Bridge Inspection Report

Structure Inventory and Appraisal Sheet (English Units)

Inspec Date: 07/24/2018										
Name. Washington Bridge North	Agency ID. Or	Inspected By:								
	IDENTIE	CATION								
Route	On Structure	44 Rhc	ode Island							
Rte. Signing Prefix 5B: 1 Inters	state Hwy	I-195 V	VB							
Level of Service 5C: 1 Main	line	Place Code 4: East P	rovidence							
Route Number 5D: 00195		SHD District 2: District	t 3							
Directional Suffix 5E: 4 West		Feature Intersected 6: SEEKO	ONK RIVER							
Border Bridge Code 98: Not Ap	plicable (P)	County Code 3: Provide	ence							
Border Bridae Number 99:		0.2 Mi	W of JCT US 6							
Mile Post 11: 2.423 I	ni	Latitude 16:	41° 49' 09"							
Struc Num 8: 000000	000007000	Longitude 17:	071° 23' 12"							
% Responsibility:										
INSPECTION										
Inspection Date 90: 7/24/20	17 Frequency 91:	24 months Next Inspection:	7/24/2019							
FC Inspection Date 93A: NA	FC Frequency 92A:	Next FC Inspection:	NA							
UW Inspection Date 93B: 7/24/20	17 UW Frequency 92B	48 months Next UW Inspection:	7/24/2021							
SI Date 93C: 7/24/20	18 SI Frequency 92C:	12 months Next SI:	7/24/2019							
Element Insp. Date: 7/24/20	18 Element Frequency	: 24 months Next Elem. Insp.:	7/24/2019							
CONDITION CONDITION Poor Deck 58: 6 Satisfactory Super 59: 4 Poor Sub 60: 4 Poor SD/FO: SD Culvert 62: N N/A (NBI) Channel/Channel Protection 61: 6 Bank Slumping SUEE PATE: 52:0										
Culvert 62: N N/A (NBI) Chan	nel/Channel Protection 61	6 Bank Slumping								
Culvert 62: N N/A (NBI) Chan	nel/Channel Protection 61	6 Bank Slumping	SUFF RATE: 52.0							
Culvert 62: N N/A (NBI) Chan	nel/Channel Protection 61:	6 Bank Slumping	SUFF RATE: 52.0							
Culvert 62: N N/A (NBI) Chan	LOAD RATING	Sub 60: 4 Poor 5 6 Bank Slumping 5 AND POSTING 0 Operating Rating Method 63: 5	SUFF RATE: 52.0							
Culvert 62: N N/A (NBI) Chan Inventory Rating Method 65: 8 Inventory Rating 66: M	LOAD RATING	Sub 60: 4 Poor 8 6 Bank Slumping 9 AND POSTING 9 Operating Rating Method 63: 9 Operating Rating 64:	BUFF RATE: 52.0 B LRFR (HL93) MS28.8							
Culvert 62: N N/A (NBI) Chan Inventory Rating Method 65: 8 Inventory Rating 66: M Design Load 31: 6 Posting Status 41: A	LOAD RATING LRFR (HL93) IS22.2 MS18(HS20)+mod	Sub 60: 4 Poor 1 6 Bank Slumping 1 AND POSTING 1 Operating Rating Method 63: 1 Operating Rating 64: Posting 70: 5 At/Above Letter	SUFF RATE: 52.0 8 LRFR (HL93) MS28.8 equal Loads MS28.8							
Culvert 62: N N/A (NBI) Chan Inventory Rating Method 65: 8 Inventory Rating 66: M Design Load 31: 6 Posting Status 41: A	INFR (HL93) IS22.2 MS18(HS20)+mod	Sub 60: 4 Poor 6 Bank Slumping 6 Departing Rating Method 63: Operating Rating 64: Posting 70: 5 At/Above Leee	SUFF RATE: 52.0 8 LRFR (HL93) MS28.8 egal Loads							
Culvert 62: N N/A (NBI) Chan Inventory Rating Method 65: 8 Inventory Rating 66: Design Load 31: 6 Posting Status 41: A	INTERNATING LOAD RATING LRFR (HL93) 1S22.2 MS18(HS20)+mod Open, no restriction GEOMET 120.60 ft	Sub 60: 4 Poor 6 Bank Slumping 6 Bank Slumping AND POSTING Operating Rating Method 63: Operating Rating 64: Posting 70: 5 At/Above Le RIC DATA Structure Length	SUFF RATE: 52.0 8 LRFR (HL93) MS28.8 egal Loads							
Culvert 62: N N/A (NBI) Chan Inventory Rating Method 65: 8 Inventory Rating 66: M Design Load 31: 6 Posting Status 41: A Length Max Span 48: Width Curb to Curb 51:	Inel/Channel Protection 61: LOAD RATING LRFR (HL93) 1522.2 MS18(HS20)+mod Open, no restriction GEOMET 130.60 ft 71.85 ft	Sub 60: 4 Poor 8 6 Bank Slumping 6 AND POSTING 9 Operating Rating Method 63: 8 Operating Rating 64: Posting 70: 5 At/Above Leee RIC DATA 5 Structure Length 49 Curb/Sdwik Width L 50A	SUFF RATE: 52.0 8 LRFR (HL93) MS28.8 egal Loads : 1,903.87 : 0.00							
Culvert 62: N N/A (NBI) Chan Inventory Rating Method 65: 8 Inventory Rating 66: M Design Load 31: 6 Posting Status 41: A Length Max Span 48: Width Curb to Curb 51: Approach Roadway width 32:	INFR (HL93) IS22.2 MS18(HS20)+mod Open, no restriction IS20.60 ft 71.85 ft 61.00 ft	Sub 60: 4 Poor 6 Bank Slumping 6 Bank Slumping AND POSTING Operating Rating Method 63: Operating Rating 64: Posting 70: 5 At/Above Le RIC DATA Structure Length 49 Curb/Sdwlk Width L 50A: Curb/Sidewalk Width R 50B	SUFF RATE: 52.0 8 LRFR (HL93) MS28.8 egal Loads : 1,903.87 : 0.00 : 0.00 ft							
Culvert 62: N N/A (NBI) Chan Inventory Rating Method 65: 8 Inventory Rating 66: M Design Load 31: 6 Posting Status 41: A Length Max Span 48: Width Curb to Curb 51: Approach Roadway width 32: (w/ shoulders)	Image:	AND POSTING Operating Rating Method 63: Operating Rating 64: Posting 70: 5 At/Above Le RIC DATA Structure Length 49 Curb/Sdwlk Width L 50A Curb/Sidewalk Width R 50B Width Out to Out 52	SUFF RATE: 52.0 SUFF RATE: 52.0 B LRFR (HL93) MS28.8 egal Loads : 1,903.87 : 0.00 : 0.00 ft : 76.44 ft							
Culvert 62: N N/A (NBI) Chan Inventory Rating Method 65: 8 Inventory Rating 66: M Design Load 31: 6 Posting Status 41: A Length Max Span 48: Width Curb to Curb 51: Approach Roadway width 32: (w/ shoulders) Deck Area:	Image: Instruction Image: Instruction Inel/Channel Protection 61: LOAD RATING LRFR (HL93) 1S22.2 MS18(HS20)+mod Open, no restriction GEOMET 130.60 ft 71.85 ft 61.00 ft 145.531.00ft²	Sub 60: 4 Poor 6 Bank Slumping 6 Bank Slumping Operating Rating Method 63: Operating Rating 64: Posting 70: 5 At/Above Letter RIC DATA Structure Length 49 Curb/Sdwlk Width L 50A Width Out to Out 52 Median 33:	SUFF RATE: 52.0 B LRFR (HL93) MS28.8 egal Loads : 1,903.87 : 0.00 : 0.00 ft : 76.44 ft 0 No median							
Culvert 62: N N/A (NBI) Chan Inventory Rating Method 65: 8 Inventory Rating 66: M Design Load 31: 6 Posting Status 41: A Length Max Span 48: Width Curb to Curb 51: Approach Roadway width 32: (w/ shoulders) Deck Area: Skew 34:	Image: Instruction LOAD RATING LRFR (HL93) IS22.2 MS18(HS20)+mod Open, no restriction GEOMET 130.60 ft 71.85 ft 61.00 ft 145.531.00ft² 0.00°	Sub 60: 4 Poor 6 Bank Slumping 6 Bank Slumping AND POSTING Operating Rating Method 63: Operating Rating 64: Posting 70: 5 At/Above Le RIC DATA Structure Length 49 Curb/Sdwlk Width L 50A Width Out to Out 52 Median 33: Structure Flared	SUFF RATE: 52.0 SUFF RATE: 52.0 B LRFR (HL93) MS28.8 egal Loads : 1,903.87 : 0.00 : 0.00 ft : 76.44 ft 0 No median 1 Yes, flared							
Culvert 62: N N/A (NBI) Chan Inventory Rating Method 65: 8 Inventory Rating 66: M Design Load 31: 6 Posting Status 41: A Length Max Span 48: Width Curb to Curb 51: Approach Roadway width 32: (w/ shoulders) Deck Area: Skew 34: Vertical Clearance 10:	LOAD RATING LRFR (HL93) 1S22.2 MS18(HS20)+mod Open, no restriction GEOMET 130.60 ft 71.85 ft 61.00 ft 145.531.00ft² 0.00° 99 99 ft	Sub 60: 4 Poor 6 Bank Slumping 6 Bank Slumping Operating Rating Method 63: Operating Rating 64: Posting 70: 5 At/Above Le RIC DATA Structure Length 49 Curb/Sdwlk Width L 50A Width Out to Out 52 Median 33: Structure Flared 35: Horizontal Clearance	SUFF RATE: 52.0 SUFF RATE: 52.0 B LRFR (HL93) MS28.8 egal Loads : 1,903.87 : 0.00 : 0.00 ft : 76.44 ft 0 No median 1 Yes, flared 59.71 ft							
Culvert 62: N N/A (NBI) Chan Inventory Rating Method 65: 8 Inventory Rating 66: M Design Load 31: 6 Posting Status 41: A Length Max Span 48: Width Curb to Curb 51: Approach Roadway width 32: (w/ shoulders) Deck Area: Skew 34: Vertical Clearance 10: Minimum Vertical Clearance Over E	Image: Instruction Image: Instruction LOAD RATING LRFR (HL93) IS22.2 MS18(HS20)+mod Open, no restriction GEOMET 130.60 ft 71.85 ft 61.00 ft 145.531.00ft² 0.00° 99 99 ft 99 99 ft	Sub 60: 4 Poor 6 Bank Slumping 6 Bank Slumping AND POSTING Operating Rating Method 63: Operating Rating Method 63: Operating Rating 64: Posting 70: 5 At/Above Le RIC DATA Structure Length Qurb/Sdwlk Width L 50A Width Out to Out 52 Median 33: Structure Flared 40: Structure Thate 40: 8.33 ft	SUFF RATE: 52.0 SUFF RATE: 52.0 B LRFR (HL93) MS28.8 egal Loads : 1,903.87 : 0.00 : 0.00 ft : 76.44 ft 0 No median 1 Yes, flared 59.71 ft							
Culvert 62: N N/A (NBI) Chan Inventory Rating Method 65: 8 Inventory Rating 66: M Design Load 31: 6 Posting Status 41: A Length Max Span 48: Width Curb to Curb 51: Approach Roadway width 32: (w/ shoulders) Deck Area: Skew 34: Vertical Clearance 10: Minimum Vertical Underclearance F	Image: Instruction LOAD RATING LRFR (HL93) 1S22.2 MS18(HS20)+mod Open, no restriction GEOMET 130.60 ft 71.85 ft 61.00 ft 145.531.00ft² 0.00° 99 99 ft Bridge 53: Reference 54A:	Sub 60: 4 Poor 6 Bank Slumping 6 Bank Slumping Operating Rating Method 63: Operating Rating 64: Posting 70: 5 At/Above Letter RIC DATA Structure Length Qurb/Sdwlk Width L 508 Width Out to Out 52 Median 33: Structure Flared 35: Horizontal Clearance 47:	SUFF RATE: 52.0 SUFF RATE: 52.0 B LRFR (HL93) MS28.8 egal Loads : 1,903.87 : 0.00 : 0.00 ft : 76.44 ft 0 No median 1 Yes, flared 59.71 ft							
Culvert 62: N N/A (NBI) Chan Inventory Rating Method 65: 8 Inventory Rating 66: M Design Load 31: 6 Posting Status 41: A Length Max Span 48: Width Curb to Curb 51: Approach Roadway width 32: (w/ shoulders) Deck Area: Skew 34: Vertical Clearance 10: Minimum Vertical Underclearance F Minimum Vertical Underclearance F	Image:	Sub 60: 4 Poor 6 Bank Slumping 6 Bank Slumping Operating Rating Method 63: Operating Rating Method 63: Operating Rating 64: Posting 70: 5 At/Above Le RIC DATA Structure Length 49 Curb/Sdwlk Width L 50A Curb/Sidewalk Width R 50B Width Out to Out 52 Median 33: Structure Flared 35: Horizontal Clearance 8.33 ft Hwy beneath struct 4.17 ft	SUFF RATE: 52.0 SUFF RATE: 52.0 B LRFR (HL93) MS28.8 egal Loads : 1,903.87 : 0.00 : 0.00 ft : 76.44 ft 0 No median 1 Yes, flared 59.71 ft							
Culvert 62: N N/A (NBI) Chan Inventory Rating Method 65: 8 Inventory Rating 66: M Design Load 31: 6 Posting Status 41: A Length Max Span 48: Width Curb to Curb 51: Approach Roadway width 32: (w/ shoulders) Deck Area: Skew 34: Vertical Clearance 10: Minimum Vertical Underclearance F Minimum Vertical Underclearance Minimum Lateral Underclearance R	LOAD RATING LOAD RATING LRFR (HL93) 1522.2 MS18(HS20)+mod Open, no restriction GEOMET 130.60 ft 71.85 ft 61.00 ft 145.531.00ft² 0.00° 99 99 ft Bridge 53: Reference 54A: H 54B: 1 Reference R 55A:	Sub 60: 4 Poor 6 Bank Slumping 6 Bank Slumping Operating Rating Method 63: Operating Rating 64: Posting 70: 5 At/Above Leg RIC DATA Structure Length 49 Curb/Sdwlk Width L 508 Width Out to Out 52 Median 33: Structure Flared 417 ft Hwy beneath struct	SUFF RATE: 52.0 SUFF RATE: 52.0 B LRFR (HL93) MS28.8 egal Loads : 1,903.87 : 0.00 : 0.00 ft : 76.44 ft 0 No median 1 Yes, flared 59.71 ft							
Culvert 62: N N/A (NBI) Chan Inventory Rating Method 65: 8 Inventory Rating 66: M Design Load 31: 6 Posting Status 41: A Length Max Span 48: Width Curb to Curb 51: Approach Roadway width 32: (w/ shoulders) Deck Area: Skew 34: Vertical Clearance 10: Minimum Vertical Underclearance F Minimum Lateral Underclearance R Minimum Lateral Underclearance R Minimum Lateral Underclearance R	LOAD RATING LOAD RATING LRFR (HL93) 1S22.2 MS18(HS20)+mod Open, no restriction GEOMET 130.60 ft 71.85 ft 61.00 ft 145.531.00ft² 0.00° 99 99 ft Bridge 53: Reference 54A: H 54B: 1 Steference R 55A: H	Sub 60: 4 Poor 6 Bank Slumping 6 Bank Slumping Operating Rating Method 63: Operating Rating 64: Posting 70: 5 At/Above Le RIC DATA Structure Length Queb/Sdwlk Width L 50A Curb/Sidewalk Width R 50B Width Out to Out 51 Median 33: Structure Flared 8.33 ft Hwy beneath struct 4.17 ft Hwy beneath struct .00 ft	SUFF RATE: 52.0 SUFF RATE: 52.0 B LRFR (HL93) MS28.8 egal Loads : 1,903.87 : 0.00 : 0.00 ft : 76.44 ft 0 No median 1 Yes, flared 59.71 ft							
Culvert 62: N N/A (NBI) Chan Culvert 62: N N/A (NBI) Chan Inventory Rating 66: M Design Load 31: 6 Posting Status 41: A Length Max Span 48: Width Curb to Curb 51: Approach Roadway width 32: (w/ shoulders) Deck Area: Skew 34: Vertical Clearance 10: Minimum Vertical Underclearance F Minimum Lateral Underclearance R Minimum Lateral Underclearance R Minimum Lateral Underclearance L	Image: Js. Fridd nel/Channel Protection 61: Image:	Sub 60: 4 Poor 6 Bank Slumping 6 Bank Slumping Operating Rating Method 63: Operating Rating 64: Posting 70: 5 At/Above Letter RIC DATA Structure Length Queb/Sdwlk Width L 508 Width Out to Out 52 Median 33: Structure Flared 35: Horizontal Clearance 4.17 ft Hwy beneath struct .00 ft	SUFF RATE: 52.0 SUFF RATE: 52.0 B LRFR (HL93) MS28.8 egal Loads : 1,903.87 : 0.00 : 0.00 ft : 76.44 ft 0 No median 1 Yes, flared 59.71 ft							

