Inspection Report for Structure 020001

Routine, Special, Underwater Inspections by Arena, Scorpa of Consor, Green International

Database: Serenity Version: 7.0

03/11/2025 - Washington Bridge South

Summary Sheet

Summary Location

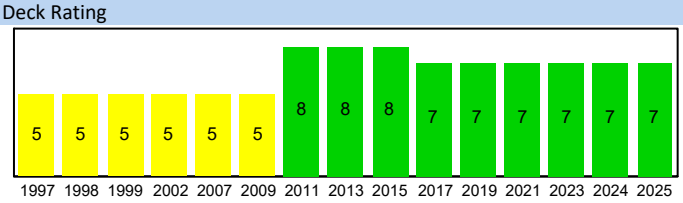
Bridge Number (B.ID.01):	000000000002000	Agency Bridge ID:	020001
Bridge Name (B.ID.02):	Washington Bridge South	Commonly Called:	I-195 EB and WB OVER SEEKONK RVR & STS
Report Bridge to FHWA:	R NBI: Y	Report Elements to FHWA:	R
Owner (B.CL.01):	S01 State transportation department	Maintenance Responsibility (B.CL.02):	S01 State transportation department
District:	District 3		

Summary Condition

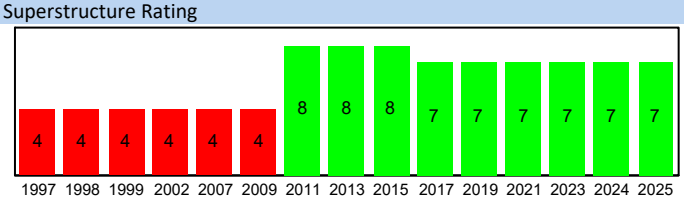
Structure Overall	Deck	Super	Sub	Culvert
6	7	7	6	N
	Railing	Transition	Bearing	Joints
	7	6	5	5

Condition History Graph

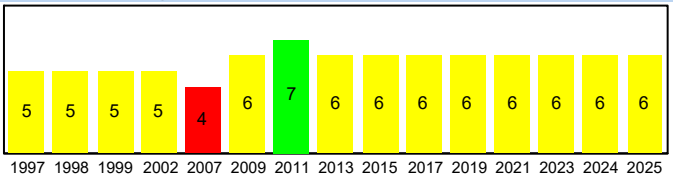
Deck Rating



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	ARENA, NICHOLAS	3/11/2025	2 Method 2	12	3/11/2026		
Special	R	R	ARENA, NICHOLAS	3/11/2025	N Not applicable	6	9/11/2025		
Underwater	R	R	SCORPA, MICHAEL	3/11/2025	1 Method 1	48	3/11/2029		

Bridge Data

Identification data

Bridge Number (B.ID.01):	000000000002000	Agency Bridge ID:	020001
Bridge Name (B.ID.02):	Washington Bridge South	Bridge Nickname:	I-195 EB and WB OVER SEEKONK RVR & STS
Bridge Status:	3 Active	Bridge Lifecycle Phase:	1 Service
Report Bridge to FHWA:	R	Report Elements to FHWA:	R
NBI Bridge:	Y		

Bridge notes:

EQUIPMENT: 85’ Manlift and barge mounted 85’ Manlift.
TRAFFIC CONTROL: Alternating single lane nighttime closures in both directions of Interstate 195. Alternating single lane nighttime closures of Gano Street, Water Street and Waterfront Drive.
POLICE DETAIL: Provided by the City of Providence, the City of East Providence, and State Police.
SITE ACCESS: Parking is available within the lane closures for the topside inspection. The underside of Spans 1-3 and 10-14 were inspected with an 85’ manlift. The underside inspections of Spans 1 and 14 required nighttime lane closures. The underside of Spans 4-9 were inspected with a barge mounted 85’ manlift.

ORIENTATION: The bridge is logged from west to east. The superstructure consists of ten (10) continuous welded steel plate girders labeled Girder A through J from north to south. The southeast corner of Span 14 includes two (2) additional kicker beams labeled Beams K and L. The interior diaphragms within each span are numbered from west to east. The Seekonk River is tidal below the structure. The orientation is consistent with the previous inspection report.

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):	22960	Highway Agency District (B.L.04):	District 3
Metro Planning Org 1 (B.L.12):	N	Metro Planning Org 2 (B.L.12):	
Bridge Location (B.L.11):	1.0 Mi E of JCT I-95 &195		

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):	1930		
Design Load (B.LR.01):	Greater than HS-20	Design Method (B.LR.02):	LRFD Load and Resistance Factor Design

Geometry data

NBIS Bridge Length (B.G.01):	1,670.80	Total Bridge Length (B.G.02):	1,670.80
Maximum Span Length (B.G.03):	160.40	Minimum Span Length (B.G.04):	95.50
Bridge Width Out-to-Out (B.G.05):	71.50	Bridge Width Curb-to-Curb (B.G.06):	68.00
Left Curb or Sidealk Width (B.G.07):	0.00	Right Curb or Sidewalk Widgth (B.G.08):	0.00
Approach Roadway Width (B.G.09):	68.00	Bridge Median (B.G.10):	0 No median
Skew (B.G.11):	0	Curved Bridge (B.G.12):	CK Kinked girder(s)
Maximum Bridge Height (B.G.13):	41	Sidehill Bridge (B.G.14):	N Not a sidehill bridge
Irregular Deck Area (B.G.15):		Calculated Deck Area (B.G.16):	119,462.

Appraisal data

Approach Roadway Alignment (B.AP.01):	F Fair	Overtopping Likelihood (B.AP.02):	3 Low - once every 26 to 50 years
Scour Vulnerability (B.AP.03):	B Stable w designed & functioni	Scour Plan of Action (B.AP.04):	N A scour POA is required, but n
Seismic Vulnerability (B.AP.05):	0 Seismic evaluation not comple	Storm Surge	R

Railings and Transitions

Railings (B.RH.01):	3503	Transitions (B.RH.02):	3503

Design Data

Superstructure set data

M01 - Superstructure Set 3 - 989 - Type: M Main

Number of Spans (B.SP.02):	14	Number of Beam Lines (B.SP.03):	11
Span Material (B.SP.04):	S02 Steel - welded shapes	Span Continuity (B.SP.05):	2 Continuous
Span Type (B.SP.06):	G01 Girder/beam - I-shaped adjacent	Span Protective System (B.SP.07):	CX Coating - other
Deck Interaction (B.SP.08):	CS Composite - shored construction	Deck Material & Type (B.SP.09):	C01 Reinforced concrete - cast-in-place
Wearing Surface (B.SP.10):	C01 Concrete - monolithic	Deck Protective System (B.SP.11):	0 None
Deck Reinforcing Protective System (B.SP.12):	C01 Coating - epoxy coated	Deck Stay-in-Place Forms (B.SP.13):	M01 Metal

Substructure set data

A01 - Abutments - Type: A Abutment

Number of Sub Units (B.SB.02):	2	Substructure Material (B.SB.03):	C01 Reinforced concrete - cast-in-place
Substructure Type (B.SB.04):	A01 Abutment - cantilever/wall	Substructure Protective System (B.SB.05):	0 None
Foundation Type (B.SB.06):	S02 Drilled shafts - multiple	Foundation Protective System (B.SB.07):	0 None

P01 - Piers - Type: P Pier or Bent

Number of Sub Units (B.SB.02):	13	Substructure Material (B.SB.03):	C01 Reinforced concrete - cast-in-place
Substructure Type (B.SB.04):	P03 Pier - multiple column	Substructure Protective System (B.SB.05):	0 None
Foundation Type (B.SB.06):	S02 Drilled shafts - multiple	Foundation Protective System (B.SB.07):	0 None

Structure Units

Unit Number	Name	Superstructure Set	Substructure Set
1	1		
0	0		

Feature Data

I-195 EB and WB

Feature Name (B.F.03):	I-195 EB and WB	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	195E	EW Eastbound and Westboun	1 Interstate route	1 Mainline

Highway Information

LRS Route ID (B.H.06):	40068660A00	LRS Data as of Date:	
LRS Mile Point (B.H.07):	0.96	Lanes on Highway (B.H.08):	6
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):	N Not on the NHFN
STRAHNET Designation (B.H.05):	1 STRAHNET route		

AADT

AADT (B.H.09):	120,000	Future AADT:	120,000
ADTT (B.H.10):	15,600	Future ADTT:	
Year of AADT (B.H.11):	2,021	Future Year:	2,041
Percent Truck Traffic:	13.00	Directional Percentage:	

Clearances

Highway Maximum Usable Vertical Clearance (B.H.12):	99.90	Highway Minimum Vertical Clearance (B.H.13):	18.00

Highway Minimum Horizontal Clearance, Left (B.H.14):	14.50	Highway Minimum Horizontal Clearance, Right (B.H.15):	14.50
Highway Maximum Usable Surface Width (B.H.16):	83.80		

User Costs

Route Speed:	50	Bypass Detour Length (B.H.17)::	2
Bypass Average Speed:	0	Lanes on Bypass:	

Gano Street

Feature Name (B.F.03):	Gano Street	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	NS Northbound and Southbou	5 City street	1 Mainline

Highway Information

LRS Route ID (B.H.06):		LRS Data as of Date:	
LRS Mile Point (B.H.07):		Lanes on Highway (B.H.08):	2
Functional Classification (B.H.01):	4 Minor Arterial	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):	18,300	Future AADT:	20,200
ADTT (B.H.10):	2,379	Future ADTT:	
Year of AADT (B.H.11):	2,023	Future Year:	2,042
Percent Truck Traffic:	13.00	Directional Percentage:	

Clearances

Highway Maximum Usable Vertical Clearance (B.H.12):	26.50	Highway Minimum Vertical Clearance (B.H.13):	20.40
Highway Minimum Horizontal Clearance, Left (B.H.14):	0.00	Highway Minimum Horizontal Clearance, Right (B.H.15):	14.50
Highway Maximum Usable Surface Width (B.H.16):	43.00		

User Costs

Route Speed:	25	Bypass Detour Length (B.H.17)::	0
Bypass Average Speed:		Lanes on Bypass:	

Water Street

Feature Name (B.F.03):	Water Street	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	NS Northbound and Southbou	5 City street	1 Mainline

Highway Information

LRS Route ID (B.H.06):		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):	81,000	Future AADT:	89,100
ADTT (B.H.10):	10,530	Future ADTT:	
Year of AADT (B.H.11):	2,021	Future Year:	2,041
Percent Truck Traffic:	13.00	Directional Percentage:	

Clearances

Highway Maximum Usable Vertical Clearance (B.H.12):	30.40	Highway Minimum Vertical Clearance (B.H.13):	27.80

Highway Minimum Horizontal Clearance, Left (B.H.14):	0.00	Highway Minimum Horizontal Clearance, Right (B.H.15):	14.50
Highway Maximum Usable Surface Width (B.H.16):	27.50		

User Costs

Route Speed:	25	Bypass Detour Length (B.H.17)::	0
Bypass Average Speed:		Lanes on Bypass:	

Waterfront Drive

Feature Name (B.F.03):	Waterfront Drive	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	NS Northbound and Southbou	5 City street	2 Alternate

Highway Information

LRS Route ID (B.H.06):		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):	81,000	Future AADT:	89,100
ADTT (B.H.10):	10,530	Future ADTT:	
Year of AADT (B.H.11):	2,021	Future Year:	2,041
Percent Truck Traffic:	13.00	Directional Percentage:	

Clearances

Highway Maximum Usable Vertical Clearance (B.H.12):	23.50	Highway Minimum Vertical Clearance (B.H.13):	20.40
Highway Minimum Horizontal Clearance, Left (B.H.14):	0.00	Highway Minimum Horizontal Clearance, Right (B.H.15):	14.50
Highway Maximum Usable Surface Width (B.H.16):	35.50		

User Costs

Route Speed:	25	Bypass Detour Length (B.H.17)::	0
Bypass Average Speed:		Lanes on Bypass:	

SEEKONK RVR & STS

Feature Name (B.F.03):	SEEKONK RVR & STS	Feature Type (B.F.01):	W Waterway
Feature Location (B.F.02):	B	Reported to FHWA:	R

Waterway Details

Navigable Waterway (B.N.01):	Y Navigable waters	Navigation Minimum Vertical Clearance (B.N.02):	41.00
Movable Bridge Maximum Navigation Vertical Clearance (B.N.03):	0.00	Navigable Channel Width (B.N.04):	98.10
Navigation Channel Minimum Horizontal Clearance (B.N.05):	98.10	Substructure Navigation Protection (B.N.06):	2 Protective system in place and functioning.

Inspection Data

Inspection Condition

Deck (B.C.01):	7 Good	Superstructure (B..C.02):	7 Good
Substructure (B.C.03):	6 Satisfactory	Culvert (B.C.04):	N Not Applicable
Bridge Condition Classification (B.C.12):	F Fair	Lowest Condition Rating (B.C.13):	6
Railing (B.C.05):	7 Good	Railing Transition (B.C.06):	6 Satisfactory
Bearing (B.C.07):	5 Fair	Joints (B.C.08):	5 Fair

Other Condition Ratings

Channel (B.C.09):	6 Satisfactory	Channel Protection (B.C.10):	6 Satisfactory
Scour (B.C.11):	3 Major scour; stability seriously affected	NSTM Inspection Condition (B.C.14):	N Not Applicable
Underwater Inspection (B.C.15):	6 Satisfactory		

Appraisal

Approach Roadway Alignment (B.AP.01):	F Fair	Overtopping Liklihood (B.AP.02):	3 Low - once every 26 to 50 years
Scour Vulnerability (B.AP.03):	B Stable w designed & functioning countermeasures	Scour Plan of Action (B.AP.04):	N A scour POA is required, but not implemented.
Seismic Vulnerability (B.AP.05):	0 Seismic evaluation not completed.		
SB/WB Avg Curb Reveal:	3.00	NB/EB Avg Curb Reveal:	3.00

Inspection Notes

Narrative of Inspection Elements (B.IE.11):

Hands on inspection of all structural components above the waterline.

Agency Inspection Notes:

ROUTINE INSPECTION ON: 03/11/2025 (Night), 03/13/2025 and 03/14/2025 (Day), 03/17/2025 (Day), 03/21/2025 (Day), 03/24/2025 through 03/27/2025 (Day), 03/25/2025 (Night), and 04/01/2025, 04/02/2025 (Night), and 04/04/2025 (Day)
TEAM LEADERS: Nicholas Arena, EIT, Aaron Barbosa, EIT, and Nicholas Schur, EIT
STAFF INSPECTORS: Joe Tzanetos, Brian Houle, and Oscar Tavarez

WEATHER: 42°F, Clear (03/11/2025), 53°F, Clear (03/13/2025), 55°F, Fair (03/14/2025), 51°F, Fair (03/17/2025), 54°F, Partly Cloudy (03/21/2025), 42°F, Rainy (03/24/2025), 58°F, Partly Cloudy (03/25/2025), 62°F, Fair (03/26/2025), 65°F, Fair (03/27/2025); 34°F, Fair (04/01/2025); 38°F, Rainy (04/02/2025); 64°F, Clear (04/04/2025)

NBI RATING SUMMARY: The NBI Ratings for the Deck (Item 58) (7-Good), Superstructure (Item 59) (7-Good) and Substructure (Item 60) (6-Satisfactory) have not changed since the previous inspection.

