Inspection Being Performed (B.IE.01)	Inspector	Most Recent Inspection Date	Interval Method (B.IE.07)	Interval (months) (B.IE.05)	Inspection Due Date (B.IE.06)	Inspection Assignment Name	Inspection Assignment Group
Routine	R	R	GALE, BRANDON	3/9/2025	1 Method 1	12	3/9/2026	A1 2025	WSP
Special	R	R	GALE, BRANDON	3/9/2025	N Not applicable	12	3/9/2026	A1 2025	WSP

Bridge Data

Identification data

Bridge Number (B.ID.01):	000000000006620	Agency Bridge ID:	066201
Bridge Name (B.ID.02):	Ramp CB	Bridge Nickname:	I-95 RAMP CB OVER WELLINGTON AV & AMTRAK
Bridge Status:	3 Active	Bridge Lifecycle Phase:	1 Service
Report Bridge to FHWA:	R	Report Elements to FHWA:	R
NBI Bridge:	Y		

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 Elliott Lift Truck, Hi-Rail Bucket Truck and underbridge lighting.

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

TRAFFIC CONTROL: Local traffic control for inspection over Wellington Avenue supported by Cranston Police detail and rolling closure for topside inspection supported by RI State Police detail.

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 the electrification block.

ACCESS TO SITE: Equipment to mount tracks at Cranston Yard off Elmwood Avenue and Wellington Yard off Wellington 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 or Matthew Ruppert (401) 487-2951.

Past Bridge ID (B.ID.03):		Future Bride ID:	

Location data

State Code (B.L.01):	44 Rhode Island	County Code (B.L.02):	Providence
Place Code (B.L.03):	19180	Highway Agency District (B.L.04):	District 4
Metro Planning Org 1 (B.L.12):		Metro Planning Org 2 (B.L.12):	
Bridge Location (B.L.11):	0.1 Mi W of JCT RI 10		

Border data

Designated Lead State (B.L.10):		Border Bridge Number (B.L.07):	
Border State or Country (B.L.08):		Border Insp. Responsibility (B.L.09)	1

Classification data

Owner (B.CL.01):	S01 State transportation department	Maintenance Responsibility (B.CL.02):	S01 State transportation dep
Federal or Tribal Land Access (B.CL.03):	N	Historical Significance (B.CL.04):	N Not eligible & not in histori
Toll (B.CL.05):	N Does not carry toll road and is not toll bridge	Emergency Evacuation Designation (B.CL.06):	N Not an Emergency evacuat

Construction data

Year Built (B.W.01):	1965		
Design Load (B.LR.01):	HS-20	Design Method (B.LR.02):	

Geometry data

NBIS Bridge Length (B.G.01):	291.00	Total Bridge Length (B.G.02):	291.00
Maximum Span Length (B.G.03):	157.20	Minimum Span Length (B.G.04):	
Bridge Width Out-to-Out (B.G.05):	28.50	Bridge Width Curb-to-Curb (B.G.06):	22.00
Left Curb or Sidealk Width (B.G.07):	2.00	Right Curb or Sidewalk Widgth (B.G.08):	2.00
Approach Roadway Width (B.G.09):	22.00	Bridge Median (B.G.10):	0 No median
Skew (B.G.11):	29	Curved Bridge (B.G.12):	
Maximum Bridge Height (B.G.13):		Sidehill Bridge (B.G.14):	
Irregular Deck Area (B.G.15):		Calculated Deck Area (B.G.16):	8,293.

Appraisal data

Approach Roadway Alignment (B.AP.01):	F Fair	Overtopping Likelihood (B.AP.02):	
Scour Vulnerability (B.AP.03):		Scour Plan of Action (B.AP.04):	

Seismic Vulnerability (B.AP.05): | Storm Surge £

Railings and Transitions

Railings (B.RH.01): Y-T | Transitions (B.RH.02): I0-T

Design Data

Superstructure set data

M01 - Superstructure Set 3 - 469 - Type: M Main

Number of Spans (B.SP.02):	3	Number of Beam Lines (B.SP.03):	0
Span Material (B.SP.04):		Span Continuity (B.SP.05):	1 Simple or single span
Span Type (B.SP.06):		Span Protective System (B.SP.07):	
Deck Interaction (B.SP.08):		Deck Material & Type (B.SP.09):	
Wearing Surface (B.SP.10):	B01 Bituminous (asphalt)	Deck Protective System (B.SP.11):	M01 Membrane - built up
Deck Reinforcing Protective System (B.SP.12):	0 None	Deck Stay-in-Place Forms (B.SP.13):	

Substructure set data

Number of Sub Units (B.SB.02):		Substructure Material (B.SB.03):	
Substructure Type (B.SB.04):		Substructure Protective System (B.SB.05):	
Foundation Type (B.SB.06):		Foundation Protective System (B.SB.07):	

Structure Units

Unit Number	Name	Superstructure Set	Substructure Set
0	0		
1	2		

Feature Data

Ramp CB

Feature Name (B.F.03):	Ramp CB	Feature Type (B.F.01):	H Highway
Feature Location (B.F.02):	C	Reported to FHWA:	R

Route Information

Designation (B.RT.01)	Route Number (B.RT.02)	Route Direction (B.RT.03)	Route Type (B.RT.04)	Service Type (B.RT.05)
R01	95		1 Interstate route	7 Ramp, connector, etc.

Highway Information

LRS Route ID (B.H.06):	40001500A00	LRS Data as of Date:	
LRS Mile Point (B.H.07):	0.09	Lanes on Highway (B.H.08):	1
Functional Classification (B.H.01):	1 Interstate	Urban Code (B.H.02):	T-U
NHS Designation (B.H.03):	Y NHS	National Highway Freight Network (B.H.04):	
STRAHNET Designation (B.H.05):	N Not a STRAHNET route		

AADT

AADT (B.H.09):	7,776	Future AADT:	324
ADTT (B.H.10):	311	Future ADTT:	
Year of AADT (B.H.11):	2,023	Future Year:	2,041
Percent Truck Traffic:	4.00	Directional Percentage:	

Clearances

Highway Maximum Usable Vertical Clearance (B.H.12):	99.90	Highway Minimum Vertical Clearance (B.H.13):	99.90
Highway Minimum Horizontal Clearance, Left (B.H.14):	8.30	Highway Minimum Horizontal Clearance, Right (B.H.15):	8.00
Highway Maximum Usable Surface Width (B.H.16):	21.90		

User Costs

Route Speed:	35	Bypass Detour Length (B.H.17)::	1
Bypass Average Speed:	0	Lanes on Bypass:	

Wellington Avenue

Feature Name (B.F.03):	Wellington Avenue	Feature Type (B.F.01):	H Highway
Feature Location (B.F.02):	B	Reported to FHWA:	£

Route Information

Designation (B.RT.01)	Route Number (B.RT.02)	Route Direction (B.RT.03)	Route Type (B.RT.04)	Service Type (B.RT.05)
R01	0		5 City street	1 Mainline

Highway Information

LRS Route ID (B.H.06):	00	LRS Data as of Date:	
LRS Mile Point (B.H.07):		Lanes on Highway (B.H.08):	2
Functional Classification (B.H.01):	7 Local	Urban Code (B.H.02):	T-U
NHS Designation (B.H.03):	N Non-NHS	National Highway Freight Network (B.H.04):	N Not on the NHFN
STRAHNET Designation (B.H.05):	N Not a STRAHNET route		

AADT

AADT (B.H.09):	1,000	Future AADT:	1,200
ADTT (B.H.10):	20	Future ADTT:	
Year of AADT (B.H.11):	2,008	Future Year:	2,036
Percent Truck Traffic:	2.00	Directional Percentage:	

Clearances

Highway Maximum Usable Vertical Clearance (B.H.12):	17.40	Highway Minimum Vertical Clearance (B.H.13):	17.00
Highway Minimum Horizontal Clearance, Left (B.H.14):	8.30	Highway Minimum Horizontal Clearance, Right (B.H.15):	8.00
Highway Maximum Usable Surface Width (B.H.16):	30.00		

User Costs

Route Speed:	35	Bypass Detour Length (B.H.17)::	1
Bypass Average Speed:	0	Lanes on Bypass:	

AMTRAK

Feature Name (B.F.03):	AMTRAK	Feature Type (B.F.01):	R Railroad
Feature Location (B.F.02):	B	Reported to FHWA:	R

Railroad Details

Bridge Agency Bridge ID:	066201	Railroad Service Type (B.RR.01	PE Passenger - electrified
Minimum Vertical Clearance (B.RR.02):	18.60	Minimum Horizontal Offset (B.RR.03):	99.90

Inspection Data

Inspection Condition

Deck (B.C.01):	5 Fair	Superstructure (B..C.02):	4 Poor
Substructure (B.C.03):	5 Fair	Culvert (B.C.04):	N Not Applicable
Bridge Condition Classification (B.C.12):	P Poor	Lowest Condition Rating (B.C.13):	4
Railing (B.C.05):		Railing Transition (B.C.06):	
Bearing (B.C.07):		Joints (B.C.08):	

Other Condition Ratings

Channel (B.C.09):	N Not Applicable	Channel Protection (B.C.10):	
Scour (B.C.11):	N Does not cross over water	NSTM Inspection Condition (B.C.14):	
Underwater Inspection (B.C.15):			

Appraisal

Approach Roadway Alignment (B.AP.01):	F Fair	Overtopping Liklihood (B.AP.02):	
Scour Vulnerability (B.AP.03):		Scour Plan of Action (B.AP.04):	
Seismic Vulnerability (B.AP.05):			
SB/WB Avg Curb Reveal:	8.50	NB/EB Avg Curb Reveal:	8.50

Inspection Notes

Narrative of Inspection Elements (B.IE.11): A Routine Inspection was performed on all elements.