Bridge Inspection Report

Structure Inventory and Appraisal Sheet (English Units)

AGE AND	SERVICE							
Year Built 27: 1969	ADT 29: 76,700							
Type of Service on 42A: 1 Highway	Year Reconstructed106:1998							
Type of Service under 42B: 8 Hwy-waterway-RR	Detour Length 19: 2.0 mi							
Lanes on 28A: 5	Truck ADT 109: 10%							
Lanes under 28B: 8	Year of ADT 30: 2008							
Number of Approach Spans 46: 20	Number of Spans Main Unit 45: 1							
Wearing Surface 108A: 6 Bituminous	Main Span Material Design 43A: 3 Steel							
Membrane 108B: 2 Preformed Fabric	Main Span Material Design 43B: 02 Stringer/Girder							
Deck protection 108C: 8 Unknown	Deck Type 107: 1 Concrete-Cast-ir							
Bridge Rail 36A: 1 Meets Standards	Approach Rail 36C: 0 Substandard							
Transition 36B: 0 Substandard	Approach Rail Ends 36D: 0 Substandard							
Str Evaluation 67: 4 Minimum Tolerable	Deck Geometry 68: 4 Tolerable							
Waterway Adequacy 71: 7 Above Minimum Approach Alignment 72: 6 Equal Min Criteria								
Scour Critical 113: 3 SC - Unstable								
Underclearance, Vertical and Horizontal 69: 4 Tolera	ble							
CLASSIF								
Defense Highway 100: 1 On Interstate STRAHNE	Parallel Structure 101: Left of bridge							
Direction of Traffic 102: 1 1-way traffic	Temporary Structure 103: Not Applicable (P)							
Highway System 104: 3 On free road	NBIS Length 112: Long Enough							
Defense Hwy 110: 1 On the NHS	Functional Class 26: 11 Urban Interstate							
Toll Facility 20: 1 On Interstate STRAHNE ⁻	Historical Significance 37: 5 Not eligible for NRHP							
Owner 22: State Highway Agency	Custodian 21: 01 State Highway Agency							
PROPOSED IM	PROVEMENTS							
Bridge Cost 94: \$29,571,332	Type of Work75:35 Rehabilitate-gen.							
Roadway Cost 95: \$2,957,133	Length of Improvement 76: 1,903.87							
Total Cost 96: \$44,356,998	Future ADT 114: 92,040							
Year of Cost Estimate 97: 2007	Year of Future ADT 115: 2036							
Navigation Control 38: Permit Not Required	ON DATA Horizontal Clearance 40: 00.7.6							
Vertical Closenance 20: 10.0.5								
vertical clearance 39: 42.0 ft								
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Bridge Inspection Report

Structure Inventory and Appraisal Sheet (English Units)

0	12/3	Re Concrete Deck	142,889.00	94%	134,317.00	5%	7,144.00	1%	1,428.00	0%	0.00
	510/3	Wearing Surfaces	142,889.00	94%	134,317.00	5%	7,144.00	1%	1,428.00	0%	0.00
	3210/3	Del/Spall/Patch/Pot(Wear Surf)	4,286.00	0%	0.00	83%	3,572.00	17%	714.00	0%	0.00
	3220/3	Crack (Wearing Surface)	4,286 00	0%	0 00	83%	3,572 00	17%	714 00	0%	0 00
	1080/3	Delamination/Spall/Patched Area	2,143 00	0%	0 00	83%	1,786 00	17%	357 00	0%	0 00
	1090/3	E po ed Rebar	2,143 00	0%	0 00	83%	1,786 00	17%	357 00	0%	0 00
	1120/3	Efflore cence/Ru t Staining	2,143 00	0%	0 00	83%	1,786 00	17%	357 00	0%	0 00
	1130/3	Cracking (RC and Other)	2,143 00	0%	0 00	83%	1,786 00	17%	357 00	0%	0 00
0	16/3	Re Conc Top Flange	7,336.00	81%	5,911.00	16%	1,150.00	4%	275.00	0%	0.00
	510/3	Wearing Surface	7,336 00	83%	6,086 00	14%	1,000 00	3%	250 00	0%	0 00
	3220/3	Crack (Wearing Surface)	1,000.00	0%	0.00	75%	750.00	25%	250.00	0%	0.00
	1080/3	Delamination/Spall/Patched Area	200.00	0%	0.00	100%	200.00	0%	0.00	0%	0.00
	1090/3	Exposed Rebar	25.00	0%	0.00	0%	0.00	100%	25.00	0%	0.00
	1120/3	Efflorescence/Rust Staining	1,000.00	0%	0.00	75%	750.00	25%	250.00	0%	0.00
	1130/3	Cracking (RC and Other)	200.00	0%	0.00	100%	200.00	0%	0.00	0%	0.00
0	105/3	Re Clsd Box Girder	922.00	8%	78.00	55%	505.00	37%	339.00	0%	0.00
	1080/3	Delamination/Spall/Patched Area	100.00	0%	0.00	80%	80.00	20%	20.00	0%	0.00
	1090/3	Exposed Rebar	5.00	0%	0.00	0%	0.00	100%	5.00	0%	0.00
	1120/3	Efflorescence/Rust Staining	244.00	0%	0.00	50%	122.00	50%	122.00	0%	0.00
	1130/3	Cracking (RC and Other)	495.00	0%	0.00	61%	303.00	39%	192.00	0%	0.00
0	107/3	Steel Opn Girder/Beam	1,430.00	55%	787.00	35%	496.00	10%	147.00	0%	0.00
	515/3	Steel Protective Coating	21,000.00	35%	7,350.00	30%	6,300.00	30%	6,350.00	5%	1,000.00
	3410/3	Chalk(Steel Protect Coatings)	6,300.00	0%	0.00	100%	6,300.00	0%	0.00	0%	0.00
	3420/3	Peel/Bub/Crack(Stl Protect Coat)	7,350.00	0%	0.00	0%	0.00	86%	6,350.00	14%	1,000.00
	1000/3	Corrosion	500.00	0%	0.00	71%	353.00	29%	147.00	0%	0.00
	1900/3	Distortion	143.00	0%	0.00	100%	143.00	0%	0.00	0%	0.00
0	109/3	Pre Opn Conc Girder/Beam	14,543.00	81%	11,733.00	9%	1,268.00	10%	1,407.00	1%	135.00
	521/3	Conc Prot Coating	5,000.00	85%	4,250.00	0%	0.00	8%	375.00	8%	375.00
	3510/3	Wear (Concrete Protect Coat)	750.00	0%	0.00	0%	0.00	50%	375.00	50%	375.00
	1080/3	Delamination/Spall/Patched Area	1,150.00	0%	0.00	78%	900.00	22%	250.00	0%	0.00
	1090/3	Exposed Rebar	175.00	0%	0.00	0%	0.00	29%	50.00	71%	125.00
	1100/3	Exposed Prestressing	25.00	0%	0.00	0%	0.00	60%	15.00	40%	10.00
	1110/3	Cracking (PSC)	727.00	0%	0.00	0%	0.00	100%	727.00	0%	0.00
	1120/3	Efflorescence/Rust Staining	730.00	0%	0.00	50%	365.00	50%	365.00	0%	0.00
	7000/3	Damage	3.00	0%	0.00	100%	3.00	0%	0.00	0%	0.00
0	110/3	Re Conc Opn Girder/Beam	2,880.00	33%	954.00	41%	1,188.00	24%	688.00	2%	50.00
	1080/3	Delamination/Spall/Patched Area	800.00	0%	0.00	75%	600.00	25%	200.00	0%	0.00
	1090/3	Exposed Rebar	100.00	0%	0.00	0%	0.00	50%	50.00	50%	50.00
	1120/3	Efflorescence/Rust Staining	450.00	0%	0.00	67%	300.00	33%	150.00	0%	0.00
	1130/3	Cracking (RC and Other)	576.00	0%	0.00	50%	288.00	50%	288.00	0%	0.00
0	205/3	Re Conc Column	92.00	44%	40.00	22%	20.00	35%	32.00	0%	0.00
	1080/3	Delamination/Spall/Patched Area	42.00	0%	0.00	48%	20.00	52%	22.00	0%	0.00
	1120/3	Efflorescence/Rust Staining	5.00	0%	0.00	0%	0.00	100%	5.00	0%	0.00
	1130/3	Cracking (RC and Other)	5.00	0%	0.00	0%	0.00	100%	5.00	0%	0.00
	8368/3	Graffiti	300.00	0%	0.00	100%	300.00	0%	0.00	0%	0.00
0	210/3	Re Conc Pier Wall	1,151.00	58%	666.00	25%	290.00	15%	172.00	2%	23.00
	1080/3	Delamination/Spall/Patched Area	175.00	0%	0.00	43%	75.00	44%	77.00	13%	23.00
	1120/3	Efflorescence/Rust Staining	80.00	0%	0.00	50%	40.00	50%	40.00	0%	0.00
	1130/3	Cracking (RC and Other)	115.00	0%	0.00	52%	60.00	48%	55.00	0%	0.00
	6000/3	Scour	115.00	0%	0.00	100%	115.00	0%	0.00	0%	0.00
	8368/3	Graffiti	400.00	0%	0.00	100%	400.00	0%	0.00	0%	0.00
0	215/3	Re Conc Abutment	230.00	34%	78.00	19%	44.00	47%	108.00	0%	0.00
	1080/3	Delamination/Spall/Patched Area	103.00	0%	0.00	28%	29.00	72%	74.00	0%	0.00
	1120/3	Efflorescence/Rust Staining	30.00	0%	0.00	50%	15.00	50%	15.00	0%	0.00
	1130/3	Cracking (RC and Other)	19.00	0%	0.00	0%	0.00	100%	19.00	0%	0.00
0	220/3	Re Conc Pile Cap/Ftg	1,151.00	100%	1,150.00	0%	1.00	0%	0.00	0%	0.00
	1130/3	Cracking (RC and Other)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
0	234/3	Re Conc Pier Cap	388.00	14%	53.00	66%	257.00	20%	78.00	0%	0.00
	r Inenectio	n SIA Fnalish						Mo	n 10/15/201	8 16.09	3.12
	_mapecil0							NIO.		J 10.00	

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	521/3	Conc Prot Coating	5,000.00	70%	3,500.00	0%	0.00	0%	0.00	30%	1,500.00
	3510/3	Wear (Concrete Protect Coat)	1,500.00	0%	0.00	0%	0.00	0%	0.00	100%	1,500.00
	1080/3	Delamination/Spall/Patched Area	308.00	0%	0.00	81%	250.00	19%	58.00	0%	0.00
	1120/3	Efflorescence/Rust Staining	15.00	0%	0.00	47%	7.00	53%	8.00	0%	0.00
	1130/3	Cracking (RC and Other)	12.00	0%	0.00	0%	0.00	100%	12.00	0%	0.00
0	300/3	Strip Seal Exp Joint	93.00	0%	0.00	95%	88.00	5%	5.00	0%	0.00
	2310/3	Leakage	30.00	0%	0.00	100%	30.00	0%	0.00	0%	0.00
	2350/3	Debris Impaction	58.00	0%	0.00	100%	58.00	0%	0.00	0%	0.00
	2370/3	Metal Deterioration or Damage	5.00	0%	0.00	0%	0.00	100%	5.00	0%	0.00
0	301/3	Pourable Joint Seal	1,151.00	44%	507.00	47%	544.00	7%	85.00	1%	15.00
	2310/3	Leakage	344.00	0%	0.00	100%	344.00	0%	0.00	0%	0.00
	2320/3	Seal Adhesion	300.00	0%	0.00	67%	200.00	28%	85.00	5%	15.00
0	310/3	Elastomeric Bearing	401.00	34%	136.00	47%	190.00	19%	75.00	0%	0.00
	2220/3	Alignment	4.00	0%	0.00	0%	0.00	100%	4.00	0%	0.00
	2230/3	Bulging, Splitting or Tearing	200.00	0%	0.00	75%	150.00	25%	50.00	0%	0.00
	2240/3	Loss of Bearing Area	61.00	0%	0.00	66%	40.00	34%	21.00	0%	0.00
0	311/3	Moveable Bearing	11.00	0%	0.00	64%	7.00	36%	4.00	0%	0.00
	515/3	Steel Protective Coating	132.00	0%	0.00	0%	0.00	33%	44.00	67%	88.00
	3420/3	Peel/Bub/Crack(Stl Protect Coat)	132.00	0%	0.00	0%	0.00	33%	44.00	67%	88.00
	1000/3	Corrosion	11.00	0%	0.00	64%	7.00	36%	4.00	0%	0.00
0	313/3	Fixed Bearing	11.00	0%	0.00	73%	8.00	27%	3.00	0%	0.00
	515/3	Steel Protective Coating	110.00	0%	0.00	0%	0.00	60%	66.00	40%	44.00
	3420/3	Peel/Bub/Crack(Stl Protect Coat)	110.00	0%	0.00	0%	0.00	60%	66.00	40%	44.00
	1000/3	Corrosion	10.00	0%	0.00	70%	7.00	30%	3.00	0%	0.00
	2240/3	Loss of Bearing Area	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
0	321/3	Re Conc Approach Slab	2,352.00	0%	0.00	100%	2,352.00	0%	0.00	0%	0.00
	510/3	Wearing Surfaces	2,352.00	57%	1,352.00	21%	500.00	21%	500.00	0%	0.00
	3220/3	Crack (Wearing Surface)	2,352.00	57%	1,352.00	21%	500.00	21%	500.00	0%	0.00
0	331/3	Re Conc Bridge Railing	3,808.00	89%	3,407.00	11%	401.00	0%	0.00	0%	0.00
	1130/3	Cracking (RC and Other)	351.00	0%	0.00	100%	351.00	0%	0.00	0%	0.00
	7000/3	Damage	50.00	0%	0.00	100%	50.00	0%	0.00	0%	0.00
0	1000/2	Correction	27.00	0%	0.00	11%	3.00	/4% 0%	20.00	15%	4.00
	1000/3	Corrosion	4.00	0%	0.00	0 %	0.00	0 /6	0.00	100 %	4.00
0	1080/3	R/C Return Wall	175.00	0%	0.00	100%	44.00	0%	25.00	0%	0.00
	1120/3	Efflorescence/Rust Staining	110.00	0%	0.00	77%	85.00	23%	25.00	0%	0.00
	1130/3	Cracking (RC and Other)	21.00	0%	0.00	100%	21.00	0%	0.00	0%	0.00
	8218/3	Backwall All Types	230.00	45%	104.00	35%	80.00	20%	46.00	0%	0.00
U	1080/3	Delamination/Spall/Patched Area	80.00	0%	0.00	88%	70.00	13%	10.00	0%	0.00
	1120/3	Efflorescence/Rust Staining	23.00	0%	0.00	43%	10.00	57%	13.00	0%	0.00
	1130/3	Cracking (RC and Other)	23.00	0%	0.00	0%	0.00	100%	23.00	0%	0.00
0	8305/3	Asphaltic Joint Material	1,438.00	69%	987.00	31%	451.00	0%	0.00	0%	0.00
<u> </u>	2310/3	Leakage	430.00	0%	0.00	100%	430.00	0%	0.00	0%	0.00
	2340/3	Seal Cracking	21.00	0%	0.00	100%	21.00	0%	0.00	0%	0.00
0	8335/3	Guardrail, Vehicular	700.00	76%	530.00	20%	140.00	4%	30.00	0%	0.00
	515/3	Steel Protective Coating	3,150.00	57%	1,800.00	0%	0.00	43%	1,350.00	0%	0.00
	1000/3	Corrosion	100.00	0%	0.00	100%	100.00	0%	0.00	0%	0.00
	7000/3	Damage	70.00	0%	0.00	57%	40.00	43%	30.00	0%	0.00
0	8336/3	Conc Bridge Parapet	700.00	50%	350.00	46%	320.00	4%	30.00	0%	0.00
	1080/3	Delamination/Spall/Patched Area	100.00	0%	0.00	100%	100.00	0%	0.00	0%	0.00
	1090/3	Exposed Rebar	100.00	0%	0.00	70%	70.00	30%	30.00	0%	0.00
	1130/3	Cracking (RC and Other)	150.00	0%	0.00	100%	150.00	0%	0.00	0%	0.00
0	8366/3	Rip Rap	1,000.00	94%	940.00	3%	30.00	3%	30.00	0%	0.00
0	8367/3	Slope Blocks	700.00	85%	595.00	0%	0.00	15%	105.00	0%	0.00
0	8370/3	Steel Diaphragms	70.00	19%	13.00	51%	36.00	24%	17.00	6%	4.00
	515/3	Steel Protective Coating	1,800.00	21%	378.00	63%	1,125.00	12%	207.00	5%	90.00
	3410/3	Chalk(Steel Protect Coatings)	900.00	0%	0.00	100%	900.00	0%	0.00	0%	0.00
	3420/3	Peel/Bub/Crack(Stl Protect Coat)	522.00	0%	0.00	43%	225.00	40%	207.00	17%	90.00
	1000/3	Corrosion	55.00	0%	0.00	64%	35.00	29%	16.00	7%	4.00