FOLLOW-UP INSPECTION: A follow-up inspection on the scuppers along the Eastbound Lanes was performed on 04/22/2025 to confirm the repairs were completed by Hugo Ortega, EIT and Nicholas Schur, EIT.

RIDOT MAINTENANCE: During the night of 04/01/2025, RIDOT Maintenance was on-site performing repairs and routine maintenance to the scupper grates and deck joints.

DEFLECTION AND VIBRATION: Moderate deflection and vibration was noted during this inspection. The deflection and vibration was within normal tolerances.

VERTICAL CLEARANCES: The minimum vertical underclearance for Gano Street in Span 1 of 26.17’ (26’-2”) was taken below Girder J along the left curb line. Span 1 has a vertical clearance sign posted for 26'-1" attached to the south face of Girder J (Photo 268). The minimum vertical underclearance for Water Street in Span 14 of 27.67’ (27'-8”) was taken below Girder J along the center line of the roadway. Span 14 has a vertical clearance sign posted over Water Street posted for 27'-2" attached to the south face of Girder J (Photo 269). The minimum vertical underclearance for Waterfront Drive in Span 14 of 20.42’ (20'-5”) was taken below the light fixture near Girder I along the left shoulder line.

UTILITIES: The exterior face of both railings at Pier 4 and the exterior face of the south railing at Pier 9, the electrical conduit flexible couplings at the joints are torn and detached (Photos 270 and 271). In Span 12, there is a cable secured along Interior Diaphragm 2 in Bays A through H (Photo 36). The conduit mounted to the underside of Girder G in Span 14 near Interior Diaphragm 3 has moderate corrosion on the north end.

Refer to the attached document labeled "020001-2025-04-04-Additional Inspection Notes.pdf" for additional notes that could not be input into BrM due to the character limits.

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:	Tru	
Utility Duct Bank:	Fa	Sewer:	F	
Oil:	Fa	Fire Alarm:	F	
Gas:	Fa	Fiber Optic:	F	
Electric (lighting):	Tru	Water:	F	

Element Detail

Structure Unit: 0

		Env.	Total Quantity	Unit	CS1		CS2		CS3		CS4	
12	Re Concrete Deck	Mod	119,494	**sq.ft**	0	0	119,486	100%	8	0	0	0
1080	Delamination/Spall/Patched Area		18		0	0	10	56%	8	44	0	0
1090	Exposed Rebar		10		0	0	10	100%	0	0	0	0
1120	Efflorescence/Rust Staining		1		0	0	1	100%	0	0	0	0
1130	Cracking (RC and Other)		119,465		0	0	119,465	100%	0	0	0	0
8382	Stay-in-Place Form		97,500		93,000	95	4,300	4%	200	0	0	0
1000	Corrosion		4,500		0	0	4,300	96%	200	4	0	0
107	Steel Opn Girder/Beam	Mod	16,364	**ft**	16,113	98	229	1%	22	0	0	0
515	Steel Protective Coating		247,490		242,475	98	5,000	2%	0	0	15	0
3420	Peel/Bub/Crack(Stl Protect Coat)		2,515		0	0	2,500	99%	0	0	15	1
3430	Ox Flm/Txt Adhr(Stl Prot Coat)		2,500		0	0	2,500	100%	0	0	0	0
1000	Corrosion		216		0	0	200	93%	16	7	0	0
1020	Connection		12		0	0	6	50%	6	50	0	0
1900	Distortion		20		0	0	20	100%	0	0	0	0
7000	Damage		3		0	0	3	100%	0	0	0	0
205	Re Conc Column	Mod	39	**each**	36	92	3	8%	0	0	0	0
1130	Cracking (RC and Other)		3		0	0	3	100%	0	0	0	0
8368	Graffiti		1,190		790	66	400	34%	0	0	0	0
210	Re Conc Pier Wall	Mod	587	**ft**	254	43	311	53%	22	4	0	0
1080	Delamination/Spall/Patched Area		40		0	0	20	50%	20	50	0	0
1090	Exposed Rebar		2		0	0	2	100%	0	0	0	0
1120	Efflorescence/Rust Staining		1		0	0	1	100%	0	0	0	0
1130	Cracking (RC and Other)		179		0	0	179	100%	0	0	0	0
1190	Abrasion(PSC/RC)		10		0	0	8	80%	2	20	0	0
4000	Settlement		1		0	0	1	100%	0	0	0	0
6000	Scour		100		0	0	100	100%	0	0	0	0
8368	Graffiti		3,240		0	0	3,240	100%	0	0	0	0
215	Re Conc Abutment	Mod	171	**ft**	53	31	115	67%	3	2	0	0
1080	Delamination/Spall/Patched Area		2		0	0	2	100%	0	0	0	0
1120	Efflorescence/Rust Staining		56		0	0	53	95%	3	5	0	0
1130	Cracking (RC and Other)		60		0	0	60	100%	0	0	0	0
220	Re Conc Pile Cap/Ftg	Mod	218	**ft**	0	0	216	99%	2	1	0	0
1080	Delamination/Spall/Patched Area		1		0	0	1	100%	0	0	0	0
1130	Cracking (RC and Other)		1		0	0	1	100%	0	0	0	0
1190	Abrasion(PSC/RC)		62		0	0	60	97%	2	3	0	0
6000	Scour		154		0	0	154	100%	0	0	0	0
225	Steel Pile	Mod	6	**each**	5	83	0	0%	1	17	0	0
1000	Corrosion		1		0	0	0	0%	1	100	0	0
234	Re Conc Pier Cap	Mod	920	**ft**	705	77	214	23%	1	0	0	0
1080	Delamination/Spall/Patched Area		5		0	0	4	80%	1	20	0	0
1120	Efflorescence/Rust Staining		10		0	0	10	100%	0	0	0	0
1130	Cracking (RC and Other)		200		0	0	200	100%	0	0	0	0
300	Strip Seal Exp Joint	Mod	68	**ft**	0	0	23	34%	45	66	0	0
2340	Seal Cracking		44		0	0	0	0%	44	100	0	0
2350	Debris Impaction		23		0	0	23	100%	0	0	0	0
2370	Metal Deterioration or Damage		1		0	0	0	0%	1	100	0	0
301	Pourable Joint Seal	Mod	161	**ft**	125	78	0	0%	36	22	0	0
2330	Seal Damage		2		0	0	0	0%	2	100	0	0
2350	Debris Impaction		25		0	0	0	0%	25	100	0	0
2360	Adjacent Deck or Header		9		0	0	0	0%	9	100	0	0
303	Assem Jnt With Seal	Mod	220	**ft**	0	0	176	80%	2	1	42	19
2340	Seal Cracking		42		0	0	0	0%	0	0	42	100
2350	Debris Impaction		171		0	0	171	100%	0	0	0	0
2360	Adjacent Deck or Header		2		0	0	0	0%	2	100	0	0

2370	Metal Deterioration or Damage		5	0	0	5	100%	0	0	0	0
321	Re Conc Approach Slab	Mod	2,212 **sq.ft**	1,052	48	1,160	52%	0	0	0	0
510	Wearing Surfaces		782	782	100	0	0%	0	0	0	0
1130	Cracking (RC and Other)		100	0	0	100	100%	0	0	0	0
1190	Abrasion(PSC/RC)		1,060	0	0	1,060	100%	0	0	0	0
331	Re Conc Bridge Railing	Mod	3,318 **ft**	2,103	63	1,215	37%	0	0	0	0
1080	Delamination/Spall/Patched Area		1	1	100	0	0%	0	0	0	0
1120	Efflorescence/Rust Staining		200	0	0	200	100%	0	0	0	0
1130	Cracking (RC and Other)		1,000	0	0	1,000	100%	0	0	0	0
7000	Damage		15	0	0	15	100%	0	0	0	0
8060	Scupper	Mod	26 **each**	21	81	0	0%	5	19	0	0
2210	Movement		3	0	0	0	0%	3	100	0	0
7000	Damage		2	0	0	0	0%	2	100	0	0
8213	R/C Return Wall	Mod	70 **ft**	65	93	5	7%	0	0	0	0
1130	Cracking (RC and Other)		5	0	0	5	100%	0	0	0	0
8218	Backwall, All Types	Mod	171 **ft**	160	94	9	5%	2	1	0	0
1080	Delamination/Spall/Patched Area		2	0	0	0	0%	2	100	0	0
1120	Efflorescence/Rust Staining		1	0	0	1	100%	0	0	0	0
1130	Cracking (RC and Other)		8	0	0	8	100%	0	0	0	0
8107	Steel Opn Girder/Beam ENDS	Mod	310 **ft**	300	97	10	3%	0	0	0	0
515	Steel Protective Coating		3,710	3,660	99	40	1%	0	0	10	0
3420	Peel/Bub/Crack(Stl Protect Coat)		50	0	0	40	80%	0	0	10	20
1000	Corrosion		10	0	0	10	100%	0	0	0	0
8366	Rip Rap	Mod	4,200 **sq.ft**	4,200	100	0	0%	0	0	0	0
8370	Steel Diaphragms	Mod	805 **each**	795	99	10	1%	0	0	0	0
515	Steel Protective Coating		24,200	23,695	98	500	2%	0	0	5	0
3420	Peel/Bub/Crack(Stl Protect Coat)		255	0	0	250	98%	0	0	5	2
3430	Ox Flm/Txt Adhr(Stl Prot Coat)		250	0	0	250	100%	0	0	0	0
1000	Corrosion		6	0	0	6	100%	0	0	0	0
1020	Connection		4	0	0	4	100%	0	0	0	0
8316	Isolation Bearing	Mod	172 **each**	21	12	139	81%	12	7	0	0
515	Steel Protective Coating		516	435	84	66	13%	0	0	15	3
3420	Peel/Bub/Crack(Stl Protect Coat)		81	0	0	66	81%	0	0	15	19
1000	Corrosion		42	0	0	42	100%	0	0	0	0
1020	Connection		57	0	0	45	79%	12	21	0	0
2220	Alignment		10	0	0	10	100%	0	0	0	0
2230	Bulging, Splitting or Tearing		2	0	0	2	100%	0	0	0	0
2240	Loss of Bearing Area		40	0	0	40	100%	0	0	0	0

Element Detail

Structure Unit: 0

		Env.	Total Quantity	Unit.	CS1		CS2		CS3		CS4	
12	**Re Concrete Deck**	Mod	**119,494**	**sq.ft**	**0**	**0**	**119,486**	**100**	**8**	**0**	**0**	**0**

Notes: The top of the grooved reinforced concrete deck is bare, with a sacrificial integral wearing surface. The top of deck has minor wear in the wheel lines, minor chips and scrapes in the grooves, minor sand/debris accumulation in the shoulders, cracks and scattered spalls (Photos 6-9, 12-15, 20, and 21). For this inspection report, defects for the top of deck will be noted in the westbound or eastbound lanes, due to the recent change in traffic configuration. The top of deck was scanned by Infrasense to determine defects on the top of deck using ground penetrating radar (GPR), infrared thermography (IR), and high-resolution video (HRV) on November 01, 2024. Refer to that separate report for additional information.

The underside of the deck is covered with stay-in-place forms except for in Bay G and both overhangs (Photos 25-38). The forms have isolated areas of light to heavy corrosion with isolated areas of up to 100% section loss (Photos 39, 40, 46-48, 50-53, and 57). The exposed portions of the underside of the deck have hairline transverse cracks with and without efflorescence, isolated minor spalls/areas of scaling and temporary barrier anchor bolt holes left from construction (Photos 26, 28, 29, 32, 33, 41, 43, 45, 49, and 58).

1080	*Delamination/Spall/Patched Area*	*18.00*	*0.00*	*0.00*	*10.00*	*55.56*	*8.00*	*44.44*	*0.00*	*0*

Notes: Top of Deck:

• All spans, along previous temporary median barrier, there are scattered spalls surrounding the previous anchor bolt holes up to 1'-0" diameter x 1" deep (Photos 7 and 19).

Westbound Lanes:

• In Span 12, the previously noted spalled patch in the right lane near Pier 12 has been re-patched (Photo 17).

Eastbound Lanes:

• In Span 1, the previously noted delamination and spall in the center lane near Pier 1 has a been patched (Photo 20).
• In Span 12, the center lane near Pier 12 has four (4) up to 7" long x 3" wide x 1" deep spalls (Photo 22).
• In Span 12, the center lane near Pier 12 has a 1'-8" long x 10” wide patch with 1/2” deep edge spalling (Photo 22).
• In Span 13, the center lane near Pier 13 has a 1'-0" long x 6" wide patch with minor edge spalls up to 1/4" deep (Photo 23).
• In Span 14, the previously noted spall with exposed rebar in the right exit lane has been patched, adjacent is a 1'-0" diameter bituminous concrete patch (Photo 24).

Underside of Deck:

Along the underside of deck in Bay G, there are mostly sealed previous temporary barrier anchor bolt holes along the full-length of the bridge along the north side of the longitudinal cold joint. There are a few scattered anchor bolts that remain in place and scattered temporary barrier anchor bolt holes that have signs of previous leakage (Photos 42, 43, 45, 49, 54, 55, and 58).

Span 3:

• The underside of deck in Bay G just west of Interior Diaphragm 4 has a 3” long x 8” wide x 1/2” deep spall with exposed rebar (Photo 42).

Span 4:

• The underside of deck in Bay G at Pier 4 along the longitudinal cold joint has an 8” long x 3” wide x 1” deep spall (Photo 44).

Span 9:

• The underside of deck in Bay G just west of the field splice has a previous anchor bolt hole that is not patched (open to the topside) with active leakage (Photo 49).

Span 11:

• The underside of deck in Bay A between Interior Diaphragms 1 and 2 has a 3” long x 7” wide x 2” deep spall with exposed rebar within an area of 100% loss to the stay-in-place form (Photo 50).

Span 13:

• The underside of deck in Bay G near Pier 13 has a 5” long x 2” wide x 1/2” deep shallow rebar spall (Photo 54).
• The underside of deck in Bay G near the Interior Diaphragm 1 has a 3’-6” long x 2’-6” wide x up to 1/4” deep area of spalling/scaling (Photo 55).