Agency Inspection Notes: WSP

ROUTINE & SPECIAL INSPECTION

SPECIAL INSPECTION SCOPE: Per form BI-011, the scope of the Special Inspection includes the superstructure.

INSPECTION DATES: 3/9/2025 (Night), 3/10/2025 (Night), 3/11/2025 (Day) & 4/2/2025 (Day)

WEATHER CONDITIONS: 3/9/2025 (Night) - 28 Degrees Fahrenheit, Clear; 3/10/2025 (Night) - 28 Degrees Fahrenheit, Clear; 3/11/2025 (Day) - 61 Degrees Fahrenheit, Sunny; 4/2/2025 (Day) – 40 Degrees Fahrenheit, Sunny.

TEAM LEADERS: Brandon Gale, Matthew Sullivan PE, Jeffrey Tully PE

STAFF INSPECTORS: Zachary Abbott, Jaafer Al-Mahary, Reda Babas, Peter Mosqueda

CONDITION RATING SUMMARY: The Condition Ratings for the Deck (Item B.C.01) (5 Fair), Superstructure (Item B.C.02) (4 Poor) and Substructure (Item B.C.03) (5 Fair) have not changed since the previous inspection.

SNBI NOTES: This inspection was started prior to the RIDOT transition to collection of SNBI data. Any SNBI data which was not directly transferred from the prior NBIS data has not been updated in this report.

DEFLECTION AND VIBRATION: No deflection or vibration was noted during this inspection.

VERTICAL CLEARANCES: The minimum vertical underclearance of 17.00’ (17’-0”) was taken in Span 1 over Wellington Avenue below Girder AA along the left curb line. The posted clearance sign on the north fascia of Bridge 066201 and south fascia of Bridge 066301 currently read 17’-1” and have faded paint (Photo 21).

The posted MVC for bridges should be 3” less than the actual measured minimum clearance; therefore, the MVC sign should read 16’-9”. RIDOT personnel were notified of this condition via email on 03/24/2025. A BI-016 form was submitted along with the 06/28/2024 Inspection.

Birds and Bats

Bats Observered:	No	Bats Notes:	
Bats Visual:	£		
Bats Sounds:	£		
Bats Photos:	£		
Bats Staining:	£		
Bats Droppings:	£		

Birds Observered:	No	Birds Notes:	
Birds Specied Ident:	£		
Birds Photos:	£		

Utilities

Telephone:	Fa	O/H Lines Present:	F	Utilities Notes:
Cable:	Fa	Sidewalks-Parapets Duct:	Fal	
Utility Duct Bank:	Fa	Sewer:	F	
Oil:	Fa	Fire Alarm:	F	
Gas:	Fa	Fiber Optic:	F	
Electric (lighting):	Fa	Water:	F	

Element Detail

Structure Unit: 0

		Env.	Total Quantity	Unit	CS1		CS2		CS3		CS4	
12	Re Concrete Deck	Mod	8,310	**sq.ft**	7,725	93%	368	4%	217	3%	0	0%
510	Wearing Surfaces		6,402		0	0%	6,372	100%	30	0%	0	0%
3220	Crack (Wearing Surface)		6,402		0	0%	6,372	100%	30	0%	0	0%
1080	Delamination/Spall/Patched Area		134		0	0%	67	50%	67	50%	0	0%
1090	Exposed Rebar		1		0	0%	1	100%	0	0%	0	0%
1120	Efflorescence/Rust Staining		150		0	0%	0	0%	150	100%	0	0%
1130	Cracking (RC and Other)		300		0	0%	300	100%	0	0%	0	0%
107	Steel Opn Girder/Beam	Mod	1,087	**ft**	835	77%	252	23%	0	0%	0	0%
515	Steel Protective Coating		4,484		0	0%	4,232	94%	0	0%	252	6%
3410	Chalk(Steel Protect Coatings)		4,148		0	0%	4,148	100%	0	0%	0	0%
3420	Peel/Bub/Crack(Stl Protect Coat)		336		0	0%	84	25%	0	0%	252	75%
1000	Corrosion		250		0	0%	250	100%	0	0%	0	0%
1900	Distortion		2		0	0%	2	100%	0	0%	0	0%
8368	Graffiti		60		60	100%	0	0%	0	0%	0	0%
205	Re Conc Column	Mod	4	**each**	0	0%	0	0%	3	75%	1	25%
1080	Delamination/Spall/Patched Area		1		0	0%	0	0%	1	100%	0	0%
1090	Exposed Rebar		1		0	0%	0	0%	0	0%	1	100%
1120	Efflorescence/Rust Staining		1		0	0%	0	0%	1	100%	0	0%
1130	Cracking (RC and Other)		1		0	0%	0	0%	1	100%	0	0%
8368	Graffiti		50		50	100%	0	0%	0	0%	0	0%
210	Re Conc Pier Wall	Mod	76	**ft**	0	0%	66	87%	10	13%	0	0%
1080	Delamination/Spall/Patched Area		73		0	0%	63	86%	10	14%	0	0%
1090	Exposed Rebar		1		0	0%	1	100%	0	0%	0	0%
1120	Efflorescence/Rust Staining		1		0	0%	1	100%	0	0%	0	0%
1130	Cracking (RC and Other)		1		0	0%	1	100%	0	0%	0	0%
8368	Graffiti		1		1	100%	0	0%	0	0%	0	0%
215	Re Conc Abutment	Mod	50	**ft**	0	0%	14	28%	36	72%	0	0%
1080	Delamination/Spall/Patched Area		26		0	0%	0	0%	26	100%	0	0%
1120	Efflorescence/Rust Staining		10		0	0%	0	0%	10	100%	0	0%
1130	Cracking (RC and Other)		14		0	0%	14	100%	0	0%	0	0%
8368	Graffiti		80		80	100%	0	0%	0	0%	0	0%
234	Re Conc Pier Cap	Mod	54	**ft**	19	35%	7	13%	28	52%	0	0%
1080	Delamination/Spall/Patched Area		16		0	0%	0	0%	16	100%	0	0%
1090	Exposed Rebar		1		0	0%	1	100%	0	0%	0	0%
1120	Efflorescence/Rust Staining		12		0	0%	0	0%	12	100%	0	0%
1130	Cracking (RC and Other)		6		0	0%	6	100%	0	0%	0	0%
8368	Graffiti		30		30	100%	0	0%	0	0%	0	0%
301	Pourable Joint Seal	Mod	44	**ft**	0	0%	44	100%	0	0%	0	0%
2320	Seal Adhesion		14		0	0%	14	100%	0	0%	0	0%
2360	Adjacent Deck or Header		30		0	0%	30	100%	0	0%	0	0%
310	Elastomeric Bearing	Mod	25	**each**	4	16%	16	64%	5	20%	0	0%
515	Steel Protective Coating		50		0	0%	26	52%	24	48%	0	0%
3420	Peel/Bub/Crack(Stl Protect Coat)		50		0	0%	26	52%	24	48%	0	0%
1000	Corrosion		16		0	0%	12	75%	4	25%	0	0%
1020	Connection		4		0	0%	3	75%	1	25%	0	0%
2240	Loss of Bearing Area		1		0	0%	1	100%	0	0%	0	0%
321	Re Conc Approach Slab	Mod	616	**sq.ft**	616	100%	0	0%	0	0%	0	0%
510	Wearing Surfaces		616		496	81%	30	5%	90	15%	0	0%
3210	Del/Spall/Patch/Pot(Wear Surf)		65		0	0%	5	8%	60	92%	0	0%
3220	Crack (Wearing Surface)		55		0	0%	25	45%	30	55%	0	0%
8213	R/C Return Wall	Mod	80	**ft**	0	0%	79	99%	0	0%	1	1%
1080	Delamination/Spall/Patched Area		4		0	0%	3	75%	0	0%	1	25%
1120	Efflorescence/Rust Staining		2		0	0%	2	100%	0	0%	0	0%
1130	Cracking (RC and Other)		74		0	0%	74	100%	0	0%	0	0%