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	1020/3	Connection	2.00	0%	0.00	50%	1.00	50%	1.00	0%	0.00
0	8371/3 Conc Diaphragms 1080/3 Delamination/Spall/Patched Area		221.00	16%	35.00	33%	73.00	51%	113.00	0%	0.00
			52.00	0%	0.00	0%	0.00	100%	52.00	0%	0.00
	1090/3 Exposed Rebar		12.00	0%	0.00	92%	11.00	8%	1.00	0%	0.00
	1120/3 Efflorescence/Rust Staining		11.00	0%	0.00	55%	6.00	45%	5.00	0%	0.00
	1130/3	Cracking (RC and Other)	111.00	0%	0.00	50%	56.00	50%	55.00	0%	0.00

Bridge Inspection Report

Structure Inventory and Appraisal Sheet (English Units)

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4	
12	Re Concrete Deck	3	07/24/2018	142,889.00	sq.ft	134,317.00	7,144.00	1,428.00	0.00	
This the p	element was not inc previous Routine Inspecti	uded on dat	in the scope ted 07/24/17:	e of this S	Special	Inspection.	The follo	wing notes	are fror	
The surf	top of the reinforced con- ace/overlay.	crete d	leck is conceale	ed from view	by a bi	tuminous co	ncrete wea	ring		
The area spal inter and	underside of the deck in s of rust staining and effl ls. The areas immediately rmittent hollow areas. The stalactites.	Spans presce surro overl	#1 through #18 ence, random ha unding drain pi nangs exhibit ty	has areas o airline crack pes have he pical hairline	of expos ing, ran avy rust e transv	ed rebar cha dom hollow a t staining an erse cracks	irs through areas and i d effloresco with efflore	iout, solated ence with escence		
The loca	The underside of deck is concealed from view by timber formwork left in place in the following locations:									
Spar Nort 20' I	Spans #3 and #4: North Overhang – 20' long x 4' wide between Girder "A" and the North Fascia Arch at Pier #3.									
Spar Sout Betv	Span #4: South Overhang – Between Girder "F" and the South Fascia Arch at Pier #3.									
Spar Nort Two	n #5: h Overhang – areas up to 20' long x 3' v	vide b	etween Girder "	'A1" and the	North F	ascia Arch a	at Pier #5.			
Spar Sout 30' la insp	n #6 and #7 th Fascia – ong x 6' wide in the area o ectors.	over P	ier #6. This forn	nwork is han	ging do	wn and is a	potential ha	azard to		
Spar All E	n #15: Bays — Gast balf in all bays are c	ncoa	lod from viow b	y timbor shir	Idina					
The	re are several defects whi	ch hav	/e been repaired	d or in the pr	ocess o	of being repa	ired during	the		
Turah	510 Wearing Surfaces	3	07/24/2018	142,889.00	sq.ft	134,317.00	7,144.00	1,428.00	0.00	
	This element was Routine Inspection	not i ated 07	ncluded in the so 7/24/17	cope of this S	Special Ir	nspection The	following no	tes are from	the previou	
	The bituminous c sealed and unse raveling along deck	oncrete aled lo joint edg	wearing surface/c ngitudinal and tra ges	overlay on the ansverse crack	bridge e ks, sever	exhibits minor al potholes a	to moderate nd patches,	wheel line ru and random	ting, rando locations c	
	The raised concre has minor spalling a	te med ong cui	ian at the gore ir b edges	n Spans #16	through #	≠18 between I	195 Westbou	nd and the I	95 On Ram	

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	3210	Del/Spall/Pa	tch/Pot(Wear Surf)	3	07/24/2018	•	4,286.00	s	q.ft	0.00	3,57	2.00	714.00		0.00	
			This element previous Routi	was not ne Inspect	included ii ion dated 07	n the 7/24/17:	scope d	of this	Special	Inspection.	The	following	notes	are	from	the
			There are isola to 6" wide in th	ated pothol e pavemei	es and patcl nt along the j	hes in tl joints.	he wearir	ig surfa	ace. Ther	e is raveling	or de	pressed ar	eas up			
			Span #4 – There is a poth joint.	ole 8" long	g x 18" wide	x 3" dee	ep in the	right m	iiddle lane	e adjacent to	o the e	ast Pier #4	4 deck			
			Span# 7 – The west joint	at Pier #7	has a 9' long	g x up to	o 8" wide	x 2" de	ep potho	le at the nor	th end	l of the join	nt.			
			Span #9 – There is a 3' located 13' eas	long x 2 st of the ea	?' wide dep st Pier #8 de	ressed eck joint	area wi t.	tha 1	2" diame	eter x 2" d	eep p	othole in	the rig	ht m	iddle	lane
			Span #10 – There is a 2' lo	ng x 3' wia	le patch in th	ne left m	niddle lar	e over	Pier #9.							
			Span #11 – There is a 2' lo lanes located 2 around the scu line located 21	ng x 1' wid 20' east of 3 Ipper in the ' and 3' eas	le x 1" deep the Pier #10 e north shou st of the eas	depress deck jo Ider and t Pier #	sed and o bint. Ther d a 7" dia 10 deck j	crackeo e is a 2 meter 2 oint, re	d area be 2' long x 2 x 2" deep spectivel <u></u>	tween the rig ?' wide x 1" d pothole alou y.	ght mid leep d ng the	ddle and ri epressed a north shoi	ght area ulder			
			Span #13 – The previously the Pier #13 w the Pier #13 w patch in the rio	noted 4' lo est deck jo est deck jo ht middle l	ong x 2' wide int has been int. The Pier lane.	e x 2" de n patche r #13 Ea	eep potho ed and th ast deck	ole alor ere is a ioint ha	ng the nor a 26" long ns a 3' lon	th shoulder 1 x 10" wide j 1g x 4' wide c	line lo patch cracke	cated 7' ea located 2' d and settl	ast of east of ed			
	3220	Crack (Wea	ring Surface)	3	07/24/2018		4,286.00	s	q.ft	0.00	3,57	2.00	714.00		0.00	
			This element previous Routi	was not ne Inspect	included in ion dated 07	n the 7/24/17:	scope d	f this	Special	Inspection.	The	following	notes	are	from	the
			There are isola the gore area i	nted locatic n Spans #	ons of sealed 15 through #	l longitu ‡18. The	idinal cra ere are s	cks alc ealed ti	ong the la ransverse	ne lines, in t cracks adja	he sho acent t	oulders and o the joints	d in S.			
1080	Delaminatio	n/Spall/Patch	ed Area 3	07/24	1/2018	2,143.0	0	sq.ft	0.00	1,	786.00	3	57.00		0.00	

Bridge Inspection Report

Structure Inventory and Appraisal Sheet (English Units)

This element was not included in the scope of this Special Inspection. The following notes are from the previous Routine Inspection dated 07/24/17: There are random hollow areas and spalls on the underside of the reinforced concrete deck. Span #1: Bay "D" – Located 5' from Pier #1 there is a 2' long x 2' wide x 1-1/2" deep spall. Span #2: Bay "E" -Located east of the East Corbel there is a 16" diameter hollow area with rust staining. Span #3: Bay "A" -There is an 8" diameter x 3" deep spall east of the West Corbel. Bay "E" -There is a 2' long x 1' wide hollow area with rust staining and a 10" diameter x 1" deep spall at the drain pipe over Pier #3. Span #4: Bay "B" -There is a 2' diameter hollow area west of the West Corbel Bay "C" -There is an 18" diameter hollow area with rust stains and cracking near the East Corbel. Bay "E" -There is a 12" long x 6" wide hollow area 10' east of mid-span. Span #5: South Overhang -Between Girder "F" and South Fascia Arch located east of mid-span has multiple spalls up to 3' long x 1' wide x 2' deep. Bay "E" -There is a 10' long x 5' wide hollow area with efflorescence and rust staining over Pier #5. Span #6: Bay "A"¬ – There is a 5' long x 4' wide hollow area with rust staining around the drain pipe . Bay "E" -There is a 3' long x 2' wide hollow area with efflorescence and rust staining around the drain pipe at mid -span and a 10' long x 5' wide hollow area with efflorescence and rust staining over Pier #5. Span #7: There are intermittent hollow areas at the deck ends above the haunches at Pier #6 and Pier #7 up to 1 ' long x 4' wide. Bay "A" – There is a 12" diameter cracked patch between the third interior and fourth intermediate diaphragms from Pier #6 and a 12" diameter cracked patch between the fifth intermediate diaphragm and Pier #7. At the longitudinal construction joint there are intermittent hollow areas up to 12" long x 6" wide. Bay "J" –

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/2' wide and diaphragms and a	18" long x 12" wide In 18" diameter hollow area a	hollow areas wabove the fifth inte	ith rust si rmediate dia	aining betwo phragm from	een the first Pier #6.	and second	int
Span #8:							
Bay "A" –							
Located 9' from W	est Cantilever there is a 15"	long x 26" wide x	2" deep spa	II.			
Bay "E" –							
East of the Wes rust stains and eff	st Corbel there is an 18" lorescence near the drain pi	diameter x 1" pe.	deep spall	and an 18"	long x 18" wi	ide hollow are	a١
Span #9:							
Bay "A"–							
There is a 6' lo mid-span (Repair	ng x 3' wide hollow area in Progress).	at the mid-span	near Girde	r "A". There	is a 1' diame	ter hollow area	I V
Bay "B"–							
There are 12" diar	meter hollow areas with som	e areas up to 24"	long x 20" wi	de.			
Span #10:							
Bay "A" –							
There is a 12" lon	g x 12" wide hollow area nea	r the drain pipe.					
Bay "E"–							
There is a 2' lo	ng x 12" wide x 1" deep	spall along Gird	er "F" locate	ed above the	mid-span diap	ohragm. There	is
ter hollow area at	the diaphragm at the East C	orbel.					
Span #11:							
Bay "A" –							
There is a 3' long	x 18" wide hollow area near	the drain pipe.					
Bay "E" –							
There is a 2' long	x 1' wide hollow area near th	ne drain pipe.					
Span #13:							
North Overhang -							
There is a 53" long	g x 24" wide hollow area nea	ar the West Corbe					
Span #14:							
North Overhang –							
There is a 3' long	x 2' wide hollow area at the	drain hole at Pier	#13 east joir	ıt.			
Span #17:							
Bay "E" –							
There is a 5' long	x 20" wide hollow area with	cracking, rust stai	ning, and eff	lorescence ne	ar Pier #17.		
Bay "G" –							
There is a patch v	vith hollow edges near Pier #	17.					
				0.00	4 700 00		
1 Rebar	3 ()7/24/2018	2,143.00	sa.m	0.00	1.786.00	357.00	