Span 14:

• The north overhang at East Abutment 2 has a 3” long x 2-1/2” high x 2” deep spall (Photo 56).
• The underside of deck in Bay G along the longitudinal cold joint has areas of chipping concrete throughout (Photo 58).

1090	*Exposed Rebar*	*10.00*	*0.00*	*0.00*	*10.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0*

Notes: Span 4:

• The underside of the deck at Pier 4 has two (2) shallow rebar (Photo 44).

Refer to Defect 1080 for additional comments.

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.

1130	*Cracking (RC and Other)*	*119,465.00*	*0.00*	*0.00*	*119,465.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0*

Notes: Top of Deck:

• The top of the exposed deck has full-width transverse hairline to 1/16" wide cracks spaced approximately 3’-0” apart and scattered hairline to 1/16" wide longitudinal cracks (Photos 6-9, 12-15, 20, and 21).

• In Span 13, the westbound right lane near midspan has up to 1/8" wide transverse cracks and up to 3/16" wide longitudinal cracks (Photo 18).

• In Span 14, the westbound lanes have up to 3'-0" long x 1/8" wide longitudinal cracks (Photo 19).

Underside of Deck:

The underside of the exposed deck in Bay G and both overhangs have scattered full-width hairline transverse cracks spaced approximately 6’-0” apart throughout with and without light efflorescence and rust stains (Photos 26, 28, 29, 32, 33, 41, 43, 45, 49, and 58). The cracks at the overhangs typically extend onto the vertical face of the bridge railings (Photo 183).

The underside of deck in Bay G at West Abutment 1, Span 4 at Pier 4, Span 9 at Pier 9 and East Abutment 2 has minor leakage along the longitudinal cold joint (Photo 44).

8382	*Stay-in-Place Form*	*97,500.00*	*93,000.00*	*95.38*	*4,300.00*	*4.41*	*200.00*	*0.21*	*0.00*	*0*

Notes: There are stay-in-place forms (SIP) in all bays except for Bay G throughout the bridge (Photos 25-38). The forms have scattered areas of light to heavy corrosion with isolated areas of 100% section loss, mainly at the interfaces between the adjacent form sections, especially in Bays A and I (Photos 39, 40, 46-48, 50-53, and 57).

1000	*Corrosion*	*4,500*	*0*	*0*	*4,300*	*96*	*200*	*4*	*0*	*0*

Notes: The forms have scattered areas of light to heavy corrosion with isolated areas of 100% section loss, mainly at the interfaces between the adjacent form sections, especially in Bays A and I (Photos 39, 40, 46-48, 50-53, and 57).

The SIP forms in Bays A and I adjacent to the scupper downspout connections at scattered locations have moderate corrosion with a few isolated areas of heavy corrosion (Photo 52).

Span 1:
• Bay I between Interior Diaphragms 3 and 4 – Two (2) areas of light to moderate corrosion with isolated areas of heavy corrosion.

Span 2:
• Bay I between Interior Diaphragms 1 and 2 – Five (5) up to 6” long x up to full-width areas of heavy corrosion (Photo 39).
• Bay I between Interior Diaphragms 2 and 3 – Up to 8” long x 3’-0” wide area of heavy corrosion.
• Bay I between Interior Diaphragms 3 and 4 – Six (6) up to 10” long x up to full-width areas of heavy corrosion (Photo 40).

Span 3:
• Bay I between Interior Diaphragms 1 and 2 – Four (4) up to 6” long x full-width areas of heavy corrosion.
• Bay I between Interior Diaphragms 2 and 3 – Three (3) up to 6” long x full-width areas of heavy corrosion.
• Bay I between Interior Diaphragms 3 and 4 – Four (4) up to 5” long x full-width areas of heavy corrosion with isolated up to 1-1/2” diameter corrosion holes.

Span 4:
• Bay I between Interior Diaphragms 1 and 4 – Scattered ribs with up to 2” long x 3’-0” wide light to moderate corrosion.

Span 5:
• Bay E between Interior Diaphragms 1 and 2 – 5” long x 1’-0” wide area of heavy corrosion.
• Bay H between Interior Diaphragms 2 and 3 – Three (3) up to 3” long x 6” wide areas of heavy corrosion.
• Bay I near Interior Diaphragm 2 – Two (2) up to 6” long x 1’-2” wide areas of heavy corrosion with one (1) of the areas with a 1-1/2” diameter corrosion hole (Photo 46).
• Bay I between Interior Diaphragms 3 and 4 – 3” long x 2’-0” wide area of heavy corrosion.
• Bay I near Interior Diaphragm 4 – Two (2) areas of heavy corrosion with one (1) area with three (3) up to 1” diameter corrosion holes (Photo 47).

Span 7:
• Bay I between Interior Diaphragms 4 and 5 – Two (2) areas of moderate to heavy corrosion (Photo 48).
• Bay I at Interior Diaphragm 6 – One (1) area of moderate to heavy corrosion.

Span 8:
• Bay I at Interior Diaphragm 5 – One (1) area of heavy corrosion.

Span 9:
• Bay I between the field splice and Interior Diaphragm 2 – Up to 3” long x 1’-0” wide area of heavy corrosion.

Span 11:
• Bay A between Interior Diaphragms 1 and 2 – 1’-6” long x 4’-0” wide area of heavy corrosion with 100% section loss (Photo 50).
• Bay I between Interior Diaphragms 2 and 3 – Rib section with up to 3” long x 5” wide areas of heavy corrosion.
• Bay I between Interior Diaphragms 3 and 4 – Three (3) up to 5” long x 3’-0” wide areas of moderate to heavy corrosion (Photo 51).

Span 12:
• Bay I between Interior Diaphragms 1 and 4 – Scattered up to 3” long x full-width areas of light to moderate corrosion with isolated areas of heavy corrosion (Photo 53).

Span 14:
• Bay F near Interior Diaphragm 3 – 1’-0” long x 3’-0” wide area of heavy corrosion (Photo 57).
• Bay K between Interior Diaphragms 3 and 4 – 6” long x 3’-0” wide area of heavy corrosion near Interior Diaphragm 3, with additional isolated small spots of light corrosion throughout.

107	**Steel Opn Girder/Beam**	Mod	**16,364**	**ft**	**16,113**	**98**	**229**	**1**	**22**	**0**	**0**	**0**

Notes: The superstructure consists of ten (10) weathering steel plate girders, continuous over all piers except Piers 4 and 9. Span 14 is splayed at East Abutment 2, with two (2) rolled section kicker beams that support the flared section of deck along the south side of the bridge (Photos 25-38).

There are several locations of concrete overpour on the girder webs and bottom flanges throughout the bridge, as well as scattered pigeon debris along the bottom flanges throughout (Photos 73, 84, and 105). At scattered locations throughout the bridge, the girders have uneven bottom flanges up to 1/8" out-of-plane with a few locations up to 5/8" out-of-plane (Photos 87, 93, 95, 96). The fascia girders have scattered 7/8” diameter mis-drilled/unused bolt holes near the piers adjacent to the scupper downspouts, some of which have been filled with bolts (Photos 215 and 230). Girders A and J in Spans 4 and 5 and Girders A, B and C in Span 11 do not have the positive camber shown by adjacent girders and same girders in other spans (Photos 92 and 93). There was no notable change in the camber since the previous inspection.

515	*Steel Protective Coating*	*247,490.00*	*242,475.00*	*97.97*	*5,000.00*	*2.02*	*0.00*	*0.00*	*15.00*	*0*

Notes: The weathering steel girders have a normal chocolate to brown surface patina. Isolated areas of the protective coating have areas of yellow to orange discoloration, most common along the top flanges and isolated locations of poorly formed patina (Photos 67, 73, and 75). The girders have scattered areas with light flaking patina, heaviest at the north face of Girder A along the lower web and bottom flange (Photos 59, 66, 75, and 92).

Below the deck joints at West Abutment 1, East Abutment 2, Pier 4, and Pier 9, all girder ends are painted for a length of approximately 11’-0”. The painted girder ends at the 5’-0” end sections typically have isolated locations of chipped, peeling, and bubbling paint (Photo 211-218).

3420	*Peel/Bub/Crack(Stl Protect Coat)*	*2,515*	*0*	*0*	*2,500*	*99*	*0*	*0*	*15*	*1*

Notes: Below the deck joints at West Abutment 1, East Abutment 2, Pier 4, and Pier 9, the girder ends are painted for a length of approximately 11’-0”. The painted girder ends at the 5’-0” end sections typically have isolated locations of chipped, peeling, and bubbling paint (Photo 211-218).

3430	*Ox Flm/Txt Adhr(Stl Prot Coat)*	*2,500*	*0*	*0*	*2,500*	*100*	*0*	*0*	*0*	*0*

Notes: The weathering steel girders have isolated areas of the protective coating with areas of yellow to orange discoloration, most common along the top flanges and isolated locations of poorly formed patina (Photos 75). The girders have scattered areas with light to moderate flaking patina, heaviest at the north face of Girder A along the lower web and bottom flange (Photos 59, 66, 75, and 92).

Span 5:
• North face of Girder A web near Pier 5 – Two (2) up to 2’-0” long x 3’-6” high areas of inconsistent protective coating with yellow to orange discoloration (Photo 67).

Span 7:
• South face of Girder A bottom flange between the east splice and Interior Diaphragm 7 – Areas of inconsistent coating with yellow to orange discoloration (Photos 73).
• South face of Girder A top flange at the east splice – 9” long x 5” wide area of missing protective coating (Photo 74).

Span 8:
• South face of Girder B web near Pier 7 – Five (5) areas of inconsistent protective coating (Photo 82).

Span 9:
• South face of the Girder G web just west of the splice – 1’-0” long x full-height area of unformed protective coating (Photos 49 and 89).

Span 12:
• Girders E and F – Scattered areas of poorly formed/orange patina along the lower webs and bottom flanges (Photo 36).

Span 13:
• South face of Girder G between Interior Diaphragms 1 and 2 – Scattered areas of inconsistent protective coating along the web and bottom flange.

Span 14:
• Scattered girder splices – Scattered bottom flange splice plates have a loss of the patina coating (Photo 100).

1000	*Corrosion*	*216.00*	*0.00*	*0.00*	*200.00*	*92.59*	*16.00*	*7.41*	*0.00*	*0*

Notes: In all spans, Girder A has scattered areas of flaking patina and patina loss along the north face and the underside of the bottom flange (Photos 59, 66, 72, 75, 78, 92, 98, 99, 100, 101).

Span 1:
• Girder A and Girder B – The underside of the bottom flanges have areas of flaking patina throughout (Photo 59).

Span 4:
• South face of Girder B and north face of Girder C – Full-length areas of light corrosion at the top flange (Photo 63).

Span 5:
• North face of Girder A at the splice – Areas of flaking patina along the lower web and bottom flange around the splice plates with up to 1/16” deep section loss, as well as flaking patina to the bottom flange splice plates and bolts (Photo 66).
• South face of Girder H top flange – Full-length area of light corrosion (Photo 69).

Span 6:
• South face of Girder A at the west splice – Up to 3/16” thick pack rust at the bottom flange gap (Photo 70).

Span 7:
• North face of Girder A lower web – Up to 3” high area of flaking patina at the west and east splices (Photo 72). Similarly, the south face of the west bottom flange splice plates have areas of flaking patina.
• Girder A at both splices – Up to 3/16” thick pack rust at the gap between the bottom flanges (Photos 72 and 73).
• South face of Girders H and I top flanges – Full-length areas of light corrosion (Photo 78).
• South face of Girder J at the east splice – 2’-0” long x up to 2-1/2” high area of flaking patina along the lower web (Photo 80). The bottom flange at the splice gap has up to 1/8” thick pack rust at the south face and up to 1/4” thick pack rust at the north face (Photos 79 and 80).

Span 8:
• North face of Girder A lower web – Up to 3” high area of flaking patina (Photo 81).
• Girder A north face at the west splice – Up to 1/8" thick pack rust between the east bottom flange filler plate and the splice plate (Photo 81).
• South face of Girder B top flange from Pier 8 to the east splice – Light corrosion along the edge.
• Girders H and I in Bay H and south face of Girder I – Full-length areas of light corrosion at the top flange (Photo 86).

Span 9:
• South face of the Girders G, H, and I top flange – Full-length areas of light corrosion along the edge (Photo 90).

Span 10:
• North face of Girder A at the splice – Up to 3” high area of flaking patina along the lower web.

Span 11:
• Girder A between Interior Diaphragms 1 and 2 – 7'-0" long x full-height area of moderate to heavy corrosion on the web that extends on both flanges (Photo 94).

Span 13:
• North face of Girder A at the splice – 4’-3” long x 3” high x up to 1/8" deep area of section loss along the lower web (Photo 97).

Span 14:
• North face of Girder A at the west splice – 4'-4” long x 3" high x up to 1/16” deep area of flaking patina with section loss along the lower web (Photo 99).
• North face of Girder A at the east splice – 6'-0” long x 4” high x 1/16" deep has an area of flaking patina with section loss along the lower web (Photo 101).
• South face of Girder A at the east splice – 5’-6” long x 2-1/2” high area of moderate corrosion along the lower web (Photo 102).

1020	*Connection*	*12.00*	*0.00*	*0.00*	*6.00*	*50.00*	*6.00*	*50.00*	*0.00*	*0*

Notes: Span 4:

• Girder C at the splice – The second bolt from the east in the second row from the south end is not flush with the bottom flange splice plate and has an up to 1/16” gap (Photo 64).

• Girder F at the splice – The second bolt from the west in the second row from the north is not flush with the bottom flange splice plate and has a 1/4” gap (Photo 65).

Span 6:

• Girder H near Pier 5 – The south drip bar has a 7/8” long crack in the east weld. No signs of increasing in length (Photo 71).

Span 7:

• Girder G at the west splice – Three (3) missing bolts in the bottom flange splice plate with stuck alignment pins in place (Photo 76).

• Girder G at the east splice – One (1) missing bolt in the bottom flange splice plates with a stuck alignment pin in place (Photo 77).

Span 8:

• Girders A and B at the west splice and Girders A, B and C at the east splice – The filler plates are sized approximately 1/8” too small, causing minor distortion at the bottom splice plate (Photos 81, 83, and 84).

• North face of Girder G at the east splice – The top splice plate of the bottom flange at the west end is bent upward, 3-1/2” long (north side) x 4-1/2” wide (west side) x up to 3/16” high (Photo 85).

Span 9:

• Girder A at the splice – The furthest northwest bolt is loose and undersized at the bottom flange and the washer is missing (Photo 88).

• Girder B at the splice – The filler plate is sized approximately 1/8” too small, causing minor distortion at the bottom splice plate.