8368	Graffiti		10		10	100%	0	0%	0	0%	0	0%
8107	Steel Opn Girder/Beam ENDS	Mod	125 **ft**		80	64%	10	8%	27	22%	8	6%
515	Steel Protective Coating		516		0	0%	100	19%	208	40%	208	40%
3420	Peel/Bub/Crack(Stl Protect Coat)		516		0	0%	100	19%	208	40%	208	40%
1000	Corrosion		45		0	0%	10	22%	27	60%	8	18%
8368	Graffiti		40		40	100%	0	0%	0	0%	0	0%
8370	Steel Diaphragms	Mod	64 **each**		0	0%	55	86%	8	13%	1	2%
515	Steel Protective Coating		2,000		0	0%	1,950	98%	50	3%	0	0%
3410	Chalk(Steel Protect Coatings)		1,950		0	0%	1,950	100%	0	0%	0	0%
3420	Peel/Bub/Crack(Stl Protect Coat)		50		0	0%	0	0%	50	100%	0	0%
1000	Corrosion		63		0	0%	54	86%	8	13%	1	2%
1900	Distortion		1		0	0%	1	100%	0	0%	0	0%
8368	Graffiti		15		15	100%	0	0%	0	0%	0	0%
8336	Conc Bridge Parapet	Mod	674 **ft**		533	79%	135	20%	6	1%	0	0%
1020	Connection		6		0	0%	0	0%	6	100%	0	0%
1130	Cracking (RC and Other)		135		0	0%	135	100%	0	0%	0	0%
8428	Pro Screen Barrier	Mod	130 **ft**		126	97%	0	0%	4	3%	0	0%
1020	Connection		4		0	0%	0	0%	4	100%	0	0%
8368	Graffiti		100		100	100%	0	0%	0	0%	0	0%
8335	Guardrail, Vehicular	Mod	682 **ft**		0	0%	667	98%	15	2%	0	0%
515	Steel Protective Coating		1,365		0	0%	1,165	85%	200	15%	0	0%
3440	Eff (Stl Protect Coat)		1,365		0	0%	1,165	85%	200	15%	0	0%
1000	Corrosion		669		0	0%	666	100%	3	0%	0	0%
7000	Damage		13		0	0%	1	8%	12	92%	0	0%
8218	Backwall, All Types	Mod	50 **ft**		0	0%	23	46%	27	54%	0	0%
1080	Delamination/Spall/Patched Area		22		0	0%	0	0%	22	100%	0	0%
1090	Exposed Rebar		5		0	0%	0	0%	5	100%	0	0%
1120	Efflorescence/Rust Staining		22		0	0%	22	100%	0	0%	0	0%
1130	Cracking (RC and Other)		1		0	0%	1	100%	0	0%	0	0%
8368	Graffiti		1		1	100%	0	0%	0	0%	0	0%
8305	Asphaltic Joint Material	Mod	44 **ft**		0	0%	22	50%	22	50%	0	0%
2320	Seal Adhesion		36		0	0%	14	39%	22	61%	0	0%
2350	Debris Impaction		8		0	0%	8	100%	0	0%	0	0%
8367	Slope Blocks	Mod	2,000 **sq.ft**		0	0%	2,000	100%	0	0%	0	0%
8398	Curb/sidewalks - Con	Mod	674 **ft**		242	36%	431	64%	1	0%	0	0%
1080	Delamination/Spall/Patched Area		26		0	0%	25	96%	1	4%	0	0%
1090	Exposed Rebar		1		1	100%	0	0%	0	0%	0	0%
1120	Efflorescence/Rust Staining		400		0	0%	400	100%	0	0%	0	0%
1130	Cracking (RC and Other)		100		100	100%	0	0%	0	0%	0	0%
4000	Settlement		6		0	0%	6	100%	0	0%	0	0%

Element Detail

Structure Unit: 0

		Env.	Total Quantity	Unit.	CS1		CS2		CS3		CS4	
12	**Re Concrete Deck**	Mod	**8,310**	**sq.ft**	**7,725**	**93%**	**368**	**4%**	**217**	**3%**	**0**	**0%**
Notes: There is a reinforced concrete deck overlaid with a bituminous concrete wearing surface. The underside of the deck has scattered longitudinal and map cracks, hollow areas and isolated spalls with and without exposed rebar throughout (Photos 25 to 33).												
510	*Wearing Surfaces*		*6,402.00*		*0.00*	*$0.00*	*6,372.00*	*$99.53*	*30.00*	*$0.47*	*0.00*	*0%*
Notes: The wearing surface has light to moderate accumulation of debris along the shoulders (Photos 6 to 8).												
3220	*Crack (Wearing Surface)*		*6,402*		*0*	*0%*	*6,372*	*100%*	*30*	*0%*	*0*	*0%*
Notes: In Span 2, along the Pier 1 deck joint, there is an area of up to 1/2" wide transverse and map cracks measuring 12" long x full roadway width (Photo 11).												
1080	*Delamination/Spall/Patched Area*		*134.00*		*0.00*	*$0.00*	*67.00*	*$50.00*	*67.00*	*$50.00*	*0.00*	*0%*
Notes: The underside of the deck has numerous hollow areas and spalls, some with exposed and/or debonded rebar (Photos 25 to 33, 105 & 112). Refer to the attached document "066201-2025-04-02-12-Re Concrete Deck-Sketches.pdf" for specific comments and conditions.												
1090	*Exposed Rebar*		*1.00*		*0.00*	*$0.00*	*1.00*	*100.00*	*0.00*	*$0.00*	*0.00*	*0%*
Notes: Refer to Defect 1080 for comments and conditions.												
1120	*Efflorescence/Rust Staining*		*150.00*		*0.00*	*$0.00*	*0.00*	*$0.00*	*150.00*	*100.00*	*0.00*	*0%*
Notes: Refer to Defect 1130 for comments and conditions.												
1130	*Cracking (RC and Other)*		*300.00*		*0.00*	*$0.00*	*300.00*	*100.00*	*0.00*	*$0.00*	*0.00*	*0%*
Notes: The underside of the deck has scattered hairline map and longitudinal cracks, some with efflorescence and rust staining (Photos 28 to 33). Refer to the attached document "066201-2025-04-02-12-Re Concrete Deck-Sketches.pdf" for specific comments and conditions.												
107	**Steel Opn Girder/Beam**	Mod	**1,087**	**sq.ft**	**835**	**77%**	**252**	**23%**	**0**	**0%**	**0**	**0%**
Notes: There are four (4) steel welded plate girders labeled Girders A to D from north to south in each span. There is an additional stub girder labeled Girder AA in Span 1 at Abutment 1. In Span 2, above Track 2, Girder A has isolated minor arc burns on the underside of the bottom flange (Photo 38).												
515	*Steel Protective Coating*		*4,484.00*		*0.00*	*$0.00*	*4,232.00*	*$94.38*	*0.00*	*$0.00*	*252.00*	*6%*
Notes: The girders have a painted steel protective coating.												
3410	*Chalk(Steel Protect Coatings)*		*4,148*		*0*	*0%*	*4,148*	*100%*	*0*	*0%*	*0*	*0%*
Notes: The girders have scattered areas of chalky and faded paint throughout with areas of peeling paint along the flanges and lower webs (Photos 22 to 24 & 34 to 38).												
3420	*Peel/Bub/Crack(Stl Protect Coat)*		*336*		*0*	*0%*	*84*	*25%*	*0*	*0%*	*252*	*75%*
Notes: The girders have scattered areas of chalky and faded paint throughout with areas of peeling paint along the flanges and lower webs (Photos 22 to 24 & 34 to 38).												
1000	*Corrosion*		*250.00*		*0.00*	*$0.00*	*250.00*	*100.00*	*0.00*	*$0.00*	*0.00*	*0%*
Notes: The girders typically have scattered areas of light to moderate rust along the flanges and lower webs (Photos 22 to 24 & 34 to 36). In Span 1, the north legs of the Girder A and Girder AA top flanges have heavy rust with isolated areas of up pitting measuring up to 1/8" deep (Photos 35 & 36). At the west quarter-point of Span 1, the north face of the Girder AA web has heavy rust (Photo 36). In Span 2, from midspan to Pier 2, Girder A has heavy rust on the flanges and the lower 6" of the web (Photo 37).												
1900	*Distortion*		*2.00*		*0.00*	*$0.00*	*2.00*	*100.00*	*0.00*	*$0.00*	*0.00*	*0%*
Notes: In Span 1, the north leg of the Girder AA bottom flange is bent upwards at the midpoint up to 1/2" out-of-plane over an 18" length (Photo 36). In Span 3, the north face of Girder A has minor web distortion along the full length.												
8368	*Graffiti*		*60.00*		*60.00*	*100.00*	*0.00*	*$0.00*	*0.00*	*$0.00*	*0.00*	*0%*
Notes: In Span 2, from midspan to Pier 2, Girder A has areas of heavy graffiti (Photo 37).												
205	**Re Conc Column**	Mod	**4**	**each**	**0**	**0%**	**0**	**0%**	**3**	**75%**	**1**	**25%**
Notes: There are two (2) reinforced concrete columns at each pier labeled Columns A and B from north to south. The columns have widespread map and vertical cracks with rust staining, scattered hollow areas and isolated spalls, some with exposed, debonded and severed rebar (Photos 74 to 77 & 84 to 86).												
1080	*Delamination/Spall/Patched Area*		*1.00*		*0.00*	*$0.00*	*0.00*	*$0.00*	*1.00*	*100.00*	*0.00*	*0%*

Notes: Pier 1:
- Column A: The west face has a hollow area at the base measuring 15” wide x 21” high and a hollow area at the top measuring 2’-3” wide x 13” high with a spall measuring 9” wide x 6” high x 1” deep (Photo 84).