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There are random and spalls with exposed rebar on the underside of the reinforced concrete deck. Span #4: Bay 'A' - There is a 12' long x 9' wide x 1-1/2' deep spall with exposed rebar along Girder 'A' near Pier #3. Span #6: Bay 'A' - There is a 4' long x 3' wide x up to 1-1/2' deep spall with exposed rebar and a 16' diameter x 2' deep spall with rebar with up to 10% section loss near Pier #7. Bay 'E' - There is a 16' long x 12' wide x 1' deep spall with exposed rebar at Pier #7. Bay 'E' - There is an 8' long x 23' wide x 2'-1/4' deep spall with exposed rebar at M exposed and debonded rebar with up section loss at mid-span over diaphragm. There is a 12' diameter x 1' deep spall with exposed rebar near Pier #7. Span #6: Bay 'E' - There is a 44' long x 23' wide x 2'-1/4' deep spall/hollow area with exposed and debonded rebar with up section loss at mid-span over diaphragm. There is a 12' diameter x 1' deep spall with exposed rebar near Pier #7. Span #8: Bay 'E' - There is a 2' long x 3' wide x 3' deep spall with exposed rebar at the drain pipe near the West Corbel . Span #9: Bay 'E' - There is a 6' diameter x 1' deep spall with exposed rebar at the drain pipe near the West Corbel . Span #9: Bay 'E' - There is a 6' long x 14'' wide x 2' deep spall with exposed rebar and a 4' long x 3' wide x 3' deep spall with rebar between the mid-span and the East Corbel (Repair in Progress). Span #10: Bay 'E' - There is a 2' long x 16' wide x 1-1/2' deep spall/hollow area with exposed and rusted rebar near Pier #17. Span #17: Bay 'T' - There is a 4' long x 3-1/2' wide hollow area with a 20' long x 12' wide spall with exposed rebar near Pier #17. Span #18: Bay 'C' - There is a 4' long x 2' wide x 1-1/2'' deep spall with loose concrete at mid-span over the southbound roadway. Bay 'C' - There is a 4' long x full width x 3' deep spall with exposed and rebar with loose concrete beyond the reburser beyond Here Pier #10' Pier Here Here Here Here Here Here Here H	There are random and spalls with exposed rebar on the underside of the reinforced concrete deck. Span #4: Bay 'A" – There is a 12' long x 9" wide x 1-1/2" deep spall with exposed rebar along Girder "A" near Pier #3. Span #6: Bay "A" – There is a 4' long x 3' wide x up to 1-1/2" deep spall with exposed rebar at mid-span. Span #7: Bay "A" – There is a 16" long x 12" wide x 1-1/2" deep spall with exposed rebar and a 16" diameter x 2" deep spall with rebar with up to 10% section loss near Pier #7. Bay "E" – There is a 14" long x 23" wide x 1" deep spall with exposed rebar at Pier #7. Bay "J" – There is a 44" long x 23" wide x 2-1/4" deep spall/hollow area with exposed and debonded rebar with up section loss at mid-span over diaphragm. There is a 12" diameter x 1" deep spall with exposed rebar near Pier #7. Span #8: Bay "A" – There is a 2' long x 3' wide x 3" deep spall with exposed rebar at the drain pipe near the West Corbel . Bay "E" – There is a 6" diameter x 1" deep spall with exposed rebar at the drain pipe near the West Corbel . Span #8: Bay "E" – There is a 16" long x 14" wide x 2" deep spall with exposed rebar and a 4' long x 3' wide x 3" deep spall with rebar between the mid-span and the East Corbel (Repair in Progress). Span #10: Bay "E" – There is a 16" long x 14" wide x 1-1/2" deep spall with exposed rebar and a 4' long x 3' wide x 3" deep spall with rebar between the mid-span and the East Corbel (Repair in Progress). Span #10: Bay "E" –
Span #4: Bay 'A' - There is a 12' long x 9' wide x 1-1/2' deep spall with exposed rebar along Girder 'A' near Pier #3. Span #6: Bay 'A' - There is a 4' long x 3' wide x up to 1-1/2' deep spall with exposed rebar at mid-span. Span #7: Bay 'A' - There is a 16' long x 12' wide x 1-12' deep spall with exposed rebar and a 16' diameter x 2' deep spall with rebar with up to 10% section loss near Pier #7. Bay 'L' - There is a 16' long x 13' wide x 1' deep spall with exposed rebar at Pier #7. Bay 'L' - There is a 8' long x 13' wide x 1' deep spall with exposed rebar at Pier #7. Bay 'L' - There is a 8' long x 23'' wide x 2-1/4'' deep spall/hollow area with exposed and debonded rebar with up section loss at mid-span over diaphragm. There is a 12' diameter x 1'' deep spall with exposed rebar near Pier #7. Span #8: Bay 'E' - There is a 2' long x 3' wide x 3'' deep spall with exposed rebar at the drain pipe near the West Corbel. Bay 'E' - There is a 6'' diameter x 1'' deep spall with exposed rebar at the drain pipe near the West Corbel. Span #9: Bay 'E' - There is a 6'' long x 14'' wide x 2'' deep spall with exposed rebar and a 4' long x 3' wide x 3'' deep spall with rebar between the mid-span and the East Corbel (Repair in Progress). Span #10: Bay 'E' - There is a 2' long x 16'' wide x 1-1/2'' deep spall/hollow area with exposed and rusted rebar near the drain pipe. Span #17: Bay 'T' - There is a 4' long x 3-1/2' wide hollow area with a 20'' long x 12'' wide spall with exposed rebar near Pier #17. Span #18: Bay 'G' - There is a 4' long x 5'' wide x 1-1/2'' deep spall with loose concrete at mid-span over the southbound roadway. Bay 'G' - There is a 4'' long x full width x 3'' deep spall with exposed and rusted rebar near Pier #17. Span #18: Bay 'G' - There is a 4'' long x full width x 3'' deep spall with exposed and rebar with loose concrete beyond the rebursed here and #2'' long x full width x 3'' deep spall with exposed and rebar with loose concrete beyond the rebursed here and #2'' l	Span #4: Bay "A" – There is a 12" long x 9" wide x 1-1/2" deep spall with exposed rebar along Girder "A" near Pier #3. Span #6: Bay "A" – There is a 4" long x 3" wide x up to 1-1/2" deep spall with exposed rebar at mid-span. Span #7: Bay "A" – There is a 16" long x 12" wide x 1-1/2" deep spall with exposed rebar and a 16" diameter x 2" deep spall with rebar with up to 10% section loss near Pier #7. Bay "E" – There is a 18" long x 18" wide x 1" deep spall with exposed rebar at Pier #7. Bay "J" – There is a 44" long x 23" wide x 2-1/4" deep spall/hollow area with exposed and debonded rebar with up section loss at mid-span over diaphragm. There is a 12" diameter x 1" deep spall with exposed rebar near Pier #7. Span #8: Bay "A" – There is a 2 long x 3" wide x 3" deep spall with exposed rebar at the drain pipe near the West Corbel . Bay "E" – There is a 6" diameter x 1" deep spall with exposed rebar at the drain pipe near the West Corbel . Span #9: Bay "E" – There is a 16" long x 14" wide x 2" deep spall with exposed rebar and a 4" long x 3" wide x 3" deep spall with rebar between the mid-span and the East Corbel (Repair in Progress). Span #10: Bay "E" – There is a 2 long x 16" wide x 1-1/2" deep spall/hollow area with exposed and rusted rebar near the drain pipe. Span #17: Bay "N" –
Bay 'A' - There is a 12' long x 9' wide x 1-1/2' deep spall with exposed rebar along Girder 'A' near Pier #3. Span #6: Bay 'A' - There is a 4' long x 3' wide x up to 1-1/2' deep spall with exposed rebar at mid-span. Span #7: Bay 'A' - There is a 16' long x 12' wide x 1-1/2' deep spall with exposed rebar and a 16' diameter x 2' deep spall wit rebar with up to 10% section loss near Pier #7. Bay 'E' - There is an 8' long x 18' wide x 1' deep spall with exposed rebar at Pier #7. Bay 'J' - There is a 14' long x 23' wide x 2-1/4'' deep spall/hollow area with exposed and debonded rebar with up section loss at mid-span over diaphragm. There is a 12' diameter x 1'' deep spall with exposed rebar near Pier #7. Span #8: Bay 'E' - There is a 2' long x 3' wide x 3'' deep spall with exposed rebar at the drain pipe near the West Corbel. Bay 'E' - There is a 6' diameter x 1'' deep spall with exposed rebar at the drain pipe near the West Corbel. Span #9: Bay 'E' - There is a 6'' long x 14'' wide x 2'' deep spall with exposed rebar and a 4' long x 3' wide x 3'' deep spall with rebar between the mid-span and the East Corbel (Repair in Progress). Span #10: Bay 'E' - There is a 16'' long x 14'' wide x 1-1/2'' deep spall/hollow area with exposed and rusted rebar near the drain pipe. Span #10: Bay 'E' - There is a 2' long x 3'-1/2'' wide hollow area with a 20' long x 12'' wide spall with exposed rebar near the drain pipe. Span #17: Span #18: Bay 'C' - There is a 4' long x 2' wide x 1-1/2'' deep spall/hollow area with exposed and rusted rebar near Pier #17. Span #18: Bay 'C' - There is a 4' long x 2' wide x 1-1/2'' deep spall with loose concrete at mid-span over the southbound roadway, 'long x 2' wide spall with exposed rebar over the northbound roadway. Bay 'Q' - There is a 4' long x 2' wide x 1-1/2'' deep spall with loose concrete at mid-span over the southbound roadway.	Bay "A" – There is a 12" long x 9" wide x 1-1/2" deep spall with exposed rebar along Girder "A" near Pier #3. Span #6: Bay "A" – There is a 4' long x 3' wide x up to 1-1/2" deep spall with exposed rebar at mid-span. Span #7: Bay "A" – There is a 16" long x 12" wide x 1-1/2" deep spall with exposed rebar and a 16" diameter x 2" deep spall with rebar with up to 10% section loss near Pier #7. Bay "E" – There is a 9" long x 18" wide x 1" deep spall with exposed rebar at Pier #7. Bay "J" – There is a 44" long x 23" wide x 2-1/4" deep spall/hollow area with exposed and debonded rebar with up section loss at mid-span over diaphragm. There is a 12" diameter x 1" deep spall with exposed rebar near Pier #7. Span #8: Bay "A" – There is a 2' long x 3' wide x 3" deep spall with exposed rebar at the drain pipe near the West Corbel . Bay "E" – There is a 6" diameter x 1" deep spall with exposed rebar at the drain pipe near the West Corbel . Span #8: Bay "E" – There is a 6" diameter x 1" deep spall with exposed rebar at the drain pipe near the West Corbel . Span #9: Bay "E" – There is a 16" long x 14" wide x 2" deep spall with exposed rebar and a 4' long x 3' wide x 3" deep spall with rebar between the mid-span and the East Corbel (Repair in Progress). Span #10: Bay "E" – There is a 2' long x 16" wide x 1-1/2" deep spall/hollow area with exposed and rusted rebar near the drain pipe. Span #10: Bay "E" –
There is a 12° long x 9° wide x 1-1/2° deep spall with exposed rebar along Girder "A" near Pier #3. Span #6: Bay 'A' - There is a 4' long x 3' wide x up to 1-1/2° deep spall with exposed rebar at mid-span. Span #7: Bay 'B' - There is a 16° long x 12° wide x 1-1/2° deep spall with exposed rebar and a 16° diameter x 2° deep spall with rebar with up to 10% section loss near Pier #7. Bay 'E' - There is an 8° long x 18° wide x 1° deep spall with exposed rebar at Pier #7. Bay 'B' - There is an 8° long x 23° wide x 2-1/4° deep spall/hollow area with exposed and debonded rebar with up section loss at mid-span over diaphragm. There is a 12° diameter x 1° deep spall with exposed rebar near Pier #7. Span #8: Bay 'B' - There is a 2' long x 3' wide x 3° deep spall with exposed rebar at the drain pipe near the West Corbel. Bay 'E' - There is a 6° diameter x 1° deep spall with exposed rebar at the drain pipe near the West Corbel. Span #8: Bay 'E' - There is a 16° long x 14° wide x 2° deep spall with exposed rebar and a 4' long x 3' wide x 3° deep spall with rebar between the mid-span and the East Corbel (Repair in Progress). Span #10: Bay 'E' - There is a 16° long x 14° wide x 1-1/2° deep spall/hollow area with exposed and rusted rebar near the drain pipe. Span #10: Bay 'T' - There is a 2' long x 16° wide x 1-1/2° deep spall/hollow area with exposed and rusted rebar near the drain pipe. Span #11: Bay 'T' - There is a 4' long x 3-1/2' wide hollow area with a 20° long x 12° wide spall with exposed rebar near the drain pipe. Span #18: Bay 'C' - There is a 4' long x 2' wide x 1-1/2° deep spall with loose concrete at mid-span over the southbound roadway. 'long x 2' wide spall with exposed rebar over the northbound roadway. Bay 'Q' - There is a 4' long x full width x 3° deep spall with exposed and rebar with loose concrete beyond the reb proce thurmore trace.	There is a 12" long x 9" wide x 1-1/2" deep spall with exposed rebar along Girder "A" near Pier #3. Span #0: Bay "A" – There is a 4' long x 3' wide x up to 1-1/2" deep spall with exposed rebar at mid-span. Span #7: Bay "A" – There is a 16" long x 12" wide x 1-1/2" deep spall with exposed rebar and a 16" diameter x 2" deep spall with rebar with up to 10% section loss near Pier #7. Bay "E" – There is an 8" long x 18" wide x 1" deep spall with exposed rebar at Pier #7. Bay "J" – There is a 44" long x 23" wide x 2-1/4" deep spall/hollow area with exposed and debonded rebar with up section loss at mid-span over diaphragm. There is a 12" diameter x 1" deep spall with exposed rebar near Pier #7. Span #8: Bay "A" – There is a 2' long x 3' wide x 3" deep spall with exposed rebar at the drain pipe near the West Corbel. Bay "E" – There is a 6" diameter x 1" deep spall with exposed rebar at the drain pipe near the West Corbel. Span #8: Bay "E" – There is a 6" diameter x 1" deep spall with exposed rebar at the drain pipe near the West Corbel. Span #9: Bay "E" – There is a 16" long x 14" wide x 2" deep spall with exposed rebar and a 4' long x 3' wide x 3" deep spall with rebar between the mid-span and the East Corbel (Repair in Progress). Span #10: Bay "E" – There is a 2' long x 16" wide x 1-1/2" deep spall/hollow area with exposed and rusted rebar near the drain pipe. Span #10: Bay "E" –
Span #6: Bey *A* - There is a 4' long x 3' wide x up to 1-1/2" deep spall with exposed rebar at mid-span. Span #7: Bay *A* - There is a 16° long x 12° wide x 1-1/2" deep spall with exposed rebar and a 16° diameter x 2° deep spall with rebar with up to 10% section loss near Pier #7. Bay *E* - There is an 8° long x 18° wide x 1° deep spall with exposed rebar at Pier #7. Bay *J - There is a 14' long x 23° wide x 2-1/4" deep spall/hollow area with exposed and debonded rebar with up section loss at mid-span over diaphragm. There is a 12° diameter x 1° deep spall with exposed rebar near Pier #7. Span #8: Bay *E* - There is a 2' long x 3' wide x 3° deep spall with exposed rebar at the drain pipe near the West Corbel. Bay *E* - There is a 6° diameter x 1° deep spall with exposed rebar at the drain pipe near the West Corbel. Span #8: Bay *E* - There is a 16° long x 14° wide x 2° deep spall with exposed rebar and a 4' long x 3' wide x 3° deep spall with rebar between the mid-span and the East Corbel (Repair in Progress). Span #10: Bay *E* - There is a 16° long x 14° wide x 1-1/2" deep spall/hollow area with exposed and rusted rebar near the drain pipe. Span #10: Bay *E* - There is a 2' long x 16° wide x 1-1/2" deep spall/hollow area with exposed and rusted rebar near the drain pipe. Span #11: Bay *E* - There is a 4' long x 3-1/2" wide hollow area with a 20° long x 12° wide spall with exposed rebar near the drain pipe. Span #11: Span #18: Bay *G* - There is a 4' long x 2' wide x 1-1/2" deep spall with loose concrete at mid-span over the southbound roadway 'long x 2' wide spall with exposed rebar over the northbound roadway. Bay *G* - There is a 4' long x full width x 3° deep spall with exposed and rebar with loose concrete beyond the reb proce thurmone #2	Span #6: Bay "A" – There is a 4' long x 3' wide x up to 1-1/2" deep spall with exposed rebar at mid-span. Span #7: Bay "A" – There is a 16" long x 12" wide x 1-1/2" deep spall with exposed rebar and a 16" diameter x 2" deep spall wit rebar with up to 10% section loss near Pier #7. Bay "E" – There is an 8" long x 18" wide x 1" deep spall with exposed rebar at Pier #7. Bay "J" – There is a 44" long x 23" wide x 2-1/4" deep spall/hollow area with exposed and debonded rebar with up section loss at mid-span over diaphragm. There is a 12" diameter x 1" deep spall with exposed rebar near Pier #7. Span #8: Bay "A" – There is a 2' long x 3' wide x 3" deep spall with exposed rebar at the drain pipe near the West Corbel. Bay "E" – There is a 6" diameter x 1" deep spall with exposed rebar at the drain pipe near the West Corbel. Span #9: Bay "E" – There is a 16" long x 14" wide x 2" deep spall with exposed rebar and a 4' long x 3' wide x 3" deep spall wit rebar between the mid-span and the East Corbel (Repair in Progress). Span #10: Bay "E" – There is a 2' long x 16" wide x 1-1/2" deep spall/hollow area with exposed and rusted rebar near the drain pipe. Span #17: Bay "N" –
Bay 'A' - There is a 4' long x 3' wide x up to 1-1/2' deep spall with exposed rebar at mid-span. Span #7: Bay 'A' - There is a 16' long x 12'' wide x 1-1/2'' deep spall with exposed rebar and a 16'' diameter x 2'' deep spall wit rebar with up to 10% section loss near Pier #7. Bay 'B' - There is an 8' long x 18'' wide x 1'' deep spall with exposed rebar at Pier #7. Bay 'J' - There is a 44'' long x 23'' wide x 2-1/4'' deep spall/hollow area with exposed and debonded rebar with up section loss at mid-span over diaphragm. There is a 12'' diameter x 1'' deep spall with exposed rebar near Pier #7. Span #8: Bay 'K' - There is a 2' long x 3' wide x 3'' deep spall with exposed rebar at the drain pipe near the West Corbel . Bay 'E' - There is a 6'' diameter x 1'' deep spall with exposed rebar at the drain pipe near the West Corbel . Span #9: Bay 'E' - There is a 16'' long x 14'' wide x 2'' deep spall with exposed rebar and a 4' long x 3' wide x 3'' deep spall wit rebar between the mid-span and the East Corbel (Repair in Progress). Span #10: Bay 'E' - There is a 2' long x 3-1/2' wide hollow area with a 20'' long x 12'' wide spall with exposed rebar near Pier #17. Span #18: Bay 'G' - There is a 4' long x 3-1/2' wide hollow area with a 20'' long x 12'' wide spall with exposed rebar near Pier #17. Span #18: Bay 'G' - There is a 4' long x 2 wide x 1-1/2'' deep spall with loose concrete at mid-span over the southbound roadway 'long x 2' wide spall with exposed rebar over the northbound roadway. Bay 'G' - There is a 4'' long x full width x 3'' deep spall with exposed and rebar with loose concrete beyond the reb proc huitment's pan full width x 3'' deep spall with exposed and rebar with loose concrete beyond the reb proc huitment's pan full width x 3'' deep spall with exposed and rebar with loose concrete beyond the reb proc huitment's at 2'' long x full width x 3'' deep spall with exposed and rebar with loose concrete beyond the reb	Bay "A" - There is a 4' long x 3' wide x up to 1-1/2" deep spall with exposed rebar at mid-span. Span #7: Bay "A" - There is a 16" long x 12" wide x 1-1/2" deep spall with exposed rebar and a 16" diameter x 2" deep spall with rebar with up to 10% section loss near Pier #7. Bay "E" - There is an 8" long x 18" wide x 1" deep spall with exposed rebar at Pier #7. Bay "J" - There is a 44" long x 23" wide x 2-1/4" deep spall/hollow area with exposed and debonded rebar with up section loss at mid-span over diaphragm. There is a 12" diameter x 1" deep spall with exposed rebar near Pier #7. Span #8: Bay "A" - There is a 2' long x 3' wide x 3" deep spall with exposed rebar at the drain pipe near the West Corbel . Bay "E" - There is a 6" diameter x 1" deep spall with exposed rebar at the drain pipe near the West Corbel . Span #9: Bay "E" - There is a 16" long x 14" wide x 2" deep spall with exposed rebar and a 4' long x 3' wide x 3" deep spall with rebar between the mid-span and the East Corbel (Repair in Progress). Span #10: Bay "E" - There is a 2' long x 16" wide x 1-1/2" deep spall/hollow area with exposed and rusted rebar near the drain pipe. Span #110: Bay "E" - There is a 2' long x 16" wide x 1-1/2" deep spall/hollow area with exposed and rusted rebar near the drain pipe. Span #110: Bay "E" -
There is a 4' long x 3' wide x up to 1-1/2' deep spall with exposed rebar at mid-span. Span #7: Bay 'A' - There is a 16' long x 12'' wide x 1-1/2' deep spall with exposed rebar and a 16'' diameter x 2'' deep spall with rebar with up to 10% section loss near Pier #7. Bay 'E' - There is a 8' long x 18'' wide x 1'' deep spall with exposed rebar at Pier #7. Bay 'J' - There is a 44' long x 23'' wide x 2-1/4'' deep spall/hollow area with exposed and debonded rebar with up section loss at mid-span over diaphragm. There is a 12'' diameter x 1'' deep spall with exposed rebar near Pier #7. Span #8: Bay 'B' - There is a 2' long x 3' wide x 3'' deep spall with exposed rebar at the drain pipe near the West Corbel . Bay 'E' - There is a 6'' diameter x 1'' deep spall with exposed rebar at the drain pipe near the West Corbel . Span #9: Bay 'E' - There is a 6'' diameter x 1'' deep spall with exposed rebar at the drain pipe near the West Corbel . Span #9: Bay 'E' - There is a 16'' long x 14'' wide x 2'' deep spall with exposed rebar and a 4' long x 3' wide x 3'' deep spall with rebar between the mid-span and the East Corbel (Repair in Progress). Span #10: Bay 'E' - There is a 2' long x 16'' wide x 1-1/2'' deep spall/hollow area with exposed and rusted rebar near the drain pipe. Span #17: Bay 'T' - There is a 4' long x 3-1/2' wide hollow area with a 20'' long x 12'' wide spall with exposed rebar near Pier #17. Span #18: Bay 'G' - There is a 4' long x 2' wide x 1-1/2'' deep spall with loose concrete at mid-span over the southbound roadway. Bay 'G' - There is a 4'' long x full width x 3'' deep spall with exposed and rebar with loose concrete beyond the rebir Prove A'' wide spall with exposed rebar over the northbound roadway. Bay 'G' - There is a 4'' long x full width x 3'' deep spall with exposed and rebar with loose concrete beyond the rebir Prove A'' wide spall with exposed rebar over the northbound roadway.	There is a 4' long x 3' wide x up to 1-1/2" deep spall with exposed rebar at mid-span. Span #7: Bay "A" – There is a 16" long x 12" wide x 1-1/2" deep spall with exposed rebar and a 16" diameter x 2" deep spall with rebar with up to 10% section loss near Pier #7. Bay "E" – There is an 8" long x 18" wide x 1" deep spall with exposed rebar at Pier #7. Bay "J" – There is a 44" long x 23" wide x 2-1/4" deep spall/hollow area with exposed and debonded rebar with up section loss at mid-span over diaphragm. There is a 12" diameter x 1" deep spall with exposed rebar near Pier #7. Span #8: Bay "A" – There is a 2' long x 3' wide x 3" deep spall with exposed rebar at the drain pipe near the West Corbel. Bay "E" – There is a 6" diameter x 1" deep spall with exposed rebar at the drain pipe near the West Corbel. Span #9: Bay "E" – There is a 16" long x 14" wide x 2" deep spall with exposed rebar and a 4' long x 3' wide x 3" deep spall with rebar between the mid-span and the East Corbel (Repair in Progress). Span #10: Bay "E" – There is a 16" long x 16" wide x 1-1/2" deep spall/hollow area with exposed and rusted rebar near the drain pipe. Span #10: Bay "E" – There is a 2' long x 16" wide x 1-1/2" deep spall/hollow area with exposed and rusted rebar near the drain pipe. Span #17: Bay "N" –
Span #7: Bay "A" - There is a 16" long x 12" wide x 1-1/2" deep spall with exposed rebar and a 16" diameter x 2" deep spall wit rebar with up to 10% section loss near Pier #7. Bay "E" - There is a 44" long x 23" wide x 2-1/4" deep spall/hollow area with exposed and debonded rebar with up section loss at mid-span over diaphragm. There is a 12" diameter x 1" deep spall with exposed rebar near Pier #7. Span #8: Bay "A" - There is a 2 long x 3' wide x 3" deep spall with exposed rebar at the drain pipe near the West Corbel . Bay "E" - There is a 6" diameter x 1" deep spall with exposed rebar at the drain pipe near the West Corbel . Bay "E" - There is a 6" diameter x 1" deep spall with exposed rebar at the drain pipe near the West Corbel . Span #9: Bay "E" - There is a 16" long x 14" wide x 2" deep spall with exposed rebar and a 4' long x 3' wide x 3" deep spall wit rebar between the mid-span and the East Corbel (Repair in Progress). Span #10: Bay "E" - There is a 2 long x 16" wide x 1-1/2" deep spall/hollow area with exposed and rusted rebar near the drain pipe. Span #17: Bay "T" - There is a 4 long x 3-1/2" wide hollow area with a 20" long x 12" wide spall with exposed rebar near Pier #17. Span #18: Bay "G" - There is a 4' long x 2 wide x 1-1/2" deep spall with loose concrete at mid-span over the southbound roadway. Bay "G" - There is a 4' long x 2' wide x 1-1/2" deep spall with loose concrete at mid-span over the southbound roadway. Bay "G" - There is a 4' long x 2' wide x 1-1/2" deep spall with loose concrete at mid-span over the southbound roadway. Bay "G" - There is a 4' long x full width x 3" deep spall with exposed and rebar with loose concrete beyond the reb proc the threat transpane transpa	Span #7: Bay "A" - There is a 16" long x 12" wide x 1-1/2" deep spall with exposed rebar and a 16" diameter x 2" deep spall wit rebar with up to 10% section loss near Pier #7. Bay "E" - There is an 8" long x 18" wide x 1" deep spall with exposed rebar at Pier #7. Bay "J" - There is a 44" long x 23" wide x 2-1/4" deep spall/hollow area with exposed and debonded rebar with up section loss at mid-span over diaphragm. There is a 12" diameter x 1" deep spall with exposed rebar near Pier #7. Span #8: Bay "A" - There is a 2' long x 3' wide x 3" deep spall with exposed rebar at the drain pipe near the West Corbel . Bay "E" - There is a 6" diameter x 1" deep spall with exposed rebar at the drain pipe near the West Corbel . Span #9: Bay "E" - There is a 16" long x 14" wide x 2" deep spall with exposed rebar and a 4' long x 3' wide x 3" deep spall with rebar between the mid-span and the East Corbel (Repair in Progress). Span #10: Bay "E" - There is a 2' long x 16" wide x 1-1/2" deep spall/hollow area with exposed and rusted rebar near the drain pipe. Span #17: Bay "N" -
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Bay "J" – There is a 44" long x 23" wide x 2-1/4" deep spall/hollow area with exposed and debonded rebar with u section loss at mid-span over diaphragm. There is a 12" diameter x 1" deep spall with exposed rebar near Pier #7. Span #8: Bay "A" – There is a 2' long x 3' wide x 3" deep spall with exposed rebar at the drain pipe near the West Corbel. Bay "E" – There is a 6" diameter x 1" deep spall with exposed rebar at the drain pipe near the West Corbel. Span #9: Bay "E" – There is a 16" long x 14" wide x 2" deep spall with exposed rebar and a 4' long x 3' wide x 3" deep spall with rebar between the mid-span and the East Corbel (Repair in Progress). Span #10: Bay "E" – There is a 2' long x 16" wide x 1-1/2" deep spall/hollow area with exposed and rusted rebar near the drain pipe. Span #17: Bay "N" – There is a 4' long x 3-1/2' wide hollow area with a 20" long x 12" wide spall with exposed rebar near Pier #17. Span #18: Bay "G" – There is a 4' long x 2' wide x 1-1/2" deep spall with loose concrete at mid-span over the southbound roadway. 'long x 2' wide spall with exposed rebar over the northbound roadway. Bay "G" – There is a 4' long x 2' wide x 1-1/2" deep spall with loose concrete at mid-span over the southbound roadway.	Bay "J" – There is a 44" long x 23" wide x 2-1/4" deep spall/hollow area with exposed and debonded rebar with u section loss at mid-span over diaphragm. There is a 12" diameter x 1" deep spall with exposed rebar near Pier #7. Span #8: Bay "A" – There is a 2' long x 3' wide x 3" deep spall with exposed rebar at the drain pipe near the West Corbel. Bay "E" – There is a 6" diameter x 1" deep spall with exposed rebar at the drain pipe near the West Corbel . Span #9: Bay "E" – There is a 16" long x 14" wide x 2" deep spall with exposed rebar and a 4' long x 3' wide x 3" deep spall with rebar between the mid-span and the East Corbel (Repair in Progress). Span #10: Bay "E" – There is a 2' long x 16" wide x 1-1/2" deep spall/hollow area with exposed and rusted rebar near the drain pipe. Span #17: Bay "N" –
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Bridge Inspection Report