Span 10:

• Girder C at the splice – The bottom flange splice plate has one (1) backed off bolt with up to 1/8” gap (Photo 91).

Span 14:

• North face of Girder B at the east splice – One (1) bolt nut is backed off and one (1) bolt nut has negative threads at the top flange splice plate (Photo 104).

• South face of Girder G at the east splice – One (1) bolt nut has negative threads at the bottom flange splice plate.

1900	*Distortion*	*20.00*	*0.00*	*0.00*	*20.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0*	

Notes: At scattered locations throughout the bridge, the girders have uneven bottom flanges up to 1/8" out-of-plane with a few locations up to 5/8" out-of-plane (Photos 60, 61, 68, 87, 93, 95, and 96).

Span 2:

• Girder I near Interior Diaphragm 3 – The bottom flange is bent upward, 2’-0” long x 5/8” high (Photo 60).

• Girder J near Interior Diaphragm 3 – The bottom flange is bent upwards, 7” long x 1/8” high (Photo 61).

Span 5:

• Girder G approximately 6’-0” from Pier 5 – The bottom flange is bent upward, 1’-0” long x up to 1/8” high at the north face (Photo 68) and 1’-0” long x up to 1/16” high at the south face.

Span 8:

• South face of Girder J just east of the east splice – The bottom flange has a 2’-4” long x 1/8” out-of-plane area of distortion (Photo 87).

7000	*Damage*	*3.00*	*0.00*	*0.00*	*3.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0*	

Notes: Span 3:

• Girder G at Interior Diaphragm 3 – The south edge of the bottom flange has a 3/4” long x 1/4” deep impact gouge (Photo 62).

Span 14:

• South face of Girder B between Interior Diaphragms 3 and 4 – The bottom flange has a 2” long x 1/4” deep impact gouge (Photo 103).

205	**Re Conc Column** Mod	**39**	**each**	**36**	**92**	**3**	**8**	**0**	**0**	**0**	**0**

Notes: There are three (3) reinforced concrete columns at each pier (Photos 106-131). Column A (north column) is supported on an independent drilled shaft while Columns B and C (center and south columns) are supported by a reinforced concrete pier wall with a stone masonry façade that was part of the original structure (Photos 106-131). The concrete columns have isolated vertical and horizontal hairline cracks (Photos 132-134).

1130	*Cracking (RC and Other)*	*3.00*	*0.00*	*0.00*	*3.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0*	

Notes: The south face of Column A at Pier 10 near mid-height has a 6’-6” long vertical hairline crack (Photo 132).

The west face of Column A of Pier 12 at the top has three (3) up to 3’-0” long horizontal hairline cracks (Photo 133).

The west face of Column B at Pier 12 has six (6) up to 1/2 the circumference long horizontal hairline cracks (Photo 134).

8368	*Graffiti*		*1,190.00*	*790.00*	*66.39*	*400.00*	*33.61*	*0.00*	*0.00*	*0.00*		*0*

Notes: The columns were observed to have areas of graffiti and painted over graffiti throughout, especially at the piers on land (Photos 109-111, 118, 119, 124, 126-130).

210	**Re Conc Pier Wall**	Mod	**587**	**ft**	**254**	**43**	**311**	**53**	**22**	**4**	**0**	**0**

Notes: The reinforced concrete pier walls are part of the original structure and support Columns B and C. The piers were observed to have a stone masonry façade from below the water surface to the top of the pier wall. There are spalls with and without exposed rebar, scattered areas of missing mortar between masonry stones, and random cracked or missing stones (Photos 135-149, 151, and 152). There is vagrant debris at the base of Piers 6 and 7 but no signs of vagrant activity (Photo 140). Adjacent to the east face of Pier 10 and both faces of Piers 11-13, there is construction debris that is being stored along the faces of the pier walls (Photos 125-131).

The majority of the pier walls are below the water line, information from the 2025 Underwater Inspection has been included below.

2025 UNDERWATER INSPECTION REPORT NOTES:

For the Underwater Inspection, the Collision Wall for Bridge Nos. 020001 and 020021 were inspected and reported as a single structure. Piers 4 through 9 were included in the underwater inspection from the top of the stone masonry facade (bottom of the pier cope) to the channel bottom. The stone masonry has scattered areas of missing mortar, up to 15% with penetrations up to 12” deep between the stones, cracked stones and missing stones. The reinforced concrete pier wall below the stone masonry at Piers 4 through 8 have abrasion, areas of poor consolidation / voids / spalls, and cracking.

1080	*Delamination/Spall/Patched Area*		*40.00*	*0.00*	*0.00*	*20.00*	*50.00*	*20.00*	*50.00*	*0.00*		*0*

Notes: Pier 6:

• There are up to 3’-0" long x 6” high x 6” deep intermittent voids along the interface of the stone façade and the concrete pier wall.
• The east face near the south end (entrance to original pier interior) has a 2'-0" long x 2’-6" high missing stone (Photo 117).

Pier 7:

• The west face at the south end (entrance to original pier interior) has a 3'-6" long x 5'-0" high area of missing stones (Photo 137).
• The top at the southeast corner of the step has a 7” wide x 3” long (top face) x 2” high x 1-1/4” deep spall (Photo 140).
• The interior face of the north, west and east walls has up to 4” deep spalling with exposed rebar (Photo 141).

Pier 10:

• The previously noted spall at the west face at the construction joint just south of Column C has been patched, the patch was hollow at the time of inspection (Photo 146).
• The previously noted spall at the south face of the step near the west end has been patched (Photo 149).
• The previously noted spall at the east face of the step between Columns B and C has been patched (Photo 150).

Pier 12:

• The north face at the top stone has a 1’-1” wide x 6” high x 2” deep spall (Photo 152).

Pier 13:

• The east face just south of Column C has an 8'-0" long x up to 2’-0" high x up to 3” deep area of spalling with exposed rebar at the decorative detail of the original bridge (Photo 153).

2025 UNDERWATER INSPECTION REPORT NOTES:

Pier 5:

- Reinforced concrete collision wall, South Nose near channel bottom has an area of poor consolidation full width x 3' high x up to 2" deep (See UW Photo No. 7).

Pier 6:

- Reinforced concrete collision wall below the masonry has random areas of poor consolidation up to 16" long x 12" high x 1" deep.
- Concrete / masonry interface has voids up to 3' long x 6" high x 6" deep (See UW Photo No. 11).
- Reinforced concrete collision wall at the South Nose, 4' above channel bottom there is an area of poor consolidation 5' long x 20" high x 3" deep (See UW Photo No. 12).
- Reinforced concrete collision wall below the masonry, Northeast Corner near channel bottom has an area of poor consolidation 3'-6" long down the East Face x 4' long down the North Face x 16" high x 4" deep (See UW Photo No. 13).

Pier 7:

- Reinforced concrete collision wall, Southwest Corner at channel bottom, there is a void 3' long on the West Face x 18" long on the South Face x 12" high x 8" deep (See UW Photo No. 16).
- Reinforced concrete collision wall under the North Fascia of the pedestrian bridge 4' from channel bottom there is an area of poor consolidation 5' long x 6" high x 3" deep.

1090	*Exposed Rebar*	*2.00*	*0.00*	*0.00*	*2.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0*
Notes: Refer to Defect 1080 for comments.										
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.										
1130	*Cracking (RC and Other)*	*179.00*	*0.00*	*0.00*	*179.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0*

Notes: The pier walls have scattered full-height vertical hairline cracks with and without efflorescence and rust staining that extend onto the top face. Wider and more extensive cracking is present as follows:

Pier 4:
• Both faces of the pier wall south of Column C have areas of missing mortar along the vertical joints (Photos 112 and 113).
• The west face of the pier wall south of Column C has up to 1/8” wide vertical cracks in the stones (Photo 112).

Pier 6:
• The west face of the pier wall at the fourth stone from the north end in the second row from the top has a full-height x 1/16” wide vertical crack (Photo 135).
• The west face adjacent to Column C at the first and third stones from the top has two (2) full-height x up to 1/4" wide vertical cracks (Photo 136).

Pier 7:
• The east face at Column C at the top stone has a full-height vertical hairline crack (Photo 138).
• The east face just north of the pedestrian bridge at the third and fourth stone from the top have full-height x up to 1/2” wide vertical cracks and the first and second stones from the top have full-height x up to 1/4” wide vertical cracks (Photo 139).

Pier 8:
• The east face at the north end of the pedestrian bridge at the top two (2) stones have full-height x up to 1/2” wide vertical cracks (Photo 142).

Pier 9:
• The west face south of Column C at the second stone from the top has a full-height x 1/8” wide vertical crack and adjacent areas of missing mortar (Photo 143).
• The west face of the step between Columns B and C has widespread areas of hairline map cracking throughout (Photo 144).
• The north face at the second row of stones from the top has a full-height x up to 1/4” wide vertical crack (Photo 145).

Pier 10:
• Between Columns B and C, there are scattered full-width x 1/8” wide transverse cracks at 3'-0" on center across the top of the pier wall that extend down the vertical faces of the wall (Photo 147).
• The top of the north face near the west end has a 3’-0” long x 1/8” wide vertical crack with 1/4” misalignment between sections (Photo 148).

Pier 11:
• The east face at the south half has scattered full-height x up to 1/16” wide vertical cracks with and without efflorescence (Photo 151).

Pier 12:
• The east face between Columns B and C has a full-height x 1/16” wide vertical crack.

Pier 13:
• The west face has one (1) full-height x up to 1/16” wide vertical crack with moderate efflorescence.
• The east face has one (1) full-height x up to 3/16” wide vertical crack with moderate efflorescence (Photo 153).

2025 UNDERWATER INSPECTION REPORT NOTES:

Pier 4:
- East Face, fourth course has a cracked stone 1/4" wide that extends through the reinforced concrete collision wall to channel bottom with efflorescence and rust staining (See Photo No. 5).

Pier 6:
- Reinforced concrete collision wall, West Face near centerline has a vertical crack up to 5/8" wide extending from the masonry interface down to channel bottom.

Pier 7:
- Reinforced concrete collision wall, East Face has a vertical crack full height x up to 1/2” wide that extends through the collision wall from the masonry façade (See Photo No. 17).

1190	*Abrasion(PSC/RC)*	*10.00*	*0.00*	*0.00*	*8.00*	*80.00*	*2.00*	*20.00*	*0.00*	*0*

Notes: 2025 UNDERWATER INSPECTION REPORT NOTES:

Pier 8:
- Reinforced concrete collision wall below the masonry has abrasion up to 1/2” deep with up to 1” deep at the corners.

4000	*Settlement*	*1.00*	*0.00*	*0.00*	*1.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0*

Notes: 2025 UNDERWATER INSPECTION REPORT NOTES:

Piers 6 and 7:
Both the west and east faces of the pier, there are vertical cracks open to 5/8" wide that extend from the top of the stone masonry facade down to the channel bottom and missing stones that may indicate slight settlement of the pier.

6000	*Scour*	*100.00*	*0.00*	*0.00*	*100.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0*	

Notes: 2025 UNDERWATER INSPECTION REPORT NOTES:

Channel bottom elevations around the pier and pile have the following variations greater than 1.0' as compared to the 2024 Underwater Inspection:

Pier 4:
- Around the concrete caisson pile, there is scour up to 5.0' deep.
- West Face and North Nose, there are random areas of scour up to 2.1' deep.
- West Face at the North and South Ends, 5' off of the pier, there are isolated areas of aggradation up to 1.4' high.
- East Face near the Middle and at the South End, there are areas of scour up to 2.8' deep.
- East Face, 5' and 10' off of the pier face for the full length, there is an area of aggradation up to 6.4' high.
- South Nose, up to 5' off of the pier, there is an isolated area of aggradation 1.4' high.

Pier 5:
- Around the concrete caisson pile, there is aggradation up to 3.1' high.
- Between the North Nose and the caisson pile, there is aggradation up to 2.3' high.
- West Face, there are isolated areas of scour up to 2.6' deep.
- West Face, there are multiple areas of aggradation up to 5.3' high that extend up to 10' off the pier face.
- East Face near the north and south ends, there are two (2) areas of scour up to 8.3' deep.
- East Face from the north end to the south quarter mark, there is an area of aggradation up to 4.2' high extending up to 10' off the pier face.
- North and South Noses, there are areas of aggradation up to 2.3' high.

Pier 6:
- Around the caisson pile, there are areas of aggradation up to 2.7' high with an isolated area of scour up to 3.4' deep on the north side.
- West Face near the northwest corner, there is an area of scour up to 1.6' deep that extends up to 10' off of the pier face.
- West Face from the north quarter point to the south quarter point, there are random areas of aggradation up to 4.4' high that extend up to 10' off the pier face.
- Between the north face and the caisson pile, there is an area aggradation up to 3.1' high that extends to the east face.
- East Face, there are areas of aggradation up to 5.3' high primarily at the northeast and southeast corners which extend to the north and south faces.
- East Face, near the middle, there are isolated areas of aggradation up to 1.1' high.
- South Face, from the middle to the southeast corner, there is an area of aggradation up to 2.4' high that extends to the east face.

Pier 7:
- West and North Faces of the caisson pile, there is aggradation up to 2.5' high with an isolated area of scour up to 1.1' deep on the East face.
- West Face along the pier, there is aggradation up to 6.5' high over the full length, which extends to the North Face.
- West Face full length, 5' and 10' off the pier along the west side of the fender system there is a large area of scour up to 2.1' deep.
- North Face at the northeast corner, there is an area of scour up to 1.4' deep that extends 10' off of the pier face.
- North Face, there is an area of aggradation over the full length of the face x up to 2.6 high which extends from the West Face.
- East Face, 5' and 10' off of the pier, there are multiple areas of aggradation up to 4.4' high.
- East Face along the pier and 5' off, there are isolated areas of scour up to 1.6' deep.

Variations in the channel bottom are likely attributed to the soft and easily transportable composition of the channel bottom material, combined with variations in sounding locations.

8368	*Graffiti*	*3,240.00*	*0.00*	*0.00*	*3,240.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0*	

Notes: The pier walls that are on land were observed to have areas of heavy graffiti throughout (Photos 111, 119, 126-130, 140, and 141).

215	**Re Conc Abutment**	Mod	**171**	**ft**	**53**	**31**	**115**	**67**	**3**	**2**	**0**	**0**

Notes: West Abutment 1 is shared between Bridge No. 020001 and adjacent Bridge No. 070001 to the north. East Abutment 2 is shared between Bridge No. 020001 and adjacent Bridge No. 020021 to the south. The abutments have random delaminated areas, spalls, efflorescence and active leakage, and hairline cracks with and without efflorescence (Photos 154, 155, 157-160). There are scattered areas of light to moderate bird debris, bird nests, and construction debris on both abutment bridge seats (Photos 156 and 258).