Pier 2:
- Column A: There is a cracked hollow with rust staining measuring full circumference x full height (Photo 85).
- Column B: The southwest face of the column has a spall measuring 22” wide x full height x up to 5” deep with exposed/debonded rebar and stirrups (eleven (11) stirrups are severed). The remaining circumference of the column has a full height cracked hollow area with cracks measuring up to 3/4” wide with rust staining (Photo 86).

1090	*Exposed Rebar*	*1.00*	*0.00*	*$0.00*	*0.00*	*$0.00*	*0.00*	*$0.00*	*1.00*	*100%*

Notes: Refer to Defect 1080 for comments and conditions.

1120	*Efflorescence/Rust Staining*	*1.00*	*0.00*	*$0.00*	*0.00*	*$0.00*	*1.00*	*$100.00*	*0.00*	*0%*

Notes: Refer to Defect 1130 for comments and conditions.

1130	*Cracking (RC and Other)*	*1.00*	*0.00*	*$0.00*	*0.00*	*$0.00*	*1.00*	*$100.00*	*0.00*	*0%*

Notes: The columns have widespread map and vertical cracks with rust staining measuring up to 3/4” wide, most notably at Pier 2 (Photos 84 to 86).

8368	*Graffiti*	*50.00*	*50.00*	*$100.00*	*0.00*	*$0.00*	*0.00*	*$0.00*	*0.00*	*0%*

Notes: The columns have moderate graffiti and anti-graffiti paint throughout (Photos 74 to 77).

210	**Re Conc Pier Wall**	Mod	**76**	**0**	**0%**	**66**	**87%**	**10**	**13%**	**0**	**0%**

Notes: There are reinforced concrete pier walls at the piers. The pier walls have isolated hairline to wide map, horizontal and vertical cracks, some with efflorescence and rust staining, scattered hollow areas and isolated spalls, some with exposed rebar (Photos 73 to 77 & 87 to 92).

1080	*Delamination/Spall/Patched Area*	*73.00*	*0.00*	*$0.00*	*63.00*	*$86.30*	*10.00*	*$13.70*	*0.00*	*0%*

Notes: Pier 1:
- East face: There are scattered hollow areas throughout (Photo 87).
- East face, north end, at the base: There is a spall with exposed rebar measuring up to 6’-6” long x up to 3’-0” high x up to 6” deep (Photo 87).
- Top face, north end: There is a spall with exposed rebar measuring 14” wide x 10” high x 7” deep (Photo 88).

Pier 2:
- North face, at the top: There are scattered minor spalls.
- West face, below Bay B: There is a cracked hollow area measuring 7’-0” long x up to full height (Photo 76).
- West face, south end, at the top: There is a cracked hollow area measuring 12’-0” long x up to 5’-0” high (Photo 89).
- East face, below Bay A, at the base: There is a hollow area measuring 2’-0” long x 2’-4” high with an adjacent spall measuring 10” long x up to 5” high x 2” deep (Photo 90).
- East face, below Bay B, at the top: There is a hollow area measuring 9” long x 6-1/4” high with a spall measuring 3” long x 2” high x 1-1/4” deep (Photo 91).
- East face, below Girder B, at the top: There is a cracked hollow area measuring 5’-10” long x 20” high (Photo 91).
- East face, below Column B, at the top: There are two (2) cracked hollow areas measuring up to 5’-6” long x up to 2’-6” high (Photo 92).

1090	*Exposed Rebar*	*1.00*	*0.00*	*$0.00*	*1.00*	*$100.00*	*0.00*	*$0.00*	*0.00*	*0%*

Notes: Refer to Defect 1080 for comments and conditions.

1120	*Efflorescence/Rust Staining*	*1.00*	*0.00*	*$0.00*	*1.00*	*$100.00*	*0.00*	*$0.00*	*0.00*	*0%*

Notes: Refer to Defect 1130 for comments and conditions.

1130	*Cracking (RC and Other)*	*1.00*	*0.00*	*$0.00*	*1.00*	*$100.00*	*0.00*	*$0.00*	*0.00*	*0%*

Notes: The pier walls have isolated hairline to 1/8” wide map, horizontal and vertical cracks, some with efflorescence and rust staining (Photos 75 to 77, 87 & 89 to 92).

At Pier 2, between Columns A and B, the top face of the pier wall has a horizontal crack measuring up to 3/8” wide x full length between the columns (Photo 91).

8368	*Graffiti*	*1.00*	*1.00*	*$100.00*	*0.00*	*$0.00*	*0.00*	*$0.00*	*0.00*	*0%*

Notes: The pier walls have heavy graffiti throughout (Photos 75 to 77 & 89 to 92).

215	**Re Conc Abutment**	Mod	**50**	**0**	**0%**	**14**	**28%**	**36**	**72%**	**0**	**0%**

Notes: There are two (2) reinforced concrete abutments labeled Abutments 1 and 2 from west to east. The abutment breastwalls have hairline cracking with rust staining and efflorescence, hollow areas and spalls with and without exposed rebar throughout (Photos 93 to 104).

The abutment bridge seats have heavy accumulation of debris throughout (Photos 68, 95 & 102 to 104).

1080	*Delamination/Spall/Patched Area*	*26.00*	*0.00*	*$0.00*	*0.00*	*$0.00*	*26.00*	*$100.00*	*0.00*	*0%*

Notes: Abutment 1:
- North face, adjacent to northwest wingwall, at the top: There is a spall measuring 8” long x 5” high x up to 4” deep (Photo 95).
- Below Girder AA: There is a cracked hollow area measuring 4’-0” long x full height (Photo 96).
- Below Bay AA, at mid-height: There is a hollow area measuring 8” long x 2’-5” high with a spall measuring 6” long x 13” high x up to 2” deep (Photo 97).
- Below Bay B, at mid-height: There is a hollow area measuring 2’-2” long x 8” high (Photo 98).
- Below Girder C, at the base: There is a hollow area measuring 14” long x 10” high (Photo 99).
- Below Bay C, at the base: There is a hollow area measuring 4’-7” long x 3’-9” high (Photo 100).
- South face, at the top: There is a hollow area measuring 16” long x 2’-8” high (Photo 101).

Abutment 2:
- Below Bay A, at the top: There is a cracked hollow area measuring 7’-0” long x full height with a spall measuring 3’-4” long x 8” high x 3” deep (Photo 102).
- Below Bay B, at mid-height: There is a hollow area measuring 15” long x 10” high (Photo 103).
- Below Bay C, at the top: There is a cracked hollow area measuring 3’-9” long x up to 20” high (Photo 104).

1120	*Efflorescence/Rust Staining*	*10.00*	*0.00*	*$0.00*	*0.00*	*$0.00*	*10.00*	*100.00*	*0.00*	*0%*

Notes: Refer to Defect 1130 for comments and conditions.

1130	*Cracking (RC and Other)*	*14.00*	*0.00*	*$0.00*	*14.00*	*100.00*	*0.00*	*$0.00*	*0.00*	*0%*

Notes: The abutments have scattered hairline horizontal and vertical cracks throughout, some with efflorescence and rust staining (Photos 95 to 104).

8368	*Graffiti*	*80.00*	*80.00*	*100.00*	*0.00*	*$0.00*	*0.00*	*$0.00*	*0.00*	*0%*

Notes: The Abutment 1 breastwall has anti-graffiti paint throughout (Photo 93).

The Abutment 2 breastwall has heavy graffiti throughout (Photos 94 & 102 to 104.

234	**Re Conc Pier Cap**	Mod	**54**	**19**	**35%**	**7**	**13%**	**28**	**52%**	**0**	**0%**

Notes: The reinforced concrete pier caps have scattered horizontal, map and diagonal cracks, scattered hollow areas and isolated spalls, some with exposed rebar (Photos 74 to 83).

The pier caps have light to moderate accumulation of sand and debris (Photo 70).

1080	*Delamination/Spall/Patched Area*	*16.00*	*0.00*	*$0.00*	*0.00*	*$0.00*	*16.00*	*100.00*	*0.00*	*0%*

Notes: Pier 1:
- East face, below Girder B, near the top: There is a hollow area with minor spalling measuring 15" long x 20" high (Photo 75).
- East face, below Girder C, at mid-height: There is a spall measuring 18” long x 7” high x 3/4” deep (Photo 78).
- East face, below Girder D, at the top: There is a spall measuring 6” long x 4” high x 1” deep (Photo 79).
- Step below Bay A: The northwest corner of the pier cap step has a spall with exposed rebar measuring 6” wide x 19” high x 1-1/2” deep (Photo 80).