Structure Inventory and Appraisal Sheet (English Units)

		This element was Routine Inspection da	not i ated 07	ncluded in the /24/17:	scope	of this	Special I	nspection.	The following	notes are fror	n the previous
		There are areas with	efflore	scence and rust st	taining	on the und	erside of t	he reinforced	l concrete deck		
		Span #5: Bay "A1" – There is a 3' long near the East Corbel.	x 5'	wide area of	hairline	map cra	cks with	efflorescend	ce and rust s	taining around	the deck drain
		Bay "A" – There is a 4' long x 3'	wide a	area of hairline ma	ip crack	s with efflo	rescence	and rust stai	ning near the W	/est Corbel .	
		Span #7: North Fascia – The underside of efflorescence.	the o	deck at the fa	scia h	as full v	<i>i</i> idth x	hairline tra	nsverse cracks	s spaced 3'	on center with
		Bay "A" – There is a 1' long diaphragm.	x 4' \	vide area of hai	rline m	ap crackir	ig with h	ieavy rust s	taining betwee	n Pier #6 and	the first interior
		Bay "J" – There are 1' long x the first intermediate o	< 2' w diaphra	ide and 4' long agm.	x 4'w	vide areas	of hairli	ne map cra	cking with rust	staining betwe	en Pier #6 and
		South Fascia – The underside of efflorescence.	the o	deck at the fa	scia h	ias full v	<i>i</i> idth x	hairline trai	nsverse crack	s spaced 3'	on center with
		Span #8: Bay "E" – There is a 4' long x 3'	wide a	area of hairline ma	ip crack	s with rust	around th	ne drain pipe	near the West 0	Corbel .	
		Span #10: Bay "A" – There are random tra	nsvers	e hairline cracks v	vith effle	orescence					
		Bay "E" – There is a 4' long x 3'	wide a	area of hairline ma	ip crack	s with efflo	rescence	and rust stai	ning east of the	drain pipe .	
		South Overhang– There is heavy efflore	scence	e and signs of leal	kage al	ong Girder	"F" at mid	I-span.			
	1130 Crac	king (RC and Other)	3	07/24/2018		2,143.00	sq.ft	0.00	1,786.00	357.00	0.00
		This element was Routine Inspection da	not i ated 07	ncluded in the 7/24/17:	scope	of this	Special I	nspection.	The following	notes are fror	n the previous
		There are areas of cra	acking	on the underside	of the r	einforced o	oncrete d	eck.			
		Span #9: Bay "B"– There is an 8' long x \$	5' wide	area of map crac	king ne	ar the East	Corbel.				
		Span #16: Bay "F" – There is a 1' long x 8"	' wide :	area of hairline ma	ap cracl	king near F	ier #16.				
ELEM NBR		ELEMENT NAME	ENV	INSP. DATE		QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
CN_Ver_	Inspectio	on_SIA_English	·		0001		•		M	on 10/15/2018 Pa	16:08:12 ge 11 of 36