1080	*Delamination/Spall/Patched Area*	*2.00*	*0.00*	*0.00*	*2.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0*

Notes: The north face of East Abutment 2 at the top has a 11” wide x 2’-6” high x 7” deep spall with an adjacent 1’-0” wide x full-height delaminated area (Photo 158).

1120	*Efflorescence/Rust Staining*	*56.00*	*0.00*	*0.00*	*53.00*	*94.64*	*3.00*	*5.36*	*0.00*	*0*

Notes: The East Abutment 2 breastwall below Bay J to the south end has efflorescence and active leakage emanating from the horizontal construction joint near the base (Photo 160).

Refer to Defect 1130 for additional comments.

1130	*Cracking (RC and Other)*	*60.00*	*0.00*	*0.00*	*60.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0*

Notes: The abutment breastwalls have random areas of hairline map cracking (Photos 154 and 155).

West Abutment 1:
• The breastwall has scattered hairline vertical and diagonal cracks, most of which have been sealed (Photo 154).
• The lower portion of the breastwall below Bays H and I has a 20’-0” long hairline horizontal crack with leakage staining and heavy efflorescence (Photo 157).

East Abutment 2:
• The north face of the breastwall has a 9’-0” high x 1/4” wide vertical crack below a spall near the bridge seat (Photo 158).
• The East Abutment 2 breastwall below Bay D at mid-height has a 3’-0” long hairline horizontal crack with light efflorescence (Photo 159) and two (2) 5’-0” long sealed hairline diagonal cracks with efflorescence near the base and one (1) 5'-0" long hairline diagonal crack with efflorescence at the drainpipe (Photo 155).
• Below Girder J in Bay I, the breastwall near the base has a 2’-6” long hairline diagonal crack with efflorescence and rust staining (Photo 160).

220	**Re Conc Pile Cap/Ftg**	Mod	**218**	**ft**	**0**	**0**	**216**	**99**	**2**	**1**	**0**	**0**

Notes: The previously noted area of exposed pile cap at Pier 10 has been covered by an area of dumped rip-rap (Photos 148 and 161).

2025 UNDERWATER INSPECTION REPORT NOTES:

The pier walls are founded on reinforced concrete footings with timber piles. The sloped concrete footings steps out 18" to 2’ from the pier face then slopes downward at a 45 degree angle. Piers 4, 5, 8 and 9 have exposed footings up to 8’ high (full-height) with abrasion, poor consolidation / voids / spalls, cracking. Pier 8 has an exposed tremie up to 8" high.

1080	*Delamination/Spall/Patched Area*	*1.00*	*0.00*	*0.00*	*1.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0*

Notes: 2025 UNDERWATER INSPECTION REPORT NOTES:

Pier 8:
- East Face of the footing 4’ north the Southeast Corner has a void 3' long x 12" high x 6" deep.

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

Notes: 2025 UNDERWATER INSPECTION REPORT NOTES:

Pier 8:
- West and East Faces, up to 23' from the South Nose, footing has vertical cracks up to 1/4" wide with edge spalls 6” long x 2” wide x 1” deep.

Pier 9:
- West Face near centerline there is a vertical crack up to 1/2" wide, that extends from the masonry.

1190	*Abrasion(PSC/RC)*	*62.00*	*0.00*	*0.00*	*60.00*	*96.77*	*2.00*	*3.23*	*0.00*	*0*

Notes: 2025 UNDERWATER INSPECTION REPORT NOTES:

Piers 4, 5, 8 and 9 have exposed footings up to 8’ high (full-height) with abrasion.

6000	*Scour*	*154.00*	*0.00*	*0.00*	*154.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0*

Notes: The previously noted area of exposed pile cap at Pier 10 has been covered by an area of dumped rip-rap (Photos 148 and 161).

2025 UNDERWATER INSPECTION REPORT NOTES:

Pier 4:
East Face of the footing is exposed intermittently including 10' long at the north end, 22' long at the south end and up to 2' high (maximum at the southeast corner). South Face of the footing is exposed 9` long at the east end (previously exposed up to 20' long x at the north end, 15' long at the south end).

Pier 5:
South Face of the footing is exposed 6' long x up to 5" high (maximum at the South Nose; previously exposed 15' long x up to 10" high).

Pier 8:
North Face of the footing is exposed full length x up to 4.5' high (no change) extending down the West Face 12' long and the East Face 9' long (maximum at the Northeast Corner). The East Face of the footing is intermittently exposed full-length x up to 3' high. South Face of the footing is exposed full length x up to full height (8') (no change) extending down the West Face 10' long and down the East Face 15' long. South Face of the tremie (steps out 2' from the footing) is exposed full length x up to 8" high (maximum at Southeast Corner; previously exposed up to 1.5' high). No exposure on the East or West Face (previously exposed 2' long down each face).

Pier 9:
West Face of the footing is exposed from the Northwest Corner to 18' north of the Southwest Corner up to 4.5' high (maximum near centerline; no change of height).

225	**Steel Pile**	Mod	**6**	**each**	**5**	**83**	**0**	**0**	**1**	**17**		**0**	**0**

Notes: 2025 UNDERWATER INSPECTION REPORT NOTES:

There is a steel encased reinforced concrete caisson pile at the upstream (north) end of the Piers 4 through 9. The caisson pile has a fiberglass jacket in place that extends 8' to 10' down from the underside of the concrete cap section.

1000	*Corrosion*	*1.00*	*0.00*	*0.00*	*0.00*	*0.00*	*1.00*	*100.00*	*0.00*	*0*

Notes: 2025 UNDERWATER INSPECTION REPORT NOTES:

Piers 4 through 9:
Exposed steel below the jacket of the steel encased reinforced concrete piles have minor corrosion with pitting up to 1/16" deep.

234	**Re Conc Pier Cap**	Mod	**920**	**ft**	**705**	**77**	**214**	**23**	**1**	**0**		**0**	**0**

Notes: There are reinforced concrete pier caps at each pier that have a few scattered minor spalls, scattered hairline vertical cracks, typically adjacent to the columns, and areas of light rust stains (Photos 162-172). Some of the piers have pigeon debris on the beam seats and scattered areas of construction debris.

At Pier 4, there is active leakage due to tears in the joint seal above (Photos 113, 214 and 217).

1080	*Delamination/Spall/Patched Area*	*5.00*	*0.00*	*0.00*	*4.00*	*80.00*	*1.00*	*20.00*	*0.00*	*0*

Notes: Pier 1:
- The previously noted spall at the bottom edge of the west face below Bay C has a been patched (Photo 162).

Pier 2:
- The west face at the north end has a 6" long x 1'-1" high x 1" deep spall (Photo 164).

Pier 6:
- Girder C pedestal at the southwest corner of the bearing masonry plate has a 2-1/2" diameter x 1/2" deep spall (Photo 165).
- The east face below Girder C near the top has a 1-1/2" diameter x 3" deep spall (Photo 166).
- The underside of the cap has scatted exposed rebar chairs.

Pier 9:
- The underside of the Pier 9 cap between Columns B and C has a full-width x 3/4" long x 3/4" deep area of honeycombing (Photo 168).

Pier 10:
- The east face of the pier cap below Girder A at the bottom has an 11" long x 9" high x 3" wide (underside) x 1" deep spall (Photo 169).

Pier 13:
- The east face below Girder D along the bottom edge has a 6" long x 4" high x 3" wide (underside) x 3/4" deep spall (Photo 172).

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

Notes: The pier caps have areas of light rust staining (Photos 112, 113, 117, 119, 121, 125, and 128).

Refer to Defect 1130 for additional comments.

1130	*Cracking (RC and Other)*	*200.00*	*0.00*	*0.00*	*200.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0*

Notes: The pier caps have scattered up to full-height hairline vertical and diagonal cracks with and without efflorescence and rust stains, typically adjacent to the columns. Some of the vertical cracks continue across the top and underside of the pier caps (Photos 163, 167, 170, and 171).

300	**Strip Seal Exp Joint**	Mod	**68**	**ft**	**0**	**0**	**23**	**34**	**45**	**66**	**0**	**0**

Notes: The roadway above West Abutment 1 has a strip seal expansion joint. The joint has scattered torn, depressed, and missing sealant and light to moderate accumulation of debris (Photos 173 and 174).

2340	*Seal Cracking*	*44.00*	*0.00*	*0.00*	*0.00*	*0.00*	*44.00*	*100.00*	*0.00*	*0*

Notes: The joint seal has areas of torn, depressed and missing sealant (Photos 173 and 174).

2350	*Debris Impaction*	*23.00*	*0.00*	*0.00*	*23.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0*

Notes: The joint has a light to moderate accumulation of debris (Photos 173-175).

2370	*Metal Deterioration or Damage*	*1.00*	*0.00*	*0.00*	*0.00*	*0.00*	*1.00*	*100.00*	*0.00*	*0*

Notes: The eastbound center lane west joint armor has a full-width crack in the left wheel line (Photo 175).

301	**Pourable Joint Seal**	Mod	**161**	**ft**	**125**	**78**	**0**	**0**	**36**	**22**	**0**	**0**

Notes: The roadway above West Abutment 1 and East Abutment 2 has pourable joint seals along the interface with the approach slabs. The pourable joint seal headers have been repaired since the previous inspection, and the sealing material has widespread moderate to heavy accumulation of debris, isolated seal damage, and areas of missing sealant (Photos 173-178).

2330	*Seal Damage*	*2.00*	*0.00*	*0.00*	*0.00*	*0.00*	*2.00*	*100.00*	*0.00*	*0*

Notes: There are isolated up to 3'-0" long areas of missing sealant at West Abutment 1 in the westbound lanes (Photo 173) and 1'-0" long sections of missing sealant in the eastbound lanes (Photos 176).

2350	*Debris Impaction*	*25.00*	*0.00*	*0.00*	*0.00*	*0.00*	*25.00*	*100.00*	*0.00*	*0*

Notes: The East Abutment 2 joint has a moderate to heavy accumulation of debris (Photos 177-178).

2360	*Adjacent Deck or Header*	*9.00*	*0.00*	*0.00*	*0.00*	*0.00*	*9.00*	*100.00*	*0.00*	*0*

Notes: The West Abutment 1 and East Abutment 2 pourable joint headers have been repaired since the previous inspection (Photos 173-178).

303	**Assem Jnt With Seal**	Mod	**220**	**ft**	**0**	**0**	**176**	**80**	**2**	**1**	**42**	**19**

Notes: The roadway above West Abutment 1, Pier 4, Pier 9, and East Abutment 2 has modular expansion joints. The modular expansion joints have areas of minor plow damage, areas of torn, missing and depressed sealant, and light to moderate accumulation of sand and debris with isolated areas of heavy accumulation (Photos 173-182). The expansion joints all have thumping under live load.

2340	*Seal Cracking*	*42.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*42.00*	*100*

Notes: The Pier 4 joint has areas of torn and missing sealant in the eastbound right and center lanes (Photo 180).

The Pier 9 joint has areas of moderate depressions in the sealant and isolated tears in the eastbound roadway (Photo 182).

The West Abutment 1 and East Abutment 2 modular joint have areas or torn, missing and depressed sealant throughout (Photos 173, 174, 177, and 178).

2350	*Debris Impaction*	*171.00*	*0.00*	*0.00*	*171.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0*

Notes: The modular joints have light to moderate accumulation of debris throughout, with heavy accumulation at the shoulders (Photos 173-177, 179-182).

2360	*Adjacent Deck or Header*	*2.00*	*0.00*	*0.00*	*0.00*	*0.00*	*2.00*	*100.00*	*0.00*	*0*

Notes: The Pier 4 joint east header in the eastbound right lane has a 1’-8” long x 3-1/2” wide x up to 1” deep spall (Photo 180).

2370	*Metal Deterioration or Damage*	*5.00*	*0.00*	*0.00*	*5.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0*

Notes: The Pier 4 joint has an area of minor plow damage to the steel armor in the eastbound right lane and right shoulder (Photo 180).

The Pier 9 joint has areas of minor plow damage to the steel armor in the eastbound lanes (Photo 182).

The East Abutment 2 joint has area of minor plow damage to the steel armor in the eastbound center and left travel lanes (Photos 178).

321	**Re Conc Approach Slab**	Mod	**2,212**	**sq.ft**	**1,052**	**48**	**1,160**	**52**	**0**	**0**	**0**	**0**

Notes: There are reinforced concrete approach slabs at each end of the bridge. The west approach slab is concealed from view by a bituminous wearing surface (Photos 10 and 11). The east approach slab is exposed (Photos 5, 16, and 178).

510	*Wearing Surfaces*	*782.00*	*782.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0*

Notes: The west approach wearing surface has no significant deficiencies at the time of this inspection (Photos 10 and 11).

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

Notes: The east approach slab has scattered 1/16” wide longitudinal cracks in the off-ramp lane and in the westbound left lane (Photos 16, 177, and 188).

1190	*Abrasion(PSC/RC)*	*1,060.00*	*0.00*	*0.00*	*1,060.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0*

Notes: The east approach slab has areas of minor to moderate wear and a few minor gouges and scrapes (Photos 5, 16, and 188).

331	**Re Conc Bridge Railing**	Mod	**3,318**	**ft**		**2,103**	**63**		**1,215**	**37**		**0**	**0**		**0**	**0**

Notes: There are reinforced concrete bridge railings along both sides of the bridge that extend beyond the approaches. The railings have scattered hairline vertical cracks, some with light efflorescence, a few isolated impact scrapes and scattered minor gouges (Photos 184-187). There is a temporary construction fence attached throughout the full-length of the north railing due to the ongoing demolition of the adjacent Washington Bridge North structure (Photos 5, 11, 12, 14, and 15).

The southwest approach rail is comprised of moveable jersey-style barriers. The barriers are misaligned and not secured to each other creating up to 2'-4" long gaps between sections. The previously noted protruding barrier has been realigned since the previous inspection.

1080	*Delamination/Spall/Patched Area*	*1.00*	*1.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0*

Notes: South Bridge Railing:
- Span 5, at the west quarter point - 4" long x 5" high x 1" deep spall (Photo 185).

1120	*Efflorescence/Rust Staining*	*200.00*	*0.00*	*0.00*	*200.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0*

Notes: Refer to Defect 1130 for comments.

1130	*Cracking (RC and Other)*	*1,000.00*	*0.00*	*0.00*	*1,000.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0*

Notes: The exterior faces of the bridge railings have up to full-height hairline vertical through cracks, some with efflorescence, spaced approximately 3'-0" apart (Photo 183).

South Bridge Railing:
- Span 5, sixth light standard from the west end – 8" long hairline crack extending from the northwest anchor bolt (Photo 280).
- Span 9, sixth light standard from the west end – 9" long hairline crack extending from the northwest anchor bolt (Photo 287).