Pier 2:
- West face, below Bay A, at the bottom: There is a spall measuring 8’-0” long x up to 14” high x up to 6” deep with debonded rebar with section loss down to 3/4” remaining. The spall extends full width along the underside and up to 2'-0" high onto the north face (Photo 81).
- West face, below Girder A, at the top: There is a spall measuring 2’-0” long x 4” high x 1” deep with an adjacent hollow area measuring 18” long x 2’-8” high (Photo 82).
- West face, below Bay A, at mid-height: There is a hollow area measuring 6’-6” long x up to 3’-0” high with spalling up to 1/4” deep (Photo 82).
- West face, Below Bay B, at the bottom: There is a corner spall with exposed rebar measuring 10’-6” long x 8” high x 9” wide (underside) x up to 4” deep (Photo 83).
- East face, at the north end: There is a cracked hollow area measuring 8’-0” long x up to full height (Photo 77).
- East face, below Girder C: There is a hollow area measuring 4’-0” long x full height (Photo 77).
- East face, at the south end: There is a cracked hollow area measuring 6’-0” long x up to full height (Photo 77).
- Top face, at the north end, between the Girder A bearings: There is a spall measuring 3’-0” long x up to 10” wide x up to 5” deep which undermines the Span 3 bearing (Photo 70).
- Underside, throughout: The underside of the cap is hollow throughout (Photo 83).
- Underside, below Bay B: There is a spall with exposed rebar measuring 9” long x 20” wide x 2-1/2” deep (Photo 83).

1090	*Exposed Rebar*	*1.00*	*0.00*	*$0.00*	*1.00*	*100.00*	*0.00*	*$0.00*	*0.00*	*0%*

Notes: Refer to Defect 1080 for comments and conditions.

1120	*Efflorescence/Rust Staining*	*12.00*	*0.00*	*$0.00*	*0.00*	*$0.00*	*12.00*	*100.00*	*0.00*	*0%*

Notes: Refer to Defect 1130 for comments and conditions.

1130	*Cracking (RC and Other)*	*6.00*	*0.00*	*$0.00*	*6.00*	*100.00*	*0.00*	*$0.00*	*0.00*	*0%*

Notes: The pier caps have scattered hairline to medium width horizontal, map and diagonal cracks, some with efflorescence and rust staining (Photos 74 to 77 & 81 to 83).

8368	*Graffiti*	*30.00*	*30.00*	*100.00*	*0.00*	*$0.00*	*0.00*	*$0.00*	*0.00*	*0%*

Notes: The pier caps have isolated areas of light graffiti (Photos 74 to 77).

301	**Pourable Joint Seal**	Mod	**44**	**Each**	**0**	**0%**	**44**	**100%**	**0**	**0%**	**0**	**0%**
Notes: The pourable joint seals along Abutment 1 and Abutment 2 have areas of adhesion separation and cracks along the headers (Photo 10). At the Abutment 1 joint, at the south end, there is daylight visible from below due to a spall in the backwall (Photo 111).												
2320	*Seal Adhesion*		*14.00*	*Each*	*0.00*	*$0.00*	*14.00*	*100.00*	*0.00*	*$0.00*	*0.00*	*0%*
Notes: The pourable joint seals have isolated areas of seal adhesion separation measuring up to 1" wide, typically filled with sand and debris (Photo 10).												
2360	*Adjacent Deck or Header*		*30.00*	*Each*	*0.00*	*$0.00*	*30.00*	*100.00*	*0.00*	*$0.00*	*0.00*	*0%*
Notes: The joint headers have map, transverse and longitudinal cracks along the full width of the roadway measuring up to 1/2” wide (Photo 10).												
310	**Elastomeric Bearing**	Mod	**25**	**Each**	**4**	**16%**	**16**	**64%**	**5**	**20%**	**0**	**0%**
Notes: The girders are supported by elastomeric bearings at the piers and abutments. The bearings have scattered peeling paint, light to moderate rust, isolated section loss and isolated undermining (Photos 45, 51 & 63 to 70. At Abutment 1, the Bearing A sole plate has flame-cuts at the north and south edges measuring 2-1/2” long x 3/4” wide and 3” long x 1/2” wide, respectively (Photos 64 & 65).												
515	*Steel Protective Coating*		*50.00*	*0.00*	*$0.00*	*26.00*	*$52.00*	*24.00*	*$48.00*	*0.00*	*0%*	
Notes: The bearings have a painted steel protective coating.												
3420	*Peel/Bub/Crack(Stl Protect Coat)*		*50*	*0*	*0%*	*26*	*52%*	*24*	*48%*	*0*	*0%*	
Notes: The bearings have scattered peeling and failed paint throughout, most notably at the exterior bearings (Photos 63 to 70).												
1000	*Corrosion*		*16.00*	*0.00*	*$0.00*	*12.00*	*$75.00*	*4.00*	*$25.00*	*0.00*	*0%*	
Notes: The bearings typically have light to moderate corrosion with heavy corrosion and up to 1/8” deep section loss at the exterior bearings (Photos 63 to 70).												
1020	*Connection*		*4.00*	*0.00*	*$0.00*	*3.00*	*$75.00*	*1.00*	*$25.00*	*0.00*	*0%*	
Notes: The anchor bolt nuts at the exterior bearings have heavy corrosion and rust bloom with up to 50% section loss to the nuts (Photo 70). Specific anchor bolt and nut deficiencies are as follows: - Abutment 1, Bearing AA: Both anchor bolt nuts have 50% section loss (Photo 63). - Abutment 1, Bearing B: The north anchor bolt nut is backed-off 1/4” (Photo 66). - Abutment 1, Bearing C: The south anchor bolt nut has 20% section loss (Photo 67). - Abutment 1, Bearing D: The south anchor bolt is bent to the south (Photo 68). - Pier 1, Span 1, Bearing B: The south anchor bolt is bent slightly to the south (Photos 45 & 51).												
2240	*Loss of Bearing Area*		*1.00*	*0.00*	*$0.00*	*1.00*	*100.00*	*0.00*	*$0.00*	*0.00*	*0%*	
Notes: At Abutment 1, the Bearing D masonry plate overhangs the bridge seat at the southwest corner up to 1-1/2” (as-built) (Photo 68). At Pier 2, the Span 3 Bearing A masonry plate is undermined along the west edge up to 1” deep over a 10” length due to a spall on the top face of the pier cap (Photo 70).												
321	**Re Conc Approach Slab**	Mod	**616**	**Sq.ft**	**616**	**100%**	**0**	**0%**	**0**	**0%**	**0**	**0%**
Notes: There are reinforced concrete approach slabs at the west and east ends of the bridge which are overlaid with a bituminous concrete wearing surface (Photos 5 & 9).												
510	*Wearing Surfaces*		*616.00*	*496.00*	*$80.52*	*30.00*	*$4.87*	*90.00*	*$14.61*	*0.00*	*0%*	
Notes: The approach wearing surfaces have light to moderate accumulation of debris along the shoulders throughout (Photos 5 & 9).												
3210	*Del/Spall/Patch/Pot(Wear Surf)*		*65*	*0*	*0%*	*5*	*8%*	*60*	*92%*	*0*	*0%*	
Notes: The west approach wearing surface has an area of moderate breakup/shoving along the centerline measuring 20’-0” long x 3’-0” wide (Photo 5). In the west approach, there is a patch in the right wheel line at the northwest endpost measuring 20” in diameter (Photo 5).												
3220	*Crack (Wearing Surface)*		*55*	*0*	*0%*	*25*	*45%*	*30*	*55%*	*0*	*0%*	
Notes: The approach wearing surfaces have scattered map, transverse and longitudinal cracks throughout measuring up to 1/2” wide (1/8” to 1/4” wide average) (Photos 5 & 9).												
8213	**R/C Return Wall**	Mod	**80**	**Each**	**0**	**0%**	**79**	**99%**	**0**	**0%**	**1**	**1%**
Notes: There are reinforced concrete return walls at all four (4) corners of the bridge (Photos 118 to 121).												
1080	*Delamination/Spall/Patched Area*		*4.00*	*0.00*	*$0.00*	*3.00*	*$75.00*	*0.00*	*$0.00*	*1.00*	*25%*	
Notes: Northwest Return Wall: - At the construction joint approximately 5’-0” from the Abutment 1 backwall, there is a spall with loss of backfill material at the top measuring 6” long x 2’-6” high x 2’-0” deep (Photo 118). - Adjacent to the Abutment 1 backwall, there is a spall measuring 6” long x 10” high x 2” deep (Photo 118). Southwest Return Wall: - At the Abutment 1 backwall, there is a cracked hollow area measuring 17” long x full height with heavy efflorescence (Photo 119).												

1120	*Efflorescence/Rust Staining*	*2.00*	*0.00*	*$0.00*	*2.00*	*100.00*	*0.00*	*$0.00*	*0.00*	*0%*			

Notes: Refer to Defects 1080 and 1130 for comments and conditions.

1130	*Cracking (RC and Other)*	*74.00*	*0.00*	*$0.00*	*74.00*	*100.00*	*0.00*	*$0.00*	*0.00*	*0%*			

Notes: The return walls have scattered hairline to narrow map cracking with areas of light to moderate efflorescence and rust/leakage staining (Photos 118 to 121).

8368	*Graffiti*	*10.00*	*10.00*	*100.00*	*0.00*	*$0.00*	*0.00*	*$0.00*	*0.00*	*0%*			

Notes: The return walls have areas of light graffiti and anti-graffiti paint (Photos 119 & 121).

8107	**Steel Opn Girder/Beam ENDS**	Mod	**125**		**80**	**64%**	**10**	**8%**	**27**	**22%**		**8**	**6%**

Notes: The end 5'-0" of the girders at the abutments and piers have failed and peeling paint throughout with areas of heavy section loss and 100% section loss, most notably at the exterior girders (Photos 39 to 62).