Bridge Inspection Report

16	Re Conc Top Flan	ge ³	07/24/2018	7,336.00	sq.ft	5,911.00	1,150.00	275.00	0.00
The un	dersides of the	e reinforced	d concrete clo	sed box gire	ders to	p flanges	in spans 1	IR-3R & sp	an 5 have
up to	full width trans	verse hairl	ine cracks wit	th effloresce	nce ar	nd rust, up	to 12' loi	ng x full v	vidth areas
of ma	o cracks with	effloresce	nce, isolated	up to 6' l	ong x	2' wide	hollow ar	eas, and	isolated 1
diamete	er x 1" deep s	pall, up to	10' long x 5	' wide conc	rete pa	atches and	an isolate	d 15' long	x 2' wide
x 72° ue	ep area or shallo	ow repar.							
See "E	ridge # 070001	I Elem 16,	Defect Table.	.pdf" and p	hotos	29, 31, 33	-35, 38, 41	& 42 for	additiona
details.	-								
T IL - 4 -								h 14	4
overlav	This elemen	ntorcea co nt is not i	ncrete top fla	inges are of	onceal	ed from N	view by a	Dituminous the follow	s concrete ving notes
are fron	n the previous ro	outine inspe	ction report dat	ed 07/24/2017	':				ing note.
		•	-						
The pav	vement / wearing	surface has	s minor wheel li	ne rutting and	d rando	om areas of	map crackir	ıg.	
510	Wearing Surfaces	3	07/24/2018	7,336.00	sq.ft	6,086.00	1,000.00	250.00	0.00
	This elemen	nt was not i	ncluded in the so	cope of this S	pecial Ir	spection. The	following not	tes are from	the previous
	Routine Insp	ection dated 07	//24/17:						
	The paveme	nt / wearing sur	face has minor whee	el line rutting and	random a	areas of map cr	acking.		
	3220 Crack (Wea	aring Surface)	3 07/24/20	1,000.0	00 s	sq.ft 0.00	750.00	250.00	0.00
		This elemen	t was not include	d in the scope	of this	Special Insp	ection. The fo	ollowing notes	are from the
		previous Rou	tine Inspection dated	1 07/24/17:					
		The pavemen	t / wearing surface h	nas minor wheel l	ine rutting	g and random a	reas of map cra	acking.	
1080	Delamination/Spall/Patch	hed Area 3	07/24/2018	200.00	sq.ft	0.00	200.00	0.00	0.00
	The undersi	ides of the re	einforced concrete	top flanges hav	e scatte	red up to 10	' lona x 5' wi	ide concrete p	atches, up to
	6' long x 2' w	vide hollow area	is and an isolated 1'	diameter x 1" de	ep spall.			ide concrete p	atorioo, ap te
	Soo "Dridgo	# 070001 Flom	16 Defect Table ad	f" for additional d	ataila				
1090	Exposed Rebar	# 070001 Elem	16, Defect Table.pd	25.00	sa ft	0.00	0.00	25.00	0.00
1000		0	01124/2010	23.00	34.11	0.00	0.00	23.00	0.00
	The undersi	ides of the re	einforced concrete	top flanges ha	/e an is	olated 15' lo	ng x 2' wide	x up to ½"	deep area o
	Shallow reba	i with emoreset	ence and rust (span		+ ı <i>j</i> .				
	See "Bridge a	# 070001 Elem	16, Defect Table.pd	f" for additional d	etails.				
1120	Efflorescence/Rust Stain	ing 3	07/24/2018	1,000.00	sq.ft	0.00	750.00	250.00	0.00
	The unders	ides of the r	einforced concrete	top flanges ha	ave rand	lom up to fu	II width transv	verse and dia	gonal hairline
	cracks with	efflorescence	and rust, up to	12' long x full	width	areas of map	cracks with	efflorescence	and scattered
	areas of efflo	prescence and r	rust staining through	out.					
	See "Bridge	# 070001 Elem	16, Defect Table.pd	f" for additional d	etails.				
1130	Cracking (RC and Other)) 3	07/24/2018	200.00	sq.ft	0.00	200.00	0.00	0.00
	The undersi	ides of the r	einforced concrete	top flanges ha	ave rand	lom up to fu	II width transv	verse and dia	gonal hairline
	cracks and u	ip to 12' long x	full width areas of ma	ap cracks. See pl	noto 31.				
EM	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY	QTY	QTY	QTY
05	Re Clsd Box Gird	er 3	07/24/2018	922.00	ft	78.00	505.00	339.00	0.00
			e					•	<u> </u>

Bridge Inspection Report

Structure Inventory and Appraisal Sheet (English Units)

There are reinforced concrete three-cell box girders in spans 1R-3R and Span 5 which carry the Gano Street off-ramp. The box girders are numbered 1-3 from north to south and cells lettered A-C from west to east with cell 1A located and the northwest corner.

The reinforced concrete box girder webs have up to thirteen (13) full height vertical / diagonal hairline cracks, up to 6' long x 4' high concrete patches, isolated areas of up to 10' long x 6" high x $\frac{1}{2}$ " deep honeycomb and an isolated 10' long x 6" high x $\frac{1}{2}$ " deep area of scale with efflorescence. The tops of the bottom flanges have up to 11' long x full width concrete patches and random areas of sand and construction debris in each cell. The undersides of the bottom flanges have random up to 5' long x 10' wide concrete patches, isolated up to 10" long x 11" wide x $\frac{1}{2}$ " deep shallow rebar, up to 5' long x 3' wide hollow areas with hairline map cracks, up to 6" diameter x 1" deep spalls with exposed rebar, isolated areas with timber formwork in place, and up to 3' long transverse hairline cracks with efflorescence. See photos 28-30, 32, 35-37, & 39-42.

- Span 2R, cell 1C, the top of the bottom flange has a 4' long x 2' wide x 1' high pile of construction debris.

- Span 2R, cell 3C, the top of the bottom flange has a 6' diameter x 2.5' high pile of construction debris

- Span 5, cell 1A, the top of the bottom flange has a 4' diameter x 1' high pile of construction debris (p hoto 41).

See "Bridge # 070001 Elem 105, Defect Table.pdf and Bridge # 070001 Elem 105, Defect 1130 Table.pdf" for additional details.

1080	Delam	ination/Spall/Patched Area	3	07/24/2018	100.00	ft	0.00	80.00	20.00	0.00
		The reinforced co long x 6" high x The top of the b have random up cracks. See "Bridge # 0700	oncrete box $\frac{1}{2}$ deep ho bottom flange to 5' long $\frac{1}{2}$ 01 Elem 105,	girder webs h oneycomb and has up to x 10' wide co Defect Table.p	nave up to 6 I an isolated 11' long x ful oncrete patche df" for additiona	3' long x 4 10' long x Il width co es and up al details.	4' high concre 6" high x ½ ncrete patches to 5' long x	te patches, is " deep area . The undersi 3' wide hollo	solated areas o of scale with e ides of the bot ow areas with	of up to 10' efflorescence. ttom flanges hairline map
1090	Expos	ed Rebar	3	07/24/2018	5.00	ft	0.00	0.00	5.00	0.00
		The undersides of an up to 6" diamete See "Bridge # 0700	f the box gir r x 1" deep sp 01 Elem 105,	rder bottom fla pall with expose Defect Table.p	anges have is d rebar. df" for additiona	solated up al details.	to 10" long x	11" wide x	½" deep shallo	w rebar and
1120	Efflore	scence/Rust Staining	3	07/24/2018	244.00	ft	0.00	122.00	122.00	0.00
		The reinforced co The undersides o See "Bridge # 0700	ncrete box of the bottom f the bottom 01 Elem 105,	girder webs h flanges have Defect Table.p	ave isolated e random up df" for additiona	10' long x to 3' long al details.	6" high x ½ g transverse h	' deep area airline cracks	of scale with e with isolated	efflorescence . efflorescence
1130	Cracki	ng (RC and Other)	3	07/24/2018	495.00	ft	0.00	303.00	192.00	0.00
		The reinforced cc interior face of th the cracks have of undersides of the 3' long transverse h See "Bridge # 0700	oncrete box le west web crack gauges bottom flang lairline cracks 01 Elem 105,	girder webs of cells 1A, s installed and ges have rand with isolated ef Defect 1130 Ta	have up to 2A and 3A I the crack ga lom up to 5' fflorescence.	thirteen (1 in spans 1 auges read long x 3' ditional deta	 full height R and 2R, cr 0,0 at the ti wide hollow an ills. 	vertical / dia acks have be me of inspect reas with hair	agonal hairline een epoxy coate ion (photos 30 line map cracks	cracks. The ed. Many of & 35). The s and up to

Bridge Inspection Report

Structure Inventory and Appraisal Sheet (English Units)

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
107	Steel Opn Girder/Beam	3	07/24/2018	1,430.00	ft	787.00	496.00	147.00	0.00

There are eleven (11) steel plate girders in span 7 spanning between the east pier 6 wall and the west pier 7 wall (photo 74). The fascia sides of exterior girders A and K have been recently painted and are re-rusting. Remaining areas have light to moderate rust with up to heavy rust at girder ends. The girder ends have bolted repair plates and angles at the webs and bottom flanges for up to 25' long, with areas of light to moderate rust. Web section losses up to 2' long x 6" high x 1/8" deep extend beyond the repair plates. The bottom flanges have an isolated full width x up to 5" long x $\frac{1}{4}$ " deep area of deformation and near the piers scattered up to 4' long x full width x 7/16" remaining areas of section loss. See photos 75-82.

See "Bridge # 070001 Elem 107, Defect Table.pdf" for additional details.

	515	Steel Protective Coat	ing	3	07/24/2018	21,000.00	sq.ft	7,350.	00	6,300.00	6,350.00	1,000.00
		The fasci to modera	a sides of te rust with	exteri up to h	or girders A and leavy rust at girder	K have bee ends.	n recently	painted a	and are	re -rusting.	Remaining areas	s have light
		See "Bridg	je # 070001	Elem	107, Defect Table.p	odf" for additior	al details.					
-		3410 Chalk(S	teel Protect Coa	atings)	3 07/24/20	018 6,3	00.00	sq.ft	0.00	6,300.0	0 0.00	0.00
			The fa areas h	scia s ave lig	sides of exterior ht to moderate rust	girders A ar with up to hea	d K hav vy rust at g	e been r pirder ends	ecently	painted an	nd are re-rusting.	Remaining
			See "Br	idge #	070001 Elem 107,	Defect Table.p	df" for add	itional deta	nils.			
-		3420 Peel/Bu	b/Crack(Stl Pro	tect Coal	3 07/24/20	018 7,3	50.00	sq.ft	0.00	0.00	6,350.00	1,000.00
		J	The fa areas h See "Br	scia s ave lig idge #	sides of exterior ht to moderate rust 070001 Elem 107,	girders A ar with up to hea Defect Table.p	d K hav vy rust at g df" for add	e been r jirder ends itional deta	recently nils.	painted an	nd are re-rusting.	Remaining
	1000	Corrosion	I	3	07/24/2018	500.00	ft	0.00)	353.00	147.00	0.00
		The stee isolated a .2% loss section los See "Bridg	I plate gir reas of he b. The bot ss. ge # 070001	der re avy ru tom fl Elem	epair plates and ist. Web section I anges near the 107, Defect Table.p	angles at g osses up to piers have s odf" for additior	rder ends 2' long x cattered u al details.	; typically 6" high ≯ ip to 4'	have < 1/8" c long x	areas of li deep extend full width	ght to moderate beyond the repa x 7/16" remainin	rust, with ir plates (4 g areas of
	1900	Distortion		3	07/24/2018	143.00	ft	0.00)	143.00	0.00	0.00
		- Girder A - Girder G - Girder J, See "Bride	18' from pio , at the seco at the seco ge # 070001	er 7, bo ond stif nd stiff Elem	ottom flange at the f fener from pier 6, b ener from pier 6, bo 107, Defect Table.p	rransition is be ottom flange is ottom flange is odf" for additior	nt up to 5" bent up to bent up to al details.	long x up to 5" long x u 5" long x u	o full wid up to full ip to full	lth x 1/8" higl height x ¼" height x ¼" h	n (photo 80). high. iigh.	
ELEM NBR		ELEMENT NAM	1	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	·	QTY CS 2	QTY CS 3	QTY CS 4
109	Pre	opn Conc Gird	er/Beam	3	07/24/2018	14,543.00	ft	11,733	.00	1,268.00	1,407.00	135.00

Bridge Inspection Report

Structure Inventory and Appraisal Sheet (English Units)

The prestressed concrete girders in spans 1 through 6 and 8 through 14 consist of variable depth post-t ensioned cantilevered girder sections over the piers with corbels at the end (photos 43, 47, 48, 53, 59, 63, 68, 83, 87, 89, 96, 99 & 102). The cantilevered girder sections support prestressed concrete drop-in mid-span sections. The prestressed concrete l-girders in spans 15 through 18 are simply supported between the substructure units (photos 105, 108, 112).

The girders in spans 1 through 6 and 8 through 14 have random up to 18" long x full height x 6" deep spalls with and without exposed rebar, up to 3' long x full height hollow areas with isolated efflorescence and rust, up to 24" long shear cracks, scattered up to 16" wide x full height x 3" deep spalls with exposed anchor plates, up to 28" long x full height x 4" deep spalls that continue onto the underside for full width with exposed rebar and thirteen (13) exposed strands, up to 108" long cracks with isolated efflorescence and isolated up to 24" long x 38" high areas of hairline map cracks with rust.

The girders in spans 15 through 18 have scattered up to full width x full height x 2" deep spalls with and without exposed rebar, up to 18" long x full height hollow areas with isolated efflorescence and rust, up to 52" long x full width x up to 3" deep spalls with exposed rebar and strands, and up to full height x $\frac{1}{4}$ " wide vertical cracks with isolated rust.

Rehabilitation construction is on-going and there are several defects that have been repaired or are in the process of being repaired as indicated in "Bridge # 070001 Elem 109, Defect Table.pdf".

See "Bridge # 070001 Elem 109, Defect Table.pdf", "Bridge # 070001 Elem 109, Shear CrackTable.pdf" and photos 43-73 & 83-120 for additional details.

521	Conc Prot Coating	3	07/24/2018	5,000.00	sq.f	t 4,25	0.00	0.00	375.00	375.00
	The ends of cracked for & 104.	of the prestres approximately	ssed concrete 30% of area.	drop-in girde See photos 5	rs are c 60, 52, 5	coated with 4, 57-58,	n a pro 60-61, 6	tective seala 5, 71-73, 85	nt which are 5-86, 93-95, 9	peeling and 7-98, 100-101
	3510 Wear (Conc	rete Protect Coat)	3 07/24	/2018	750.00	sq.ft	0.00	0.00	375.00	375.00
		The ends of peeling and 0 93-95, 97-98, 1	the prestress cracked for ap 00-101 & 104).	ed concrete proximately 3	drop-in g)% of ar	girders are rea (photo:	e coateo s 50, 52	l with a pr 2, 54, 57-58	otective seala 8, 60-61, 65,	nt which are 71-73, 85-86,
1080	Delamination/Spall/Patch	ed Area 3	07/24/2018	1,150.00	ft	0.0	00	900.00	250.00	0.00
	Prestressed (- Random u hollow areas Prestressed (- Random u hollow areas See "Bridge #	Concrete Girders ip to 18" long exist. Concrete I-girder p to full width exist. # 070001 Elem 1	s (spans 1 throug x full height x rs (spans 15 thro x full height x 09, Defect Table	gh 6 and 8 throu 6" deep spa bugh 18): 2" deep spa e.pdf" for additio	igh 14): Ils with a Is with a mal details	and without nd without s.	expose	d rebar and	up to 3' long up to 18" long	g x full height g x full height
1090	Exposed Rebar	3	07/24/2018	175.00	ft	0.0	00	0.00	50.00	125.00
	Prestressed (- Random u full height x 3 Prestressed (- Random up See "Bridge #	Concrete Girders p to 18" long " deep spalls wit Concrete I-girder to full width x fu # 070001 Elem 1	s (spans 1 throug x full height x th exposed anch rs (spans 15 thro II height x 2" dee 09, Defect Table	gh 6 and 8 throu 6" deep spal or plates exist. pugh 18): p spalls with ex e.pdf" for additio	igh 14): s with ex posed and mal details	kposed and d debonded s.	l debond	led rebar and	i random up t	o 16" wide x

Bridge Inspection Report

Structure Inventory and Appraisal Sheet (English Units)

	1100	Expose	ed Prestressing	3	07/24/2018	25.00	ft	0.00	0.00	15.00	10.00
			Prestressed Concrete - Random up to 2 rebar and thirteen (13	e Girders (s 8" long x 9) exposed	spans 1 through a full height x strands exist.	6 and 8 through 1 4" deep spalls	4): that cor	ntinues onto th	ne underside f	for full width v	with exposed
			Prestressed Concrete - Random up to 52" lo	e I-girders (ong x full w	(spans 15 throug ridth x up to 3" de	h 18): eep spalls with ex	posed rel	par and strands	exist.		
			See "Bridge # 07000 ⁻	Elem 109), Defect Table.p	df" for additional o	details.				
	1110	Crackir	ng (PSC)	3	07/24/2018	727.00	ft	0.00	0.00	727.00	0.00
			Prestressed Concrete - Random up to 24 hairline map cracks e	e Girders (s " long she xist.	spans 1 through ear cracks, sca	6 and 8 through 1 ttered up to 10	4): 8" long (cracks and iso	lated up to 24	l" long x 38" h	high areas of
			Prestressed Concrete - Random up to full h	e I-girders (eight x ¼" v	(spans 15 throug wide vertical crac	h 18): cks exist.					
			See "Bridge # 07 additional details.	0001 Elei	m 109, Defect	t Table.pdf" an	d "Bridg	e # 070001	Elem 109, S	3hear Crack T	Table.pdf" for
	1120	Efflores	scence/Rust Staining	3	07/24/2018	730.00	ft	0.00	365.00	365.00	0.00
			and rust, and 2' long Prestressed Concrete - Isolated up to 39 exist.	x 3' high ar l-girders ()" long ha	(spans 15 throug airline cracks w	h 18): h 18): vith rust and a	st exist. 5" long	x full height	hollow area	with efflorescer	nce and rust
			See "Bridge # 07000 ⁻	Elem 109), Defect Table.p	df" for additional o	details.				
	7000	Damag	e	3	07/24/2018	3.00	ft	0.00	3.00	0.00	0.00
			The prestressed co locations:	oncrete I-	-girders have	impact scrapes	on the	bottom flang	ges over trav	el lanes in t	the following
			- Span 16, girder E ha - Span 18, all the gird	as a 3' long ers have n	g x up to ¼" deep ninor impact scra	scrape on the bo pes on the bottor	ottom flar n flanges	ge east of mids (±15 ' total).	pan (photo 108	i).	
			See "Bridge # 07000 [,]	Elem 109), Defect Table.po	df" for additional o	details.				
ELEM NBR		EL	EMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
110	Re	e Conc	Opn Girder/Beam	3	07/24/2018	2,880.00	ft	954.00	1,188.00	688.00	50.00
Ther cant the cond adja	re ar ileve drop crete cent x	re re ered o-in s girc to t 1/16"	inforced concre sections at the sections with c ders typically l he shiplap joint ' cracks adjace	te fasci piers concrete nave ra has up ent (ma	ia arch gird and drop i keys at s ndom hairli p to 18" lor inly at the	lers in span in sections hiplap joints ine cracks ig x 22" hig built-up w	s 1-6, in the s with up to Jh x 8 ³ eb on	8-13 and spans. elastomeria 3' long v ' deep spa the inside	1R-3R. Th The cantile c bearing with isolate Ils / hollow e face) and	ie girders ver section pads. The d effloresc areas with d random	consist of is support reinforced cence and h up to 4' up to 15

x full bottom flange width hollow areas and up to 20' long x 20" high x 10" deep spalls with up to six (6) debonded rebar (prepped for repair).