7000	*Damage*	*15.00*	*0.00*	*0.00*	*15.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0*

Notes: The interior faces of the bridge railings have scattered minor impact scrapes throughout (Photo 184, 186, and 187).

South Bridge Railing:
- Span 11, at the east third point – Six (6) up to 2'-0" long x up to 3" high x up to 3/8" deep impact gouges (Photo 186).
- Span 13, near Pier 13 – Several up to 2'-0" long x 1" high x 1/8" deep impact gouges (Photo 187).

8060	**Scupper**	Mod	**26**	**each**		**21**	**81**		**0**	**0**		**5**	**19**		**0**	**0**

Notes: The scupper grates consist of a three (3) piece slotted grate with two (2) connection bolts per grate section. Most of the original slotted grate sections have been replaced with a flat steel plate with large drain hole slots cut out that were tack welded to the perimeter of the scupper frame. The replacement sections were installed after the original grate sections broke and were unable to be replaced. Some of the replacement sections are loose and there are several cracked tack welds (Photos 189-206). Refer to "020001-2025-04-04-Element 8060-Table 1.pdf" for specific defects and locations.

Due to the changed lane configuration on the bridge expected to be in place for a few years, a significant amount of traffic will be traveling directly over the scupper grates potentially causing more to break, become loose, and shift out of place. Green recommends regular inspections and maintenance of the grates to ensure they remain secure while the temporary traffic configuration is in place.

There is a clogged catch basin at the base of East Abutment 2 that has caused standing water along the base of the breastwall extending up to the full-length of the abutment (Photo 160).

The downspout at West Abutment 1 below Bay I has evidence of a past clogged bell reducer due to leakage staining along the pipe. The bell reducer at the south end of Pier 5 was clogged and overflowing at the time of inspection (Photo 241).

The north downspout at Pier 2 has a 4'-0" long missing/broken section at the bottom.

On the west face of Pier 3, the previously noted severed anchor rods have been repaired (Photos 207 and 208).

The north downspout at Pier 4 has an 8'-0" long missing/broken section at the base. The middle two (2) anchor roads are broken and bent to the north, and the lower two (2) anchor rods are severely bent to the south (Photo 209).

On the east face of Pier 10, the previously noted disconnected anchor rod has been repaired (Photo 210).

2210	*Movement*	*3.00*	*0.00*	*0.00*	*0.00*	*0.00*	*3.00*	*100.00*	*0.00*	*0*

Notes: Refer to "020001-2025-04-04-Element 8060-Table 1.pdf" for specific defects and locations.

7000	*Damage*	*2.00*	*0.00*	*0.00*	*0.00*	*0.00*	*2.00*	*100.00*	*0.00*	*0*

Notes: Refer to "020001-2025-04-04-Element 8060-Table 1.pdf" for specific defects and locations.

8213	**R/C Return Wall**	Mod	**70**	**ft**		**65**	**93**		**5**	**7**		**0**	**0**		**0**	**0**

Notes: There is a reinforced concrete return wall at the northeast corner of the bridge that has an architectural finish with hairline vertical cracks, previously noted vegetation growth has been removed (Photo 219).

1130	*Cracking (RC and Other)*	*5.00*	*0.00*	*0.00*	*5.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0*

Notes: The northeast return wall has up to 10’-0” long hairline vertical cracks that extend from the weep holes in the architectural finish (Photo 219).

8218	**Backwall, All Types**	Mod	**171**	**ft**		**160**	**94**		**9**	**5**		**2**	**1**		**0**	**0**

Notes: There are reinforced concrete backwalls at both abutments. The backwalls have isolated spalls and scattered hairline vertical cracks with and without efflorescence (Photos 220-222).

1080	*Delamination/Spall/Patched Area*	*2.00*	*0.00*	*0.00*	*0.00*	*0.00*	*2.00*	*100.00*	*0.00*	*0*	

Notes: The north end of the East Abutment 2 backwall behind Girder A has a 2’-0” long x 7” high x 1’-2” deep spall at the top (Photo 221).

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.

1130	*Cracking (RC and Other)*	*8.00*	*0.00*	*0.00*	*8.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0*	

Notes: The abutment backwalls have scattered full-height hairline vertical cracks with and without efflorescence (Photos 220 and 222).

8107	**Steel Opn Girder/Beam ENDS**	Mod	**310**	**ft**		**300**	**97**		**10**	**3**		**0**	**0**		**0**	**0**

Notes: The girder ends are painted below the deck joints at the abutments and at Piers 4 and 9. The girder ends are in overall good condition with isolated locations of chipped and peeling paint and light corrosion (Photos 211-218). There are also isolated locations of concrete overpour. The girder ends have 7/8” diameter mis-drilled/unused bolt holes at several locations adjacent to the downspouts, some of these have been filled with bolts and nuts (Photos 215 and 230).

515	*Steel Protective Coating*	*3,710.00*	*3,660.00*	*98.65*	*40.00*	*1.08*	*0.00*	*0.00*	*10.00*	*0*	

Notes: The painted girder ends have isolated areas of chipped and peeling paint with light to moderate corrosion (Photos 211-218).

3420	*Peel/Bub/Crack(Stl Protect Coat)*	*50*	*0*	*0*	*40*	*80*	*0*	*0*	*10*	*20*	

Notes: The painted girder ends have isolated areas of chipped and peeling paint with light to moderate corrosion (Photos 211-218).

In Spans 9 and 10, the west face of the bearing stiffeners are not painted at Girders G and H over Pier 9 (Photos 265 and 266).

Refer to Defect 1000 for additional deficiencies and locations.

1000	*Corrosion*	*10.00*	*0.00*	*0.00*	*10.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0*	

Notes: West Abutment 1:

• The north face of Girder A has a 1’-6" long x 9" wide (top and bottom faces of bottom flange) x 4-1/2” high area of peeling and bubbling paint with light corrosion along the lower web and north half of the bottom flange (Photo 211).

Span 4 at Pier 4:

• The north face of Girder H has peeling paint with light corrosion on the bottom flange and lower web (Photo 213).

• The bottom flanges of Girders I and J have peeling paint with light to moderate corrosion over the bearing (Photos 214 and 217).

Span 5 at Pier 4:

• The north face of Girder A has a 2’-0” long x full-width area of peeling paint with light corrosion at the bottom flange that extends up to 3” high along the lower web over the bearing (Photo 215).

• The north and south faces of Girder I has an area of light to moderate corrosion on the bottom flange over the bearing (Photos 214 and 216).

• The north and south faces of Girder J has an area of light to moderate corrosion on the bottom flange over the bearing and the north face has a few scattered areas of peeling paint with light to moderate corrosion (Photo 217).

At Pier 9:

• The north faces of Girder J in Spans 9 and 10 has moderate corrosion on the bottom flange that extends onto the bearing stiffeners (Photo 218).

8366	**Rip Rap**	Mod	**4,200**	**sq.ft**		**4,200**	**100**		**0**	**0**		**0**	**0**		**0**	**0**

Notes: There is evidence of scattered rip-rap / concrete rubble up to 2' diameter along the east side of Pier 5. The Southwest Channel Embankment has stone block slope protection (see UW Photo No. 22).

Additional rip rap has been added to the previously exposed northwest corner of Pier 10.

8370	**Steel Diaphragms**	Mod	**805**	**each**		**795**	**99**		**10**	**1**		**0**	**0**		**0**	**0**

Notes: The interior diaphragms are numbered from west to east within each span. The interior and end diaphragms have scattered areas of yellow to orange patina with scattered locations of concrete debris/over-pour from construction and isolated locations of connection deficiencies (Photos 259-263). The end diaphragms below the deck joints at the abutments and at Piers 4 and 9 are painted (Photos 258, 264, 265, and 266).

515	*Steel Protective Coating*	*24,200.00*	*23,695.00*	*97.91*	*500.00*	*2.07*	*0.00*	*0.00*	*5.00*	*0*	

Notes: The interior diaphragms and most end diaphragms are protected by a weathering steel patina. The weathering steel diaphragms have a normal surface patina with some scattered areas of yellow to orange discoloration (Photo 260).

The end diaphragms below the deck joints at both abutments and at Piers 4 and 9 and a few interior diaphragms near East Abutment 2 are painted. The connection bolts at West Abutment 1, Span 5 at Pier 4, and Span 9 at Pier 9 in all bays are not painted (Photos 264-266).

3420	*Peel/Bub/Crack(Stl Protect Coat)*	*255*	*0*	*0*	*250*	*98*	*0*	*0*	*5*	*2*

Notes: The end diaphragms below the deck joints at both abutment and at Piers 4 and 9 have isolated areas of peeling paint with light corrosion (Photo 264).

3430	*Ox Flm/Txt Adhr(Stl Prot Coat)*	*250*	*0*	*0*	*250*	*100*	*0*	*0*	*0*	*0*

Notes: The weathering steel diaphragms have a normal surface patina with some scattered areas of yellow to orange discoloration (Photo 260).

In Span 5, Bay A, Intermediate Diaphragms 2, 3, and 4 have minor loss of patina on the bottom angle (Photo 260).

1000	*Corrosion*	*6.00*	*0.00*	*0.00*	*6.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0*

Notes: At West Abutment 1, the end diaphragm in Bay G has small areas of peeling paint with light corrosion on the east edge of the top and bottom flange (Photo 258).

In Span 4 at Pier 4, the end diaphragm in Bay G has an area of peeling paint with light corrosion along the center of the top flange and along the bottom flange at the connection to Girder H (Photo 44).

In Spans 9 and 10 at Pier 9, the end diaphragm in Bay G has an up to 1’-0” long areas of peeling paint with light corrosion at the top flange due to leakage from the cold joint in the deck (Photo 264).

In Span 10 at Pier 9, the west face of the of the end diaphragm connection plates and bolts in Bay G are not painted (Photos 265 and 266).

In Span 14 in Bay H, Interior Diaphragm 7 has minor peeling paint with light corrosion (Photo 267).

1020	*Connection*	*4.00*	*0.00*	*0.00*	*4.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0*

Notes: Throughout the bridge, in Bay G there are filler plates installed at the connections to the girders. In several spans, the interior diaphragms in Bay G have plate washers overlapping adjacent washers and slightly bent washers (Photo 259).

In Bay G at Pier 5, the end diaphragm connection to Girder G has two (2) bolts with up to 1/4” gaps, with one (1) bolt having negative thread at the bottom row (Photo 261).

In Span 6, Interior Diaphragm 6 on the south face of the Girder G connection, the top bolt of the top connection plate has a crack on the vertical face of the bolt head that measures the full-thickness of the bolt head (Photo 262). The crack has not increased in size since the previous inspection.

In Span 7, Interior Diaphragm 4 at the south face of Girder F connection has the second bolt from the bottom loose and underthreaded bolt nut (Photo 263).

At Pier 9 in Span 10, the bolts at the end diaphragm connections to Girders G and H in Bay G are loose and/or not fully engaged. There are gaps between the diaphragms and connection plates up to 9/16” wide at Girder G and up to 11/16” wide at Girder H (Photos 265 and 266).

8316	**Isolation Bearing** Mod	**172**	**each**	**21**	**12**	**139**	**81**	**12**	**7**	**0**	**0**

Notes: There are isolation bearings at all piers and both abutments. Several of the bearings have light to moderate corrosion, bent anchor bolts, areas of differential compression, backed off bolt nuts and concrete debris/over-pour from construction (Photos 165 and 223-257). There are isolated bearings with gaps between the masonry plate and the pedestal (Photos 165 and 230-232). These gaps are as-built conditions and no additional signs of distress were noted. There are widespread locations of misalignment and girder bottom flanges that are not centered on the sole plate, which are a result of construction (Photos 234 and 235).

Refer to attached file "020001-2025-04-04-Element 8316-Table-2.pdf" for specific deficiencies.

The bearing defect table only include defects and not include as-built offsets as these cannot change between inspection cycles due to the welded connections between the sole plate and bottom flange and the end diaphragm and deck connections between the girders.

There are isolated bearings with gaps measuring up to 1/4” between the girder bottom flanges and sole plates. These gaps are as-built conditions and no additional signs of distress were noted (Photos 236, 240, 241, 247, and 253). For specific locations of these gaps, see attachment "020001-2025-04-04-Element 8316-Table-2.pdf".

515	*Steel Protective Coating*	*516.00*	*435.00*	*84.30*	*66.00*	*12.79*	*0.00*	*0.00*	*15.00*	*3*

Notes: The isolation bearings have a galvanized coating on the masonry and sole plates. The protective coating at several bearings has areas of failed coating with light to moderate corrosion (Photos 233, 242, 246, 247, 250, and 252).

3420	*Peel/Bub/Crack(Stl Protect Coat)*	*81*	*0*	*0*	*66*	*81*	*0*	*0*	*15*	*19*

Notes: The galvanized protective coating at several bearings has areas of failed coating with light to moderate corrosion (Photos 233, 242, 246, 247, 250, and 252).

1000	*Corrosion*	*42.00*	*0.00*	*0.00*	*42.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0*

Notes: There are widespread areas of light to moderate surface corrosion on the bearing assemblies throughout the bridge, most prevalent below the deck joints at both abutments and Piers 4 and 9 (Photos 233, 246, 247, 250, and 252).

At East Abutment 2, the bearings of Girders B and H have heavy corrosion to the masonry plate (Photo 256). Additionally, the Kicker Beam L bearing has moderate to heavy surface corrosion on the masonry plate (Photo 257). At Pier 9, the bearings of Girder J in Spans 9 and 10 have areas of heavy corrosion at the masonry plate (Photo 218).

1020	*Connection*	*57.00*	*0.00*	*0.00*	*45.00*	*78.95*	*12.00*	*21.05*	*0.00*	*0*

Notes: The bearing connection hardware consists of anchor rods, nuts, bolts, and washers. Numerous bearing fasteners are either loose, tilted, backed off, or missing (Photos 223-232, 237-239, 242-245 and 248-257).

Refer to attached file "020001-2025-04-04-Element 8316-Table-2.pdf" for specific deficiencies.

2220	*Alignment*	*10.00*	*0.00*	*0.00*	*10.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0*

Notes: There are widespread locations where the girder bottom flanges are not centered on the sole plate, which are a result of construction (Photos 234 and 235).

2230	*Bulging, Splitting or Tearing*	*2.00*	*0.00*	*0.00*	*2.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0*

Notes: Isolated bearings throughout the structure are compressed differentially, up to 3/8”, which is within the normal expected range (Photos 233-236).

Refer to attached file "020001-2025-04-04-Element 8316-Table-2.pdf" for specific deficiencies.