515	*Steel Protective Coating*	*516.00*	*0.00*	*$0.00*	*100.00*	*$19.38*	*208.00*	*$40.31*	*208.00*	*40%*			

Notes: The girder ends have a painted steel protective coating.

3420	*Peel/Bub/Crack(Stl Protect Coat)*	*516*	*0*	*0%*	*100*	*19%*	*208*	*40%*	*208*	*40%*			

Notes: The girder ends have failed and peeling paint throughout (Photos 39 to 62).

1000	*Corrosion*	*45.00*	*0.00*	*$0.00*	*10.00*	*$22.22*	*27.00*	*$60.00*	*8.00*	*18%*			

Notes: The girder ends typically have areas of heavy section loss with isolated areas of 100% section loss, most notably at the exterior girders (Photos 39 to 62).

At Pier 2, the Span 2 Girder A welded repair plates on both faces of the lower web beyond the bearing stiffener have corrosion induced cracks along the top welds measuring 8-1/4" long on the north face and 3-1/4" long on the south face (Photos 53 & 55).

Refer to the attached documents "062201-2025-04-02-8107-Steel Open Girder Ends-Table.pdf" and "062201-2025-04-02-8107-Steel Open Girder Ends-Sketches.pdf" for specific comments and conditions.

8368	*Graffiti*	*40.00*	*40.00*	*100.00*	*0.00*	*$0.00*	*0.00*	*$0.00*	*0.00*	*0%*			

Notes: The girder ends have areas of heavy graffiti (Photos 24, 33, 56, 58, 59 & 94).

8370	**Steel Diaphragms**	Mod	**64**	**each**	**0**	**0%**	**55**	**86%**	**8**	**13%**		**1**	**2%**

Notes: There are steel diaphragms between the girders throughout and lateral bracing between the diaphragms in Span 2.

515	*Steel Protective Coating*	*2,000.00*	*0.00*	*$0.00*	*1,950.00*	*$97.50*	*50.00*	*$2.50*	*0.00*	*0%*			

Notes: The diaphragms and lateral bracing members have a painted steel protective coating.

3410	*Chalk(Steel Protect Coatings)*	*1,950*	*0*	*0%*	*1,950*	*100%*	*0*	*0%*	*0*	*0%*			

Notes: The diaphragms and lateral bracing members have scattered areas of chalky and faded coating (Photos 23 & 71).

3420	*Peel/Bub/Crack(Stl Protect Coat)*	*50*	*0*	*0%*	*0*	*0%*	*50*	*100%*	*0*	*0%*			

Notes: The diaphragms and lateral bracing members have scattered areas of peeling paint throughout (Photos 23 & 71).

1000	*Corrosion*	*63.00*	*0.00*	*$0.00*	*54.00*	*$85.71*	*8.00*	*$12.70*	*1.00*	*2%*			

Notes: The end diaphragms at the piers and abutments typically have areas of heavy rust and delamination with isolated areas of moderate section loss (Photo 71).

In Span 2, at Pier 1, the Bay A lateral bracing member at the Girder A connection has severe section loss to the angle at the end 3'-0" with holes in both legs up to full width/full height and the connection plate is fully severed (member is hanging by a piece of rope) (Photo 50).

1900	*Distortion*	*1.00*	*0.00*	*$0.00*	*1.00*	*100.00*	*0.00*	*$0.00*	*0.00*	*0%*			

Notes: In Span 2, Bay B, between diaphragms 5 and 6, the northwest lateral bracing member is bowed downwards slightly and the center connection plate is distorted up to 1/4" (Photo 72).

8368	*Graffiti*	*15.00*	*15.00*	*100.00*	*0.00*	*$0.00*	*0.00*	*$0.00*	*0.00*	*0%*			

Notes: The end diaphragms at Abutment 2 have moderate to heavy graffiti (Photo 73).

8336	**Conc Bridge Parapet**	Mod	**674**		**533**	**79%**	**135**	**20%**	**6**	**1%**		**0**	**0%**

Notes: There are reinforced concrete parapets with metal rails mounted to the tops along both sides of the bridge.

1020	*Connection*	*6.00*	*0.00*	*$0.00*	*0.00*	*$0.00*	*6.00*	*100.00*	*0.00*	*0%*			

Notes: At Pier 2, the north parapet has a section of rail that is partially disconnected from the post (Photo 12).

1130	*Cracking (RC and Other)*	*135.00*	*0.00*	*$0.00*	*135.00*	*100.00*	*0.00*	*$0.00*	*0.00*	*0%*			

Notes: The vertical faces of the parapets have scattered vertical cracks measuring up to 1/16" wide (Photos 1 & 3).

8428	**Pro Screen Barrier**	Mod	**130**		**126**	**97%**	**0**	**0%**	**4**	**3%**		**0**	**0%**

Notes: There are electrification protection barriers along both sides of the bridge in the west half of Span 2 (over AMTRAK) (Photos 17 & 18).

1020	*Connection*	*4.00*	*0.00*	*$0.00*	*0.00*	*$0.00*	*4.00*	*100.00*	*0.00*	*0%*			

Notes: At the west end of Span 2, along the north barrier, the end panel is loose and leaning 1-1/2" towards the roadway (Photo 19).

8368	*Graffiti*	*100.00*	*100.00*	*100.00*	*0.00*	*$0.00*	*0.00*	*$0.00*	*0.00*	*0%*			

Notes: The interior faces of the electrification protection barriers have scattered areas of anti-graffiti paint and isolated areas of light graffiti (Photos 17 & 18).

8335	**Guardrail, Vehicular**	Mod	**682**	**0**	**0%**	**667**	**98%**	**15**	**2%**	**0**	**0%**

Notes: There are steel W-beam guardrails mounted to the interior faces of the parapets along both sides of the bridge which continue into the approaches (Photos 5 to 9). The southeast approach transitions into a concrete jersey barrier (Photos 9 & 13).

There is moderate to heavy vine growth along the northwest and southwest approach guardrails (Photo 16).

The jersey barrier at the southeast approach has hairline cracks with moisture staining and rust staining along the lower portion (Photo 9).

515	*Steel Protective Coating*	*1,365.00*	*0.00*	*$0.00*	*1,165.00*	*$85.35*	*200.00*	*$14.65*	*0.00*	*0%*

Notes: The guardrails have a galvanized steel protective coating.

3440	*Eff (Stl Protect Coat)*	*1,365*	*0*	*0%*	*1,165*	*85%*	*200*	*15%*	*0*	*0%*

Notes: The guardrails on the bridge have scattered areas of light to moderate rust, with areas of heavy rust in the approaches (Photos 13 & 15 to 18).

1000	*Corrosion*	*669.00*	*0.00*	*$0.00*	*666.00*	*$99.55*	*3.00*	*$0.45*	*0.00*	*0%*

Notes: At the southeast transition, the guardrail has moderate impact damage with areas of heavy corrosion and two (2) areas of 100% section loss measuring up to 3'-0" long x 5" high (Photo 13).

The guardrails have scattered areas of heavy rust, most notably along the northwest approach guardrail (Photos 13 & 15 to 18).

7000	*Damage*	*13.00*	*0.00*	*$0.00*	*1.00*	*$7.69*	*12.00*	*$92.31*	*0.00*	*0%*

Notes: The guardrails have scattered minor impact scrapes throughout (Photos 13 to 15, 17 & 18).

The northwest approach guardrail has an area of heavy impact damage measuring 6'-0" long with a detached offset block (Photo 16).

At Pier 2, the north guardrail has an area of moderate impact damage measuring 6'-0" long (Photo 12).

8218	**Backwall, All Types**	Mod	**50**	**0**	**0%**	**23**	**46%**	**27**	**54%**	**0**	**0%**

Notes: There are reinforced concrete backwalls at the abutments. The backwalls have cracking with efflorescence and rust staining and extensive spalls and hollow areas, some with exposed and/or debonded rebar (Photos 95 & 105 to 117).

1080	*Delamination/Spall/Patched Area*	*22.00*	*0.00*	*$0.00*	*0.00*	*$0.00*	*22.00*	*$100.00*	*0.00*	*0%*

Notes: Abutment 1:
- At the north end: At the base, there is a spall measuring 2'-4" long x 8" high x 2" deep (Photo 95). At the top, there is a spall with exposed rebar with up to 25% section loss measuring 2'-9" long x up to 2'-2" high x up to 3-1/2" deep (Photo 105).
- Below Bay A, adjacent to Girder B, at the top: There is a spall measuring 15" long x 5" high x 2-1/2" deep (Photo 106).
- Below Bay B, adjacent to Girder B, at the top: There is a spall measuring 10" long x 5" high x 2-1/2" deep with heavy rust staining (Photo 107).
- Below Bay B, adjacent to Girder C, at the top: There is a spall with exposed rebar measuring 3'-8" long x 22" high x up to 4" deep with an adjacent hollow area measuring 20" long x 11" high (Photo 108).
- Below Bay C, at the top: There is a hollow area measuring 4'-7" long x up to 2'-2" high with spalling along the top (Photo 109).
- Below Bay C, adjacent to Girder D, at the top: There is a spall measuring 8" long x 4" high x 1" deep (Photo 110).
- At the south end, at the top: There is a spall measuring 16" long x 2'-2" high x 8" deep with an adjacent cracked hollow area measuring 16" long x 2'-2" high (daylight visible through joint) (Photo 111).