See "Bridge # 070001 Elem 110, Defect Table.pdf" and photos 121-127 for additional details.

 1080
 Delamination/Spall/Patched Area
 3
 07/24/2018
 800.00
 ft
 0.00
 600.00
 200.00
 0.00

square foot patches. There are isolated up to 20' horizontal cracks open up to 1/8" wide, up to 10' long

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Bridge Inspection Report

Structure Inventory and Appraisal Sheet (English Units)

See "Bridge # 070001 Elem 110, Defect Table.pdf" for additional details. 1090 Exposed Rebar 3 07/24/2018 100.00 ft 0.00 0.00 50.00 There are up to 20' long x 20" high x 10" deep spalls with up to six (6) debonded rebar (some areas are p repair; photo 126). See "Bridge # 070001 Elem 110, Defect Table.pdf" for additional details. 1120 Efforescence/Rust Staining 3 07/24/2018 450.00 ft 0.00 300.00 150.00	50.00 repped fo
There are up to 20' long x 20" high x 10" deep spalls with up to six (6) debonded rebar (some areas are p repair; photo 126). See "Bridge # 070001 Elem 110, Defect Table.pdf" for additional details. 1120 Efflorescence/Rust Staining 3 07/24/2018 450.00 ft 0.00 300.00 150.00	repped fo
repair; photo 126). See "Bridge # 070001 Elem 110, Defect Table.pdf" for additional details. 1120 Efflorescence/Rust Staining 3 07/24/2018 450.00 ft 0.00 300.00 150.00	
See "Bridge # 070001 Elem 110, Defect Table.pdf" for additional details. 1120 Efflorescence/Rust Staining 3 07/24/2018 450.00 ft 0.00 300.00 150.00	
	0.00
There are random bairline cracks up to 3' long with isolated efflorescence	0.00
See "Bridge # 070001 Elem 110, Defect Table.pdf" for additional details. 1130 Cracking (RC and Other) 3 07/24/2018 576 00 ft 0.00 288 00 288 00	0.00
There are up to 4' long x 1/16" cracks adjacent to the shiplan joint (mainly at the built up web on the inside fo	ce) Ther
are typically up to 6' horizontal hairline cracks, isolated up to 20' horizontal cracks open up to $1/8$ " wide and long x $1/4$ " wide crack (some are marked for repair).	one (1) 2
See "Bridge # 070001 Elem 110, Defect Table.pdf" for additional details.	
LEM ELEMENT NAME ENV INSP. DATE QUANTITY QTY QTY QTY NBR ELEMENT NAME ENV INSP. DATE QUANTITY UNITS CS 1 CS 2 CS 3	QTY CS 4
205 Re Conc Column 3 07/24/2018 92.00 each 40.00 20.00 32.00	0.00
cantilever girders have random up to full width x full height x 2" deep spalls that expose plates and isolated up to full pedestal width x full pedestal height hollow areas. The column areas are also and a solated to be an area area and a solated to be an area area area.	port the bearing ins tha
cantilever girders have random up to full width x full height x 2" deep spalls that expose plates and isolated up to full pedestal width x full pedestal height hollow areas. The colum support the pier caps have a 2" wide x 10" high x 2.5" deep spall, isolated 16" wide x 30" high areas, up to 10' long x 1/16" wide vertical cracks with isolated efflorescence and rust and up to x 3' high areas of hairline map cracks with efflorescence and rust. There are numerous defects that have been repaired or are in the process of being repa indicated in "Bridge # 070001 Elem 205, Defect Table.pdf" and photos 128-164 for additional details.	port the bearing ווחא tha ו hollov 2' long ired as
cantilever girders have random up to full width x full height x 2" deep spalls that expose plates and isolated up to full pedestal width x full pedestal height hollow areas. The colum support the pier caps have a 2" wide x 10" high x 2.5" deep spall, isolated 16" wide x 30" high areas, up to 10' long x 1/16" wide vertical cracks with isolated efflorescence and rust and up to x 3' high areas of hairline map cracks with efflorescence and rust. There are numerous defects that have been repaired or are in the process of being repaindicated in "Bridge # 070001 Elem 205, Defect Table.pdf". See "Bridge # 070001 Elem 205, Defect Table.pdf" and photos 128-164 for additional details.	port the bearing ins tha i hollow 2' long ired as
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cantilever girders have random up to full width x full height x 2" deep spalls that expose plates and isolated up to full pedestal width x full pedestal height hollow areas. The colum support the pier caps have a 2" wide x 10" high x 2.5" deep spall, isolated 16" wide x 30" high areas, up to 10' long x 1/16" wide vertical cracks with isolated efflorescence and rust and up to x 3' high areas of hairline map cracks with efflorescence and rust. There are numerous defects that have been repaired or are in the process of being repaindicated in "Bridge # 070001 Elem 205, Defect Table.pdf". See "Bridge # 070001 Elem 205, Defect Table.pdf" and photos 128-164 for additional details. 1080 Delamination/Spall/Patched Area 3 07/24/2018 42.00 each 0.00 20.00 22.00 Columns supporting cantilever girders (piers 1 through 13): - There are random up to full width x full height x 2" deep spalls and isolated up to full pedestal width x ful height hollow areas sometimes exposing edges of steel bearing plates. Columns supporting the pier caps (piers 14 through 17): - There is a 2" wide x 10" high x 2.5" deep spall and isolated 16" wide x 30" high hollow areas.	port the bearing nns tha n hollow 2' long aired as
prior is a model in that support the remoted childred pier caps. The columns that support the pier caps have a random up to full width x full height x 2" deep spalls that expose plates and isolated up to full pedestal width x full pedestal height hollow areas. The colum support the pier caps have a 2" wide x 10" high x 2.5" deep spall, isolated 16" wide x 30" high areas, up to 10' long x 1/16" wide vertical cracks with isolated efflorescence and rust and up to x 3' high areas of hairline map cracks with efflorescence and rust. There are numerous defects that have been repaired or are in the process of being repaindicated in "Bridge # 070001 Elem 205, Defect Table.pdf". See "Bridge # 070001 Elem 205, Defect Table.pdf" and photos 128-164 for additional details. 1080 Delamination/Spall/Patched Area 3 07/24/2018 42.00 each 0.00 20.00 22.00 Columns supporting cantilever girders (piers 1 through 13): - There are random up to full width x full height x 2" deep spalls and isolated up to full pedestal width x ful height hollow areas. Columns supporting the pier caps (piers 14 through 17): - There is a 2" wide x 10" high x 2.5" deep spall and isolated 16" wide x 30" high hollow areas. See "Bridge # 070001 Elem 205, Defect Table.pdf" for additional details. See "Bridge # 070001 Elem 205, Defect Table.pdf" for additional details.	port the bearing nns tha n hollow 2' long aired as 0.00
cantilever girders have random up to full width x full height x 2" deep spalls that expose plates and isolated up to full pedestal width x full pedestal height hollow areas. The colum support the pier caps have a 2" wide x 10" high x 2.5" deep spall, isolated 16" wide x 30" high areas, up to 10' long x 1/16" wide vertical cracks with isolated efflorescence and rust and up to x 3' high areas of hairline map cracks with efflorescence and rust. There are numerous defects that have been repaired or are in the process of being repaindicated in "Bridge # 070001 Elem 205, Defect Table.pdf". See "Bridge # 070001 Elem 205, Defect Table.pdf" and photos 128-164 for additional details. 1080 Delamination/Spall/Patched Area 3 07/24/2018 42.00 each 0.00 20.00 22.00 Columns supporting cantilever girders (piers 1 through 13): - There are random up to full width x full height x 2" deep spalls and isolated up to full pedestal width x ful height hollow areas sometimes exposing edges of steel bearing plates. Columns supporting the pier caps (piers 14 through 17): - There is a 2" wide x 10" high x 2.5" deep spall and isolated 16" wide x 30" high hollow areas. 1120 Efflorescence/Rust Staining 3 07/24/2018 5.00 each 0.00 5.00	port the bearing nns tha n hollow 2' long aired as 0.00
cantilever girders have random up to full width x full height x 2" deep spalls that expose plates and isolated up to full pedestal width x full pedestal height hollow areas. The colur support the pier caps have a 2" wide x 10" high x 2.5" deep spall, isolated 16" wide x 30" high areas, up to 10' long x 1/16" wide vertical cracks with isolated efflorescence and rust and up to x 3' high areas of hairline map cracks with efflorescence and rust. There are numerous defects that have been repaired or are in the process of being repaindicated in "Bridge # 070001 Elem 205, Defect Table.pdf". See "Bridge # 070001 Elem 205, Defect Table.pdf" and photos 128-164 for additional details. 1080 Delamination/Spall/Patched Area 3 07/24/2018 42.00 each 0.00 20.00 22.00 Columns supporting cantilever girders (piers 1 through 13): - - There are random up to full width x full height x 2" deep spalls and isolated up to full pedestal width x ful height hollow areas. See "Bridge # 070001 Elem 205, Defect Table.pdf" for additional details. Columns supporting cantilever girders (piers 1 through 13): - - There are random up to full width x full height x 2" deep spalls and isolated up to full pedestal width x ful height x 10" high x 2.5" deep spall and isolated 16" wide x 30" high hollow areas. See "Bridge # 070001 Elem 205, Defect Table.pdf" for additional details. 1120 Efflorescence/Rust Stalning 3 07/24/2018 5.00 each 0.00 5.00 <tr< td=""><td>port the bearing nns tha n hollow 2' long aired as 0.00 Il pedesta</td></tr<>	port the bearing nns tha n hollow 2' long aired as 0.00 Il pedesta

Bridge Inspection Report

Structure Inventory and Appraisal Sheet (English Units) 1130 Cracking (RC and Other) 07/24/2018 5.00 each 0.00 5.00 0.00 Columns supporting the pier caps (piers 14 through 17): There are isolated up to 10' long x 1/16" wide vertical cracks and up to 2' long x 3' high areas of hairline map cracks. See "Bridge # 070001 Elem 205, Defect Table.pdf" for additional details. 8368 Graffiti 3 07/24/2018 0.00 300.00 0.00 0.00 300.00 each At pier 3, the columns have graffiti on all faces up to 7' high (photo 135).

ELEM NBR	ELEMENT NAME	ENV	INSP DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
210	Re Conc Pier Wall	3	07/24/2018	1,151.00	ft	666.00	290.00	172.00	23.00

There are reinforced concrete pier walls at piers 1 through 13 and 1R through 3R. The pier walls at piers 1 through 5, the west pier wall of pier 6, the east pier wall at pier 7, and pier walls at piers 8 through 13 are non-structural and act as curtain walls providing architectural and protective effects to the pier columns. The east pier wall at pier 6 and the west pier wall of pier 7 are structural and support the cantilever girders in spans 6 and 8, through cantilever support pedestals, and also support the steel girders in span 7. There are reinforced concrete pylons/ walls at the north and south ends of the piers that extend from the coping at the base of the bridge railings.

The pier walls have up to full height vertical cracks open up to $\frac{1}{4}$ " wide with isolated efflorescence and rust, up to 20' long x 8.5' high concrete patches, up to 25 square foot areas of map cracks open up to 1/16" wide with efflorescence and rust, up to 10' high x 5' wide hollow areas, and up to 8" high x 10" wide x 1.5" deep spalls. Isolated cracks in the pier walls in the water spans extend down into the stone masonry facade. Some of the pier interiors are hollow with intermediate cellular walls at the base where water and ice accumulate. The cantilever support pedestals on the interior walls of Piers 6 east wall and Pier 7 west wall (behind the steel girder seats) have scattered up to 16" long x 3/16" wide vertical and horizontal cracks, and up to 3' high x full pedestal width concrete patches.

There are steel catwalks with railings anchored to the interior faces of the Pier 6 east wall and the Pier 7 west wall. The catwalks can be accessed through hatches located north of the north bridge rail. The catwalk railing on the interior of Pier 7 has a railing connection not attached at the south end which is a safety issue (photo 167).

2017 Underwater Inspection:

Piers #4 through #10 and Gano Street Ramp Piers #1R through #3R were included in the underwater inspection from the top of the stone masonry facade (bottom of the cope) to the channel bottom.

The pier walls have stone masonry facades that have scattered areas of missing mortar, up to 15% with penetrations up to 6" deep between the stones (1' deep at Pier #6) and random cracked stones.

See "Bridge # 070001 Elem 210, Defect Table.pdf" and photos 128-156 & 165-173 for additional details.

1080	Delamination/Spall/Patched Area	a 3	07/24/2018	175.00	ft	0.00	75.00	77.00	23.00
	The reinforced co 5' wide hollow area	oncrete pier as, and up to	walls have so 8" high x 10" wi	cattered up to 2 de x 1.5" deep spa	0' long × alls.	< 8.5' high	concrete patches,	isolated up to) 10' high x
	See Bridge # 0700	JUT Elem 210	, Delect Table.	pur lor additional	details.				
1120	Efflorescence/Rust Staining	3	07/24/2018	80.00	ft	0.00	40.00	40.00	0.00

Bridge Inspection Report

Structure Inventory and Appraisal Sheet (English Units)

The reinforced concrete pier walls have scattered up to full height vertical hairline cracks with isolated efflorescence and rust and up to 25 square foot areas of map cracking open up to 1/16" wide with isolated efflorescence and rust. See "Bridge # 070001 Elem 210, Defect Table.pdf" for additional details. 1130 Cracking (RC and Other) 3 07/24/2018 115.00 0.00 55.00 0.00 ft 60.00 The reinforced concrete pier walls typically have scattered up to full height vertical hairline cracks with isolated efflorescence and rust (isolated cracks have been epoxy injected), up to 5' horizontal hairline cracks and isolated up to 25 square foot areas of map cracks open up to 1/16" wide with isolated efflorescence and rust typically located at the north or south end of the pier walls. There are isolated up to full height vertical crack open up to 1/8" wide. See "Bridge # 070001 Elem 210, Defect Table.pdf" for additional details. 6000 3 Scour 07/24/2018 115.00 0.00 115.00 0.00 0.00 ft 2017 Underwater Inspection: Since the 2013 Underwater Inspection, there is evidence of scour at most piers up to 3.4' deep (Pier #8) and areas of aggradation up to 4.6' high (Pier #6). 8368 Graffiti 07/24/2018 400.00 0.00 400.00 0.00 ft There is graffiti at Pier 3 for full height of the east wall and up to 7' high on the east elevation of the west wall (photo 135). The remaining pier walls have mostly been painted over (photos 128-131, 133-149, 151-156 & 168-173). Т

215	Re Conc Abutment	3	07/24/2018	230.00	ft	78.00	44.00	108.00	0.00
NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	CS 1	CS 2	CS 3	CS 4

There are reinforced concrete abutments at each end of the bridge as well as at the west end of the Gano Street off ramp.