2240	*Loss of Bearing Area*	*40.00*	*0.00*	*0.00*	*40.00*	*100.00*	*0.00*	*0.00*	*0.00*	*0*

Notes: Most of the bearings have up to 5/8” high (Girder J at Pier 2, Girder H at Pier 3, Girder C at Pier 6) gaps between the masonry plate and the top surface of the concrete pedestal along the north and south edges of the masonry plate. These gaps are the result of the top surface of the concrete pedestal having an uneven finish at these locations. The unsupported area typically does not extend within the anchor bolts (Photos 165, 230-232, and 244).

Load Rating Event

Event Name:	2024-03-27-4296	Load Rating Date (B.LR.03):	
Load Rater:	AECOM	Reviewer:	RIDOT-KL
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:	[2/15/24] Request for AECOM/CE&C to updated LR to reflect the 6 lane traffice condition.		
Wearing Surface / Fill Depth:	0.00 inches	Category:	

Vehicle Name	Rating	Gross	Inventory (B.I.R.05)	Operating (B.I.R.06)	Controlling Legal (B.I.R.07)	Location	Description
H_20	2.41	48.20					
HL-93 Operating	0.88	31.68		Opr			
HL-93 Inventory	0.68	24.48	Inv				
AASHTO Type 3	1.99	49.75					
AASHTO Type 3S2	1.54	55.44					
AASHTO Type 3-3	1.47	58.80					
AASHTO SU4 truck	1.83	49.41					
AASHTO SU5 truck	1.61	49.91					
AASHTO SU6 truck	1.47	51.08					
AASHTO SU7 truck	1.35	52.31			Legal		
FHWA Type EV2 emergency ve	2.25	64.69					
FHWA Type EV3 emergency ve	1.51	64.93					
RI_3	1.26	47.88					
RI_4	1.28	48.00					
RI_5	0.92	48.21					
RI_6	0.74	48.10					
RI_OP1	0.85	48.03					
RI_OP2	0.60	48.00					
RI_OP3	0.42	47.46					
RIPTA	2.42	50.34					
RI_OP4	0.57	47.88					
RI_5B	0.77	48.13					
RI_OP5	0.69	48.30					

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): 2025-04-04 Inspector: Ortega, Hugo

Date Entered: 2025-04-11 Entered by: ARENA, NICHOLAS

QA Date (B.IE.08): 2025-04-28

QC Date (B.IE.09): 2025-04-28

Inspection Data Update Date (B.IE.10): 2025-04-28

Inspection Needs

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

Fatigue Details (B.IR.02): N No E/E' details

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	£	£							
Routine	R	R	ARENA, NICHOLAS	3/11/2025	2 Method 2	12	3/11/2026		
Scour Monitoring	£	£							
Special	R	R	ARENA, NICHOLAS	3/11/2025	N Not applicable	6	9/11/2025		
Underwater	R	R	SCORPA, MICHAEL	3/11/2025	1 Method 1	48	3/11/2029		
Unplanned Routine	£	£							

Review Information 00CE3857D7E4418196925176 66DCE87C

Step	Reviewer	Completed Date	Completed # of Days Since Inspection Begin Date	Days Remaining for Review
1	QUINLAN, MATTHEW	5/6/2025	56	

Work History & Needs

Work History

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

Work Candidates

2023-09-19 Completed

DA61B29-59CD-092023-DE507A06B9 - Clean Joints

Date Recommended:	2023-09-19	Contact / User:	
Priority:		Target Year:	2023
Number of Locations:		Structure Unit:	0
Date Reviewed:		Source:	Inspector Recommended
Assigned:	Yes	Assignment:	Agency

Description: Generated by user "william.lucas@dot.ri.gov" on 9/20/2023.
See pictuers in Mutimedia section:

Estimated Quantity:		Unit Cost:		Estimated Cost:	0.00
Date Completed:	2023-09-19	Federal Funds:		Final Cost:	

2023-09-20 Completed

DA61B29-59CD-092023-A759704079 - Clean Scupper

Date Recommended:	2023-09-20	Contact / User:	
Priority:		Target Year:	2023
Number of Locations:		Structure Unit:	0
Date Reviewed:		Source:	Inspector Recommended
Assigned:	Yes	Assignment:	Agency

Description: Generated by user "william.lucas@dot.ri.gov" on 9/20/2023.
scuppers and drains cleaned, also Joints glands cleaned.

Estimated Quantity:		Unit Cost:		Estimated Cost:	1,445.00
Date Completed:	2023-09-20	Federal Funds:		Final Cost:	

2024-01-15 Completed

DA61B29-0C27-020425-C6951B9863 - Misc-Provide Access for Insp

Date Recommended:	2024-01-15	Contact / User:	
Priority:	Future Project	Target Year:	2025
Number of Locations:		Structure Unit:	0
Date Reviewed:		Source:	Inspector Recommended
Assigned:	Yes	Assignment:	Bridge Maintenance

Description: (Entered by William. Lucas Bridge Maintenance)-Provided equipment- Man power, for bridge inspection/Contrator-Arden

Estimated Quantity:		Unit Cost:		Estimated Cost:	0.00
Date Completed:	2025-01-15	Federal Funds:		Final Cost:	

2024-02-28 Completed

DA61B29-7D56-070224-9E1808DC46 - Clean Scupper

Date Recommended:	2024-02-28	Contact / User:	
Priority:	Future Project	Target Year:	2024
Number of Locations:		Structure Unit:	0
Date Reviewed:		Source:	Maintenance Request
Assigned:	Yes	Assignment:	Bridge Maintenance

Description: (Per John Preiss and Chet-Inspect all Drains and Clean Drains If Needed.)
(Entered by William lucas Bridge Maintenance)-Job completed 2-2824)

Estimated Quantity:		Unit Cost:		Estimated Cost:	1,445.00
Date Completed:	2024-02-28	Federal Funds:		Final Cost:	

2024-04-04 Completed

DA61B29-7D56-091624-9E6E8D8FB4 - Clean Scupper

Date Recommended:	2024-04-04	Contact / User:	
Priority:	Future Project	Target Year:	2024
Number of Locations:		Structure Unit:	0
Date Reviewed:		Source:	Inspector Recommended
Assigned:	No	Assignment:	Bridge Maintenance

Description: (Entered by William lucas Bridge Maintenance)Monthly check
cleaned both all drainage, and Joint glands. 9/13/24.

Estimated Quantity: | Unit Cost: | Estimated Cost: 1,445.00
Date Completed: 2024-09-13 | Federal Funds: | Final Cost:

2024-05-28 Completed

DA61B29-0C27-121724-9C3EB0A1F9 - Clean Scupper

Date Recommended: 2024-05-28 | Contact / User:
Priority: Future Project | Target Year: 2024
Number of Locations: | Structure Unit: 0
Date Reviewed: | Source: Inspector Recommended
Assigned: Yes | Assignment: Bridge Maintenance
Description: (Entered By William.lucas Bridge Maintenance)
Estimated Quantity: | Unit Cost: | Estimated Cost: 0.00
Date Completed: 2024-05-28 | Federal Funds: | Final Cost:

2024-06-18 Completed

DA61B29-7D56-070324-9F1E5D03A1 - Wash Deck

Date Recommended: 2024-06-18 | Contact / User:
Priority: Future Project | Target Year: 2024
Number of Locations: | Structure Unit: 0
Date Reviewed: | Source: Maintenance Request
Assigned: Yes | Assignment: Bridge Maintenance
Description: (Entered by William lucas Bridge Maintenance) Deck washed 6/18/24
Estimated Quantity: | Unit Cost: | Estimated Cost: 31,365.00
Date Completed: 2024-07-18 | Federal Funds: | Final Cost:

DA61B29-7D56-053024-BC3AE3C455 - Steel Repairs

Date Recommended: 2024-06-18 | Contact / User:
Priority: Future Project | Target Year: 2024
Number of Locations: | Structure Unit: 0
Date Reviewed: | Source: Maintenance Request
Assigned: Yes | Assignment: Bridge Maintenance
Description: (Generated by user "william.lucas@dot.ri.gov" on 5/30/2024}
Bridge Maintenance-Replace Broken Scupper Grates on 195 Eastbound-Clean And Wash Drains. completed 5-29-24
Replaced 3 Broken Scupper Grates on 195 Eastbound, Swept and Cleaned Drains.
5/29/24- Grates will be monitored every 2 to 4 weeks for damage or loose grates. At this time we are in the process of making temporary steel grates.

6/12/24-Inspected all scupper grates on 195 Eastbound-
All loose bolts and nuts found were re-tighten.
6/18/24-Inspected all scupper grates on 195 Westbound-
All loose bolts and nuts found were re-tighten and re
placed stainless steel bolts and nuts.
Hours Rate TypeTitle DateEmployee / CrewEmployee Number
Actual L
Estimated Quantity: | Unit Cost: | Estimated Cost: 12,000.00
Date Completed: 2024-06-18 | Federal Funds: | Final Cost:

2024-07-26 Completed

DA61B29-7D56-072624-D602425D8D - Clean Scupper

Date Recommended: 2024-07-26 | Contact / User:
Priority: Future Project | Target Year: 2024
Number of Locations: | Structure Unit: 0
Date Reviewed: | Source: Maintenance Request
Assigned: Yes | Assignment: Bridge Maintenance
Description: (Entered by William lucas Bridge Maintenance)

Monthly inspection- Repair or replace scupper drains as needed on 195 East and 195 Westbound. Inspection completed on East and Westbound.
Estimated Quantity: | Unit Cost: | Estimated Cost: 0.00

Date Completed: 2024-07-26 Federal Funds: Final Cost:

2024-09-13 Completed

DA61B29-7D56-091624-C43ECD3D23 - Clean Scupper

Date Recommended: 2024-09-13 Contact / User:

Priority: Future Project Target Year: 2024

Number of Locations: Structure Unit: 0

Date Reviewed: Source: Inspector Recommended

Assigned: Yes Assignment: Bridge Maintenance

Description:

(Entered by William lucas Bridge Maintenance) Monthly Miantenance!
Cleaned and flushed all drainage, as well as cleaned and flushed all joint glands.

Estimated Quantity: Unit Cost: Estimated Cost: 1,445.00

Date Completed: 2024-09-13 Federal Funds: Final Cost:

2024-10-23 Completed

DA61B29-7D56-102424-221B9F2D3C - Clean Scupper

Date Recommended: 2024-10-23 Contact / User:

Priority: Future Project Target Year: 2024

Number of Locations: Structure Unit: 0

Date Reviewed: Source: Inspector Recommended

Assigned: Yes Assignment: Bridge Maintenance

Description: Entered By William.lucas Bridge Maintenance.

Estimated Quantity: Unit Cost: Estimated Cost: 0.00

Date Completed: 2024-10-23 Federal Funds: Final Cost:

2024-11-26 Completed

DA61B29-0C27-112624-8BA303F13C - Drainage-Repair Washouts/Erosion

Date Recommended: 2024-11-26 Contact / User:

Priority: Future Project Target Year: 2024

Number of Locations: Structure Unit: 0

Date Reviewed: Source: Inspector Recommended

Assigned: Yes Assignment: Bridge Maintenance

Description: (Entered By William.lucas Bridge Maintenance)-
Work-order Pictuers to follow-ID 112624-049 Logged By William Lucas 11/26/2024 09:07 AM

Estimated Quantity: Unit Cost: Estimated Cost: 0.00

Date Completed: 2024-11-26 Federal Funds: Final Cost:

2024-11-27 Completed

DA61B29-0C27-120124-2C2E9E183A - Clean Joints

Date Recommended: 2024-11-27 Contact / User:

Priority: Future Project Target Year: 2024

Number of Locations: Structure Unit: 0

Date Reviewed: Source: Inspector Recommended

Assigned: Yes Assignment: Bridge Maintenance

Description:

(Entered By William.lucas Bridge Maintenance)

Estimated Quantity: Unit Cost: Estimated Cost: 0.00

Date Completed: 2024-11-27 Federal Funds: Final Cost:

DA61B29-0C27-120124-8A6CB3646B - Sweep Bridge Deck

Date Recommended: 2024-11-27 Contact / User:

Priority: Future Project Target Year: 2024

Number of Locations: Structure Unit: 0

Date Reviewed: Source: Inspector Recommended

Assigned: Yes Assignment: Bridge Maintenance

Description:

(Entered By William.lucas Bridge Maintenance)

Estimated Quantity: Unit Cost: Estimated Cost: 0.00

Date Completed: 2024-11-27 Federal Funds: Final Cost:

DA61B29-0C27-120124-9924252172 - Clean Scupper

Date Recommended: 2024-11-27 Contact / User:
Priority: Future Project Target Year: 2024
Number of Locations: Structure Unit: 0
Date Reviewed: Source: Inspector Recommended
Assigned: Yes Assignment: Bridge Maintenance
Description: (Entered By William.lucas Bridge Maintenance)
Estimated Quantity: Unit Cost: Estimated Cost: 0.00
Date Completed: 2024-11-27 Federal Funds: Final Cost:

2024-12-02 Completed

DA61B29-0C27-120224-0578628BBC - Deck Preservation

Date Recommended: 2024-12-02 Contact / User:
Priority: Future Project Target Year: 2024
Number of Locations: Structure Unit: 0
Date Reviewed: Source: Inspector Recommended
Assigned: Yes Assignment: Bridge Maintenance
Description: (Entered By William.lucas Bridge Maintenance)-Deck repair-cement
Estimated Quantity: Unit Cost: Estimated Cost: 28,678,560.00
Date Completed: 2024-12-02 Federal Funds: Final Cost:

2024-12-03 Completed

DA61B29-0C27-120424-82E8A694E0 - Deck -Chipping of loose Concrete

Date Recommended: 2024-12-03 Contact / User:
Priority: Future Project Target Year: 2024
Number of Locations: Structure Unit: 0
Date Reviewed: Source: Inspector Recommended
Assigned: Yes Assignment: Bridge Maintenance
Description: (Entered By William.lucas Bridge Maintenance)
Estimated Quantity: Unit Cost: Estimated Cost: 0.00
Date Completed: 2024-12-03 Federal Funds: Final Cost:

2025-01-09 Completed

DA61B29-0C27-012425-AFBC6EB636 - Tighten loose Fasteners

Date Recommended: 2025-01-09 Contact / User:
Priority: Future Project Target Year: 2025
Number of Locations: Structure Unit: 0
Date Reviewed: Source: Inspector Recommended
Assigned: Yes Assignment: Bridge Maintenance
Description: (William.lucas Bridge Maintenance- We will have to check, and retighten all if, and when needed.
Estimated Quantity: Unit Cost: Estimated Cost: 0.00
Date Completed: 2025-01-09 Federal Funds: Final Cost:

2025-01-23 Completed

DA61B29-0C27-012425-D05EB2D981 - Sweep Bridge Deck

Date Recommended: 2025-01-23 Contact / User:
Priority: Future Project Target Year: 2025
Number of Locations: Structure Unit: 0
Date Reviewed: Source: Inspector Recommended
Assigned: Yes Assignment: Bridge Maintenance
Description: Generated by user "William.Lucas@dot.ri.gov" on 1/24/2025
Estimated Quantity: Unit Cost: Estimated Cost: 0.00
Date Completed: 2025-01-23 Federal Funds: Final Cost:

2025-01-31 Completed

DA61B29-0C27-013125-8A7828440F - Sweep Bridge Deck

Date Recommended: 2025-01-31 Contact / User:
Priority: Future Project Target Year: 2025
Number of Locations: Structure Unit: 0
Date Reviewed: Source: Inspector Recommended
Assigned: Yes Assignment: Bridge Maintenance
Description: (William .Lucas Bridge Maintenance)(Dry Swept)(To remove excess salt)
Estimated Quantity: Unit Cost: Estimated Cost: 0.00
Date Completed: 2025-01-31 Federal Funds: Final Cost:

2025-02-11 Completed

DA61B29-0C27-021125-896D02229B - Remove Vegetation

Date Recommended: 2025-02-11 Contact / User:
Priority: Future Project Target Year: 2025
Number of Locations: Structure Unit: 0
Date Reviewed: Source: Inspector Recommended
Assigned: Yes Assignment: Bridge Maintenance
Description: (Entered by William. Lucas Bridge Maintenance0
Removed Vegetation-Removed Pigeon-Dong.
Estimated Quantity: Unit Cost: Estimated Cost: 0.00
Date Completed: 2025-02-11 Federal Funds: Final Cost:

2025-02-19 Completed

DA61B29-0C27-021925-4A9647F626 - Clean Scupper

Date Recommended: 2025-02-19 Contact / User:
Priority: Future Project Target Year: 2025
Number of Locations: Structure Unit: 0
Date Reviewed: Source: Inspector Recommended
Assigned: Yes Assignment: Bridge Maintenance
Description: (Entered by William. Lucas Bridge Maintenance)
Estimated Quantity: Unit Cost: Estimated Cost: 0.00
Date Completed: 2025-02-19 Federal Funds: Final Cost:

DA61B29-0C27-021925-FB1840C58B - Sweep Bridge Deck

Date Recommended: 2025-02-19 Contact / User:
Priority: Future Project Target Year: 2025
Number of Locations: Structure Unit: 0
Date Reviewed: Source: Inspector Recommended
Assigned: Yes Assignment: Bridge Maintenance
Description: (Entered by William. Lucas Bridge Maintenance)
Estimated Quantity: Unit Cost: Estimated Cost: 0.00
Date Completed: 2025-02-19 Federal Funds: Final Cost:

2025-03-25 Approved

020001-2025-3-25-Deck Spall Repair - Deck Patching

Date Recommended: 2025-03-25 Contact / User:
Priority: Future Project Target Year: 2025
Number of Locations: Structure Unit:
Date Reviewed: 2025-03-25 Source: Inspector Recommended
Assigned: Yes Assignment: Bridge Maintenance
Description: Lucas, William on 03/26/2025
Estimated Quantity: Unit Cost: Estimated Cost:
Date Completed: 2025-03-25 Federal Funds: Final Cost:

2025-04-01 Approved

020001-Deck wash - Wash Deck

Date Recommended: 2025-04-01 Contact / User:
Priority: Future Project Target Year: 2025
Number of Locations: Structure Unit:

Date Reviewed: 2025-04-01 Source: Inspector Recommended
Assigned: Yes Assignment: Bridge Maintenance
Description: Lucas, William on 04/02/2025
Estimated Quantity: Unit Cost: Estimated Cost:
Date Completed: 2025-04-01 Federal Funds: Final Cost:

2025-04-02 Approved

020001-Deck Rehab - Deck Patching

Date Recommended: 2025-04-02 Contact / User:
Priority: Future Project Target Year: 2025
Number of Locations: Structure Unit:
Date Reviewed: 2025-04-02 Source: Inspector Recommended
Assigned: Yes Assignment: Bridge Maintenance
Description: Lucas, William on 04/04/2025
Estimated Quantity: Unit Cost: Estimated Cost:
Date Completed: 2025-04-02 Federal Funds: Final Cost:

020001-Cleaned-flushed-joint-glands-WB-SIDE - Clean Joints

Date Recommended: 2025-04-02 Contact / User:
Priority: Future Project Target Year: 2025
Number of Locations: Structure Unit:
Date Reviewed: 2025-04-02 Source: Inspector Recommended
Assigned: Yes Assignment: Bridge Maintenance
Description: Lucas, William on 04/02/2025
Estimated Quantity: Unit Cost: Estimated Cost:
Date Completed: 2025-04-02 Federal Funds: Final Cost:

020001-2025-4-2-Scupper cleaning - Clean Scupper

Date Recommended: 2025-04-02 Contact / User:
Priority: Future Project Target Year: 2025
Number of Locations: Structure Unit:
Date Reviewed: 2025-04-02 Source: Inspector Recommended
Assigned: Yes Assignment: Bridge Maintenance
Description: Lucas, William on 04/02/2025
Estimated Quantity: Unit Cost: Estimated Cost:
Date Completed: 2025-04-02 Federal Funds: Final Cost:

2025-04-04 Completed

Tighten Loose Scupper Grates - Miscellaneous

Date Recommended: 2025-04-04 Contact / User:
Priority: Future Project Target Year: 2025
Number of Locations: 3 Structure Unit:
Date Reviewed: 2025-04-25 Source: Inspector Recommended
Assigned: Yes Assignment: Bridge Maintenance
Description: ARENA, NICHOLAS on 04/25/2025 There are numerous scupper grates at both the north and south rails that are loose.
Estimated Quantity: Unit Cost: Estimated Cost:
Date Completed: 2025-04-25 Federal Funds: Final Cost:

020001-Joint-Cleaning-EB-SIDE - Clean Joints

Date Recommended: 2025-04-04 Contact / User:
Priority: Future Project Target Year: 2025
Number of Locations: Structure Unit:
Date Reviewed: 2025-04-04 Source: Inspector Recommended
Assigned: Yes Assignment: Bridge Maintenance
Description: Lucas, William on 04/04/2025
Estimated Quantity: Unit Cost: Estimated Cost:
Date Completed: 2025-04-04 Federal Funds: Final Cost:

020001-cleaned scupper drains - Clean Scupper

Date Recommended: 2025-04-04 Contact / User:

Priority: Future Project | Target Year: 2025
Number of Locations: | Structure Unit:
Date Reviewed: 2025-04-04 | Source: Inspector Recommended
Assigned: Yes | Assignment: Bridge Maintenance
Description: Lucas, William on 04/08/2025
Estimated Quantity: | Unit Cost: | Estimated Cost:
Date Completed: 2025-04-04 | Federal Funds: | Final Cost:

2025-04-09 Approved

020001-2025-4-9 Replaced -3- Scupper grates - Clean Scupper

Date Recommended: 2025-04-09 | Contact / User:
Priority: Future Project | Target Year: 2025
Number of Locations: | Structure Unit:
Date Reviewed: 2025-04-09 | Source: Inspector Recommended
Assigned: Yes | Assignment: Bridge Maintenance
Description: Lucas, William on 04/09/2025
Estimated Quantity: | Unit Cost: | Estimated Cost:
Date Completed: 2025-04-09 | Federal Funds: | Final Cost:

2025-04-16 Approved

020001-2025-4-16-Scupper grates cleaned - Clean Scupper

Date Recommended: 2025-04-16 | Contact / User:
Priority: Future Project | Target Year: 2025
Number of Locations: | Structure Unit:
Date Reviewed: 2025-04-16 | Source: Inspector Recommended
Assigned: Yes | Assignment: Bridge Maintenance
Description: Lucas, William on 04/21/2025
Estimated Quantity: | Unit Cost: | Estimated Cost:
Date Completed: 2025-04-16 | Federal Funds: | Final Cost:

020001-Cement-Spall repairs - Deck Patching

Date Recommended: 2025-04-16 | Contact / User:
Priority: Future Project | Target Year: 2025
Number of Locations: | Structure Unit:
Date Reviewed: | Source: Inspector Recommended
Assigned: Yes | Assignment: Bridge Maintenance
Description: Lucas, William on 04/21/2025
Cement spall deck repairs
Estimated Quantity: | Unit Cost: | Estimated Cost:
Date Completed: 2025-04-16 | Federal Funds: | Final Cost:

020001-2025-4-16-Spall Repairs - Miscellaneous

Date Recommended: 2025-04-16 | Contact / User:
Priority: Future Project | Target Year: 2025
Number of Locations: | Structure Unit:
Date Reviewed: 2025-04-16 | Source: Inspector Recommended
Assigned: Yes | Assignment: Bridge Maintenance
Description: Lucas, William on 04/16/2025
Estimated Quantity: | Unit Cost: | Estimated Cost:
Date Completed: 2025-04-16 | Federal Funds: | Final Cost:

2025-04-18 Approved

020001-Anchor bolts tightened - Tighten loose Fasteners

Date Recommended: 2025-04-18 | Contact / User:
Priority: Future Project | Target Year: 2025
Number of Locations: | Structure Unit:
Date Reviewed: 2025-04-18 | Source: Inspector Recommended
Assigned: Yes | Assignment: Bridge Maintenance

Description: Lucas, William on 04/21/2025.1059 - Misc-Tighten Bolts and Nuts
Estimated Quantity: Unit Cost: Estimated Cost:
Date Completed: 2025-04-18 Federal Funds: Final Cost:

2025-04-22 Approved

02001-Repair spalls-Cement - Repair Stone Masonry grout

Date Recommended: 2025-04-22 Contact / User:
Priority: Future Project Target Year: 2025
Number of Locations: Structure Unit:
Date Reviewed: 2025-04-22 Source: Inspector Recommended
Assigned: Yes Assignment: Bridge Maintenance
Description: Lucas, William on 04/23/2025
Estimated Quantity: Unit Cost: Estimated Cost:
Date Completed: 2025-04-22 Federal Funds: Final Cost:

020001-Anchor bolts - Tighten loose Fasteners

Date Recommended: 2025-04-22 Contact / User:
Priority: Future Project Target Year: 2025
Number of Locations: Structure Unit:
Date Reviewed: 2025-04-22 Source: Inspector Recommended
Assigned: Yes Assignment: Bridge Maintenance
Description: Lucas, William on 04/23/2025
Estimated Quantity: Unit Cost: Estimated Cost:
Date Completed: 2025-04-22 Federal Funds: Final Cost:

2025-05-14 Completed

020001-cleaned joints - Clean Joints

Date Recommended: 2025-05-14 Contact / User:
Priority: Future Project Target Year: 2025
Number of Locations: Structure Unit:
Date Reviewed: 2025-05-14 Source: Inspector Recommended
Assigned: Yes Assignment: Bridge Maintenance
Description: Lucas, William on 05/14/2025
Estimated Quantity: Unit Cost: Estimated Cost:
Date Completed: 2025-05-14 Federal Funds: Final Cost:

020001-scupper grates - Clean Scupper

Date Recommended: 2025-05-14 Contact / User:
Priority: Future Project Target Year: 2025
Number of Locations: Structure Unit:
Date Reviewed: 2025-05-14 Source: Inspector Recommended
Assigned: Yes Assignment: Bridge Maintenance
Description: Lucas, William on 05/14/2025-
10 total drains washed out and 2 expansion joints
1 new drain grate and 4 other drain repairs.
Estimated Quantity: Unit Cost: Estimated Cost:
Date Completed: 2025-05-14 Federal Funds: Final Cost:

2025-05-15 Completed

020001-Bridge Rail Repair - Bridge Rail Repair

Date Recommended: 2025-05-15 Contact / User:
Priority: Future Project Target Year: 2025
Number of Locations: Structure Unit:
Date Reviewed: 2025-05-15 Source: Inspector Recommended
Assigned: Yes Assignment: Bridge Maintenance
Description: Lucas, William on 05/19/2025-Anchor bolts Done
Estimated Quantity: Unit Cost: Estimated Cost:
Date Completed: 2025-05-15 Federal Funds: Final Cost:

020001-Clean scupper -down spout Repair - Clean Scupper

Date Recommended:	2025-05-15	Contact / User:	
Priority:	Future Project	Target Year:	2025
Number of Locations:		Structure Unit:	
Date Reviewed:	2025-05-15	Source:	Inspector Recommended
Assigned:	Yes	Assignment:	Bridge Maintenance
Description:	Lucas, William on 05/19/2025-unclogged scupper grate Repair down-spout-Repalced end cap		
Estimated Quantity:		Unit Cost:	Estimated Cost:
Date Completed:	2025-05-15	Federal Funds:	Final Cost:

2025-05-20 Completed

020001-spall Repairs - Miscellaneous

Date Recommended:	2025-05-20	Contact / User:	
Priority:	Future Project	Target Year:	2025
Number of Locations:		Structure Unit:	
Date Reviewed:	2025-05-20	Source:	Inspector Recommended
Assigned:	Yes	Assignment:	Bridge Maintenance
Description:	Lucas, William on 05/27/2025		
Estimated Quantity:		Unit Cost:	Estimated Cost:
Date Completed:	2025-05-20	Federal Funds:	Final Cost:

2025-05-21 Completed

020001-2025-5-21-joint cleaning - Clean Joints

Date Recommended:	2025-05-21	Contact / User:	
Priority:	Future Project	Target Year:	2025
Number of Locations:		Structure Unit:	
Date Reviewed:	2025-05-21	Source:	Inspector Recommended
Assigned:	Yes	Assignment:	Bridge Maintenance
Description:	Lucas, William on 05/21/2025		
Estimated Quantity:		Unit Cost:	Estimated Cost:
Date Completed:	2025-05-21	Federal Funds:	Final Cost:

020001- Cleaned Scuppers and Drains - Clean Scupper

Date Recommended:	2025-05-21	Contact / User:	
Priority:	Future Project	Target Year:	2025
Number of Locations:		Structure Unit:	
Date Reviewed:	2025-05-21	Source:	Inspector Recommended
Assigned:	Yes	Assignment:	Bridge Maintenance
Description:	Lucas, William on 05/21/2025		
Estimated Quantity:		Unit Cost:	Estimated Cost:
Date Completed:	2025-05-21	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		
A06 Boat	A06	
AX Light Tower	AX	
A02 Aerial Lift	A02	
AX Crash Truck	AX	
Special		
AX Light Tower	AX	
AX Crash Truck	AX	
A06 Boat	A06	
A02 Aerial Lift	A02	
Underwater		
A02 Aerial Lift	A02	
A06 Boat	A06	
AX Crash Truck	AX	
AX Light Tower	AX	

Equipment Notes

United States Coast Guard must be notified at least 15 days in advance of the start of work for any work within the Seekonk River.