Abutment 2:
- At the north end: There is a spall with exposed and debonded rebar which extends into Bay A measuring 4'-0" long x full height x up to 14" deep (Photos 112 & 113).
- Below Bays B and C, at the top: There is a spall with exposed rebar measuring full width of both bays x up to 12" high x up to 6" deep (Photos 114 & 115).
- Behind Girder D: There is a spall with exposed and debonded rebar measuring up to 2'-8" long x up to full height x up to 12" deep (Photo 116).
- At the south end: There is a cracked hollow area measuring 2'-0" long x full height (Photo 117).

1090	*Exposed Rebar*	*5.00*	*0.00*	*$0.00*	*0.00*	*$0.00*	*5.00*	*$100.00*	*0.00*	*0%*

Notes: Refer to Defect 1080 for comments and conditions.

1120	*Efflorescence/Rust Staining*	*22.00*	*0.00*	*$0.00*	*22.00*	*$100.00*	*0.00*	*$0.00*	*0.00*	*0%*

Notes: Refer to Defect 1130 for comments and conditions.

1130	*Cracking (RC and Other)*	*1.00*	*0.00*	*$0.00*	*1.00*	*$100.00*	*0.00*	*$0.00*	*0.00*	*0%*

Notes: The backwalls have scattered hairline map cracking and narrow horizontal and vertical cracks, some with light to heavy efflorescence and rust staining (Photos 105 to 110 & 115).

8368	*Graffiti*	*1.00*	*1.00*	*$100.00*	*0.00*	*$0.00*	*0.00*	*$0.00*	*0.00*	*0%*

Notes: The Abutment 2 backwall has isolated areas of moderate graffiti (Photos 104, 113 & 117).

8305	**Asphaltic Joint Material**	Mod	**44**	**0**	**0%**	**22**	**50%**	**22**	**50%**	**0**	**0%**

Notes: The asphaltic plug joints at the piers have accumulation of debris, areas of wear and adhesion separations (Photos 11 & 12).

2320	*Seal Adhesion*	*36.00*	*0.00*	*$0.00*	*14.00*	*$38.89*	*22.00*	*$61.11*	*0.00*	*0%*

Notes: The pier joints have intermittent areas of minor adhesion separations throughout, with areas of separations measuring up to 1-1/2” wide in the shoulders (Photos 11 & 12)

There is evidence of leakage from the joints on the superstructure and substructure below.

2350	*Debris Impaction*	*8.00*	*0.00*	*$0.00*	*8.00*	*100.00*	*0.00*	*$0.00*	*0.00*	*0%*

Notes: The pier joints have moderate to heavy accumulation of debris in the shoulders (Photos 11 & 12).

8367	**Slope Blocks**	Mod	**2,000**	**sq.ft**	**0**	**0%**	**2,000**	**100%**	**0**	**0%**	**0**	**0%**

Notes: The concrete slope blocks along the embankments at both abutments have scattered areas of light scaling, light accumulation of debris and heavy vegetation growth (Photos 93 & 94).

The Abutment 2 slope blocks have heavy accumulation of debris along the pier (Photo 77).

8398	**Curb/sidewalks - Con**	Mod	**674**	**ft**	**242**	**36%**	**431**	**64%**	**1**	**0%**	**0**	**0%**

Notes: There are reinforced concrete safety walks and curbs along both the north and south sides of the bridge.

There is light to moderate sand, debris and vegetation growth along the curbs and safety walks throughout, and the curbs have widespread areas of rust staining (Photos 17 & 18).

1080	*Delamination/Spall/Patched Area*	*26.00*	*0.00*	*$0.00*	*25.00*	*$96.15*	*1.00*	*$3.85*	*0.00*	*0%*

Notes: The safety walks have scattered spalling measuring up to 2" deep (Photo 18).

The southeast approach curb, at the transition, there is a missing section of curb measuring 12” long (Photo 13).

In Span 1, the underside of the south safety walk has two (2) spalls with exposed rebar at the west end measuring up to 4” long x 10” wide x 1” deep (Photo 20).

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

1090	*Exposed Rebar*	*1.00*	*1.00*	*100.00*	*0.00*	*$0.00*	*0.00*	*$0.00*	*0.00*	*0%*

Notes: Refer to Defect 1080 for comments.

1120	*Efflorescence/Rust Staining*	*400.00*	*0.00*	*$0.00*	*400.00*	*100.00*	*0.00*	*$0.00*	*0.00*	*0%*

Notes: There is moderate efflorescence along the undersides of the safety walks along the deck interface (Photos 21 & 37).

1130	*Cracking (RC and Other)*	*100.00*	*100.00*	*100.00*	*0.00*	*$0.00*	*0.00*	*$0.00*	*0.00*	*0%*

Notes: The undersides of the safetywalks have scattered hairline transverse cracks.

4000	*Settlement*	*6.00*	*0.00*	*$0.00*	*6.00*	*100.00*	*0.00*	*$0.00*	*0.00*	*0%*

Notes: At the west approach, the north and south curbs are settled up to 3" (Photos 14 & 15).

At the east approach, the north curb is settled 1-1/2" (Photo 9).

Load Rating Event

Event Name:	2019-12-10-3230	Load Rating Date (B.LR.03):	
Load Rater:	AECOM	Reviewer:	RIDOT-CG
Software Used:	0 AASHTOWare BrR	Secondary Software:	
Load Rating Method (B.LR.04):	LRFR Load and Resistance Factor Ratin	Routine Permit Loads (B.LR.08):	
Description:	[2/11/19] Deterioration		
Wearing Surface / Fill Depth:	0.00 inches	Category:	

Vehicle Name	Rating	Gross	Inventory (B.LR.05)	Operating (B.LR.06)	Controlling Legal (B.LR.07)	Location	Description
HS-20 Inventory	3.05	61.00					Updated from T_RATINGS on 01/02/2020 15:55:59 / [2/11/19] Deterioration [12/12/2019] Original due date for the rating report was 11/25/2019. Robert Soscia spoke with AECOM and the new due date was set to 12/18/2019. 61 Tons converted using 20.00Tons per vehicle.
HL-93 Operating	1.86	66.96					Updated from T_RATINGS on 01/02/2020 15:55:59 / [2/11/19] Deterioration [12/12/2019] Original due date for the rating report was 11/25/2019. Robert Soscia spoke with AECOM and the new due date was set to 12/18/2019. 67 Tons converted using 36.00Tons per vehicle.
HL-93 Operating	1.21	43.56	Inv				Updated from T_RATINGS on 01/02/2020 15:55:59 / [2/11/19] Deterioration [12/12/2019] Original due date for the rating report was 11/25/2019. Robert Soscia spoke with AECOM and the new due date was set to 12/18/2019. 43.6 Tons converted using 36.00Tons per vehicle.
HL-93 Inventory	0.94	33.84		Opr			Updated from T_RATINGS on 01/02/2020 15:55:59 / [2/11/19] Deterioration [12/12/2019] Original due date for the rating report was 11/25/2019. Robert Soscia spoke with AECOM and the new due date was set to 12/18/2019. 33.8 Tons converted using 36.00Tons per vehicle.
AASHTO Type 3	2.64	66.00					Updated from T_RATINGS on 01/02/2020 15:55:59 / [2/11/19] Deterioration [12/12/2019] Original due date for the rating report was 11/25/2019. Robert Soscia spoke with AECOM and the new due date was set to 12/18/2019. 66 Tons converted using 25.00Tons per vehicle.
AASHTO Type 3S2	2.19	78.84					Updated from T_RATINGS on 01/02/2020 15:55:59 / [2/11/19] Deterioration [12/12/2019] Original due date for the rating report was 11/25/2019. Robert Soscia spoke with AECOM and the new due date was set to 12/18/2019. 79 Tons converted using 36.00Tons per vehicle.
AASHTO Type 3-3	2.20	88.00					Updated from T_RATINGS on 01/02/2020 15:55:59 / [2/11/19] Deterioration [12/12/2019] Original due date for the rating report was 11/25/2019. Robert Soscia spoke with AECOM and the new due date was set to 12/18/2019. 88 Tons converted using 40.00Tons per vehicle.

AASHTO SU4 truck	2.37	63.99		Updated from T_RATINGS on 01/02/2020 15:55:59 / [2/11/19] Deterioration [12/12/2019] Original due date for the rating report was 11/25/2019. Robert Soscia spoke with AECOM and the new due date was set to 12/18/2019. 64 Tons converted using 27.00Tons per vehicle.
AASHTO SU5 truck	2.13	66.03		Updated from T_RATINGS on 01/02/2020 15:55:59 / [2/11/19] Deterioration [12/12/2019] Original due date for the rating report was 11/25/2019. Robert Soscia spoke with AECOM and the new due date was set to 12/18/2019. 66 Tons converted using 31.00Tons per vehicle.
AASHTO SU6 truck	1.90	66.03		Updated from T_RATINGS on 01/02/2020 15:55:59 / [2/11/19] Deterioration [12/12/2019] Original due date for the rating report was 11/25/2019. Robert Soscia spoke with AECOM and the new due date was set to 12/18/2019. 66 Tons converted using 34.75Tons per vehicle.
AASHTO SU7 truck	1.73	67.04		Updated from T_RATINGS on 01/02/2020 15:55:59 / [2/11/19] Deterioration [12/12/2019] Original due date for the rating report was 11/25/2019. Robert Soscia spoke with AECOM and the new due date was set to 12/18/2019. 67 Tons converted using 38.75Tons per vehicle.
FHWA Type EV3 emergency ve	1.53	65.79		Updated from T_RATINGS on 01/02/2020 15:55:59 / [2/11/19] Deterioration [12/12/2019] Original due date for the rating report was 11/25/2019. Robert Soscia spoke with AECOM and the new due date was set to 12/18/2019. 66 Tons converted using 43.00Tons per vehicle.
RI_3	2.26	85.88		Updated from T_RATINGS on 01/02/2020 15:55:59 / [2/11/19] Deterioration [12/12/2019] Original due date for the rating report was 11/25/2019. Robert Soscia spoke with AECOM and the new due date was set to 12/18/2019. 86 Tons converted using 38.00Tons per vehicle.
RI_4	2.32	87.00		Updated from T_RATINGS on 01/02/2020 15:55:59 / [2/11/19] Deterioration [12/12/2019] Original due date for the rating report was 11/25/2019. Robert Soscia spoke with AECOM and the new due date was set to 12/18/2019. 87 Tons converted using 37.50Tons per vehicle.
RI_5	1.85	96.94		Updated from T_RATINGS on 01/02/2020 15:55:59 / [2/11/19] Deterioration [12/12/2019] Original due date for the rating report was 11/25/2019. Robert Soscia spoke with AECOM and the new due date was set to 12/18/2019. 97 Tons converted using 52.40Tons per vehicle.

RI_6	1.82	118.30		Updated from T_RATINGS on 01/02/2020 15:55:59 / [2/11/19] Deterioration [12/12/2019] Original due date for the rating report was 11/25/2019. Robert Soscia spoke with AECOM and the new due date was set to 12/18/2019. 118 Tons converted using 65.00Tons per vehicle.
RI_OP1	1.56	88.14		Updated from T_RATINGS on 01/02/2020 15:55:59 / [2/11/19] Deterioration [12/12/2019] Original due date for the rating report was 11/25/2019. Robert Soscia spoke with AECOM and the new due date was set to 12/18/2019. 88 Tons converted using 56.50Tons per vehicle.
RI_OP2	1.75	140.00		Updated from T_RATINGS on 01/02/2020 15:55:59 / [2/11/19] Deterioration [12/12/2019] Original due date for the rating report was 11/25/2019. Robert Soscia spoke with AECOM and the new due date was set to 12/18/2019. 140 Tons converted using 80.00Tons per vehicle.
RI_OP3	1.56	176.28		Updated from T_RATINGS on 01/02/2020 15:55:59 / [2/11/19] Deterioration [12/12/2019] Original due date for the rating report was 11/25/2019. Robert Soscia spoke with AECOM and the new due date was set to 12/18/2019. 176 Tons converted using 113.00Tons per vehicle.
RIPTA	3.27	68.02		Updated from T_RATINGS on 01/02/2020 15:55:59 / [2/11/19] Deterioration [12/12/2019] Original due date for the rating report was 11/25/2019. Robert Soscia spoke with AECOM and the new due date was set to 12/18/2019. 68 Tons converted using 20.80Tons per vehicle.
RI_OP4	1.17	98.28		Updated from T_RATINGS on 01/02/2020 15:55:59 / [2/11/19] Deterioration [12/12/2019] Original due date for the rating report was 11/25/2019. Robert Soscia spoke with AECOM and the new due date was set to 12/18/2019. 98 Tons converted using 84.00Tons per vehicle.
RI_5B	1.44	90.00		Updated from T_RATINGS on 01/02/2020 15:55:59 / [2/11/19] Deterioration [12/12/2019] Original due date for the rating report was 11/25/2019. Robert Soscia spoke with AECOM and the new due date was set to 12/18/2019. 90 Tons converted using 62.50Tons per vehicle.
RI_OP5	2.00	140.00		Updated from T_RATINGS on 01/02/2020 15:55:59 / [2/11/19] Deterioration [12/12/2019] Original due date for the rating report was 11/25/2019. Robert Soscia spoke with AECOM and the new due date was set to 12/18/2019. 140 Tons converted using 70.00Tons per vehicle.

Cross Sections

Streambed Cross Sections

Orientation: **Offset:** **Month/Year:**

Graph Line Settings

Name: Color: Show in Graph:

Style: Show in Legend When Graphed:

General Information

Station Equation: Offset Remark:

Elevation Equation: Elevation Basis:

Soundings/Elevations Indicator: Water Surface:

Location of Base Measurement: Bridge Inspection:

Station	Sounding/Elevation (ft)	Remarks
No records to display.		

Scour Potential Evaluation

Graph Line Settings

Orientation: Style: Show in Graph:

Offset: Name: Show in Legend When Graphed:

Month/Year: Color:

General Information

Q Frequency: Month of Evaluation: Elevation Basis:

Station Equation: Year of Evaluation: Offset Left:

Elevation Equation: Location of Base Measurement: Offset Right:

Details

Station	Pier	Contraction Scour (ft)	Pier Scour (ft)	Total Scour (ft)	Remarks
No records to display.					

Structure Detail

Graph Line Settings

Orientation: Name: Style: Color:

General Information

High Water Elevation: Elevation Equation: Location of Base Measurement:

High Water Year: Station Direction: Bent Direction:

Upstream Side: Station Equation: Elevation Basis:

Downstream Side: Source:

Details

Station	Reference Curb/Rail Elevation (ft)	Deck Elevation (ft)	Bottom Footing Elevation (ft)	Critical Pier Scour Depth (ft)	Pile Tip Elevation (ft)	Footing Type	Superstructure Thickness (ft)	Remarks
No records to display.								

Original Streambed Elevation

SoundingElevationText

Graph Line Settings

Orientation: Style: Show in Graph:

Name: Color: Show in Legend When Graphed:

General Information

Station Equation: Original Month:

Elevation Equation: Original Year:

Elevation Basis: Source:

Location of Base Measurement: Soundings/Elevations Indicator:

Details

Station	Sounding/Elevation (ft)	Remarks

No records to display.

Scour Resistant Layer

Graph Line Settings

Name: Show in Graph:

Style: Color: Show in Legend When Graphed:

General Information

Elevation Equation: Offset Left: Rock Layer Description:

Elevation Basis: Offset Right: Remark:

Station Equation:

Details

Station	Elevation (ft)

No records to display.

Inspection Details

Summary

Inspection Completion Date (B.IE.03): 2025-04-02 Inspector: BROOKS, Matthew

Date Entered: 2025-04-16 Entered by: GALE, BRANDON

QA Date (B.IE.08):

QC Date (B.IE.09):

Inspection Data Update Date (B.IE.10):

Inspection Needs

NSTM Inspection Required (B.IR.01): N NSTM inspection not required Fatigue Details (B.IR.02):

Complex Features (B.IE.04): Bridge does not have complex fe

Schedule

Inspection Type	Required for Bridge	Inspection Being Performed (B.IE.01)	Inspector	Most Recent Inspection Date	Interval Method (B.IE.07)	Interval (months) (B.IE.05)	Inspection Due Date (B.IE.06)	Inspection Assignment Name	Inspection Assignment Group
Damage	£	£							
In-Depth	£	£							
Initial	£	£							
Load Rating	£	£							
NSTM	£	£		1/1/1901		24	1/1/1901		
Routine	R	R	GALE, BRANDON	3/9/2025	1 Method 1	12	3/9/2026	A1 2025	WSP
Scour Monitoring	£	£							
Special	R	R	GALE, BRANDON	3/9/2025	N Not applicable	12	3/9/2026	A1 2025	WSP
Underwater	£	£		1/1/1901		60	1/1/1901		

Review Information

Step	Reviewer	Completed Date	Completed # of Days Since Inspection Begin Date	Days Remaining for Review

Work History & Needs

Work History

Year Work Performed (B.W.02)	Work Performed (B.W.03)	Description

Work Candidates

Date Recommended:
Contact / User:
Priority:
Target Year:
Number of Locations:
Structure Unit:
Date Reviewed:
Source:
Assigned:
Assignment:
Description:
Estimated Quantity:
Unit Cost:
Estimated Cost:
Date Completed:
Federal Funds:
Final Cost:

Review Information

Step	Reviewer	Completed Date	Completed # of Days Since Inspection Begin Date	Days Remaining for Review

Procedures & Equipment

Procedures

IsCompleted	Name	Details

Procedure Notes

Equipment

Equipment Name	Code	Hours
Routine		
A02 Bucket lift vehicle	A02	
A02 Rail Mount Elliot	A02	
A02 Rail Mount Bucket Truck	A02	
AX Light Tower	AX	
Special		
A02 Bucket lift vehicle	A02	
A02 Rail Mount Elliot	A02	
A02 Rail Mount Bucket Truck	A02	
AX Light Tower	AX	

Equipment Notes