The west abutment is a stub abutment that is hidden by backfill beyond a retaining wall and has a severe accumulation of pigeon debris and nesting pigeons requiring a respirator for inspection. The west abutment has random up to full height vertical hairline cracks and the retaining wall in front has recently been repainted and has random up to 4' long x 1/16'' wide vertical cracks and a $\pm 15'$ long horizontal hairline crack (photos 174-175).

The east abutment is a full height abutment with an electrical utility room built into the abutment in bays H and I. Both utility room access doors were locked at the time of inspection, however one (1) of the two (2) doors has a ± 3.5 ' high x 6" wide hole giving access to the electrical controls (photo 177). The east abutment has isolated spalls up to 7' long x 3' high x 3" deep, hollow areas up to 2' long x 3' high, up to full height x 1/16" wide vertical cracks with efflorescence and rust stains, scattered areas of hairline map cracks with efflorescence up to 8' long x 6' high, and a 3' long x 1' high x 1" deep area of scale (photos 176-179).

The Gano Street abutment 1R is a semi-stub abutment that sits on the river embankment with slope protection blocks in front. Abutment 1R has anti-graffiti paint that is peeling/chipping, an 8" long x 40" high hollow area and a 5' long x 5' high area of hairline map cracks (photos 180 & 197).

There are several defects that have been repaired or are in the process of being repaired as indicated in "Bridge # 070001 Elem 215, Defect Table.pdf".

See "Bridge # 070001 Elem 215, Defect Table.pdf" and photos 174-180 & 197 for additional details.

1080	Delamination/Spall/Patched Area	3	07/24/2018	103.00	ft	0.00	29.00	74.00	0.00

CN_Ver_Inspection_SIA_English		Mon 10/15/2018 16:08:12
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Bridge Inspection Report

Structure Inventory and Appraisal Sheet (English Units)

	East Abutment: - There are isolated 1" deep area of scale. Abutment 1R: - There is an 8" long x See "Bridge # 070001	spalls 40" hi Elem	up to 7' long x 3 igh hollow area. 215, Defect Table.pr	' high x 3" deep	, hollow	areas up to 2	2' long x 3' hig	gh and a 3' lor	ıg x 1' high x
	1120 Efflorescence/Rust Staining	3	07/24/2018	30.00	ft	0.00	15.00	15.00	0.00
	East Abutment: - There are isolated areas of hairline map o See "Bridge # 070001	d up racks Elem	to full height x with efflorescence u 215, Defect Table.pd	1/16" wide ver up to 8' long x 6' h df' for additional o	tical cra ìigh. Ietails.	acks with efflo	prescence and	rust stains a	and scattered
	1130 Cracking (RC and Other)	3	07/24/2018	19.00	ft	0.00	0.00	19.00	0.00
	- There are random up West Abutment Retain - There are random random full height vert East Abutment: - There are isolated long x 6' high. Abutment 1R: - There is a 5' long x 5 See "Bridge # 070001	ing W up t ical cr up ' high Elem	all: all: o 4' long x 1/16" acks. to full height x 1/ area of hairline map 215, Defect Table.pd	wide vertical cr. 16" wide vertica cracks. df" for additional o	acks and Il cracks Ietails.	d a ±15' long	horizontal hai d areas of ha	irline crack. Th airline map cra	e coping has cks up to 8'
ELEM	ELEMENT NAME	ENV	INSP DATE	QUANTITY	UNITS	QTY	QTY	QTY	QTY CS 4
220	Re Conc Pile Cap/Ftg	3	07/24/2018	1,151.00	ft	1,150.00	1.00	0.00	0.00
This the p 2017 The wide ' (ful Piers high	e element was not inclu previous Routine Inspection 7 Underwater Inspection: exposed pile caps step e and are exposed up to II-height) at Pier #3R (Gano s #3R, #5 and #9 exhib i. There is no observed und	ded o dat o tu Stre it ex ermi	in the scope red 07/24/17: from the face II-height with et Ramp). kposed concre- ning at any of th	of this Sp of the pier varying meas te tremie se ne piers.	pecial r stem sureme eals up	Inspection. s at varyir ents from to b to a ma	The follo ng widths f 2' (full-heig ximum vert	wing notes from 10" w ht) at Pier tical expose	are from ide to 18" #5 to 9.0 ure of 3.5'
	1130 Cracking (RC and Other)	3	07/24/2018	1.00	ft	0.00	1.00	0.00	0.00
	This element was Routine Inspection dat 2017 Underwater Insp Pier #3R pile cap has a	not in ed 07 ection a crac	ncluded in the sc /24/17: : k 6' high x 3/16" wid	ope of this Sp e extending from	becial In	ispection. The	following not	tes are from	the previous
ELEM		ENV	INSP. DATE	QUANTITY	UNITS	QTY	QTY	QTY	QTY
NBR 234	Re Conc Pier Cap	3	07/24/2018	388.00	ft	CS 1 53.00	CS 2 257.00	CS 3 78.00	CS 4 0.00

CN	Ver	Ins	pection	SIA	English
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Bridge Inspection Report

Structure Inventory and Appraisal Sheet (English Units)

There are reinforced concrete caps at piers 14 through 17 that have isolated up to 6" long x 6" wide x 6" high x 3" deep spalls, up to 5' long x full height hollow areas, random patches due to repairs being made, vertical and horizontal cracks up to 8' long x 1/8" wide with and without efflorescence and rust, and isolated areas of hairline map cracks up to 18" long x full width.

There are several defects that have been repaired or are in the process of being repaired as indicated in "Bridge # 070001 Elem 234, Defect Table.pdf".

See "Bridge # 070001 Elem 234, Defect Table.pdf" and photos 157-164 & 181-183 for additional details.

The pedestals at girders B through E in span 14 and at girders B through M in span 16 have a 3-sided steel collar in place that are held in position with transverse anchor bolts. The collars have moderate rust and isolated missing anchor bolts. In span 14, the collars overhang the pier cap by up to 2". See photo 181.

	521	Conc Prot Coating	3	07/24/2018	5,000.00	sq.ft	3,500.00	0.00	0.00	1,500.00
		The reinforce	ed concrete pier	r caps have a	concrete protec	tive coat	ting that is ty	pically worn a	nd is missing	in locations
_		where there a	re spalls and pate	ches. See photos	i 157-164 & 181-1	83.				
_		3510 Wear (Concr	ete Protect Coat)	3 07/24/20	018 1,500.0	10 SI	q.ft 0.00	0.00	0.00	1,500.00
			The reinforced missing in location	concrete pier	caps have a caps have a	concret ches (pho	te protective otos 157-164 &	coating that 181-183).	is typically	worn and is
	1080	Delamination/Spall/Patche	ed Area 3	07/24/2018	308.00	ft	0.00	250.00	58.00	0.00
		The pier cap random patcl	os have up to nes due to repa	6" long x 6" w iirs being made	vide x 6" high > . There are isola	ated pede	p spalls, up to estals with up	5' long x fu to full width x	ull height hollc x 7" high x 2	w areas and " deep spalls
		See "Bridge #	070001 Elem 23	4, Defect Table.p	odf" for additional	details.				
	1120	Efflorescence/Rust Stainin	ng 3	07/24/2018	15.00	ft	0.00	7.00	8.00	0.00
		The pier caps	have scattered v	ertical and horizo	ontal cracks up to	8 ' long x	1/8" wide with e	fflorescence an	d rust.	
		See "Bridge #	070001 Elem 23	4, Defect Table.p	odf" for additional	details.				
	1130	Cracking (RC and Other)	3	07/24/2018	12.00	ft	0.00	0.00	12.00	0.00
		The pier cap isolated areas See "Bridge #	os have scattere of hairline map o 070001 Elem 23	ed vertical and cracks up to 18" k 4, Defect Table.p	horizontal crack ong x full width. odf" for additional	s up to details.	8' long x 1/	8" wide with	efflorescence	and rust and
ELEM NBR		ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
300		Strip Seal Exp Join	t ³	07/24/2018	93.00	ft	0.00	88.00	5.00	0.00
This the r Ther of s The	ele previ re is sand, stee	ement was not ous Routine Ins a strip seal jo /debris over th I extrusions hav	included in pection dated bint in Span e full lengti e light rust ar	n the scope 107/24/17: #5 at the E h of the jo nd there is a s	e of this S East side of int with sig section that is	Pier #4 ns of broker	Inspection. 4 and Pier leakage ald 1.	The follow #3R. The song the un	wing notes strip seal j iderside of	are from oint is full the joint.
	2310	Leakage	3	07/24/2018	30.00	ft	0.00	30.00	0.00	0.00
		This elemen Routine Inspe There is evide	t was not inclu ction dated 07/24 ence of leakage th	uded in the so I/17: nrough the joint a	cope of this S t the north and so	pecial Ins	spection. The	following note	es are from	the previous

Bridge Inspection Report

			Structure	e inv	Entory an	a r ippi uioc		ot (Engli				
	2350	Debris	Impaction	3	07/24/2018	58.00	ft	0.00	58.00	0.00	0	0.00
			This element was Routine Inspection da	not i ated 07	ncluded in the 7/24/17:	scope of this	Special	Inspection. TI	ne following n	notes are	from	the previous
			The strip seal joint ha	is full le	ength partial debr	ris impaction that s	till allows	free movement	t of the joint.			
	2370	Metal [Deterioration or Damage	3	07/24/2018	5.00	ft	0.00	0.00	5.00	0	0.00
			This element was Routine Inspection d	not i ated 07	ncluded in the //24/17:	scope of this	Special	Inspection. TI	he following n	notes are	from	the previous
			The steel extrusion a 2' long loose section	on the n. Vehi	e east side of t icles passing ove	the joint in the w the joint create a	vheel line in audible	of the right r thumping noise	niddle lane has e that was previo	s 3' long i ously noted	missing	g section and
ELEM NBR		EL	EMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	G QTY CS 1	QTY CS 2	QT CS	Y 3	QTY CS 4
301		Pour	able Joint Seal	3	07/24/2018	1,151.00	ft	507.00	544.00	85.0	0	15.00
This the	previ	ious I	Routine Inspection	on dat	ted 07/24/17:		-	·		-		
This the The side join of s	previ ere a e of it sea seal a	ious I re po Piers als in dhesi	Routine Inspection ourable joint se s #7 through # n the gore mea ion.	on dat eals 13, a lian	ted 07/24/17: on the west and at Abut in Spans #⁄	t side of Ab tment #2. Th 16 and #17.	outment bere ar The po	: #1 and F e also trar ourable joir	Piers #1 thi nsverse and nt seals ex	rough # d longitu hibit lea	7, or udina ikage	n the east I pourable and loss
This the The side join of s	preview ere a e of it sea ceal a 2310	ious f re po Piers als in dhesi	Routine Inspection ourable joint set s #7 through # n the gore med ion.	on dat eals (13, a lian 3	ted 07/24/17: on the west and at Abut in Spans #1	t side of Ab tment #2. Th 16 and #17. 344.00	outment pere ar The po ft	: #1 and F e also tran ourable join	Piers #1 thinsverse and nt seals ex 344.00	rough # d longitu hibit lea	7, or udina Ikage	the east I pourable and loss
This the The side join of s	previ ere a e of it sea eal a 2310	ious I re po Piers als ii dhesi Leakaç	Routine Inspection ourable joint set s #7 through # n the gore medion. ge This element was Routine Inspection da	eals (tals (tals, a tian 3 not in ated 07	ted 07/24/17: on the west and at Abut in Spans #7 07/24/2018 ncluded in the //24/17:	t side of Ab tment #2. Th 16 and #17. 344.00 scope of this	utment tere ar The p ft Special	: #1 and F e also tran ourable join 0.00 Inspection. Th	Piers #1 thinsverse and nt seals ex 344.00 ne following n	rough # d longitu hibit lea	7, or udina kage	n the east I pourable and loss 0.00 the previous
This the The side join of s	previ ere a e of it sea eal a 2310	ious I re po Piers als ii dhesi ^{Leakaç}	Routine Inspection ourable joint set s #7 through # n the gore med ion. ge This element was Routine Inspection de There are areas be corbel at Pier #4, E #17.	eals of 13, a 1an 3 not in ated 07 elow 1 3ay "J"	ted 07/24/17: on the west and at Abut in Spans #7 07/24/2018 ncluded in the 1/24/17: the joints with at Pier #6, Bat	t side of Ab tment #2. Th 16 and #17. 344.00 scope of this evidence of lea y "A" at Pier #7,	tutment nere ar The po t Special kage. Le and in	: #1 and F e also tran ourable join 0.00 Inspection. Th eakage beneath Bay "J" along	Piers #1 thin nsverse and nt seals ex 344.00 ne following m n the joints w the longitudinal	rough # d longitu hibit lea notes are vas noted I deck joint	7, or udina kage	n the east I pourable and loss 0.00 the previous e Girder "F" pans #16 and
This the Side join of s	previ ere a e of it sea 2310 2320	ious F re po Piers als in dhesi Leakag	Routine Inspection ourable joint set s #7 through # n the gore medion. ge This element was Routine Inspection di There are areas the corbel at Pier #4, E #17.	en dat eals of 13, a dian 3 not in ated 07 elow 1 Bay "J"	ted 07/24/17: on the west and at Abut in Spans #' 07/24/2018 ncluded in the /24/17: the joints with at Pier #6, Bay	t side of Ab tment #2. Th 16 and #17. 344.00 scope of this evidence of lea y "A" at Pier #7, 300.00	tutment nere ar The po ft Special kage. Le and in ft	: #1 and F e also tran ourable join 0.00 Inspection. Th eakage beneath Bay "J" along 0.00	Piers #1 thinsverse and nt seals ex 344.00 ne following m n the joints w the longitudinal 200.00	rough #3 d longitu hibit lea 0.00 notes are vas noted l deck joint	7, or udina kage o from on th i in Sp	the east pourable and loss 0.00 the previous e Girder "F" bans #16 and
This the Side join of s	previ ere a e of it sea 2310	ious I re po Piers als in dhesi Leakag	Routine Inspection ourable joint set s #7 through # n the gore medion. ge This element was Routine Inspection da There are areas to corbel at Pier #4, E #17. dhesion This element was Routine Inspection da The pourable joint Iongitudinal deck join	en dat eals of t13, a dian ³ not in ated 07 3 not in ated 07 seals t in Bay	ted 07/24/17: on the west and at Abut in Spans #1 07/24/2018 ncluded in the 1/24/17: the joints with at Pier #6, Bay 07/24/2018 ncluded in the 1/24/17: e exhibit loss y "J" in Span #18	t side of Ab tment #2. Th 16 and #17. 344.00 scope of this evidence of lea y "A" at Pier #7, 300.00 scope of this of seal adhesio has loose joint ma	tutment nere ar The p ft Special kage. Le and in ft Special n with aterial.	: #1 and F e also tran ourable join 0.00 Inspection. Th eakage beneatt Bay "J" along 0.00 Inspection. Th isolated locatio	Piers #1 thinsverse and nt seals ex 344.00 ne following n n the joints w the longitudinal 200.00 ne following n	rough #, d longitu hibit lea 	7, or udina kage 0 from 0 from from	n the east I pourable and loss 0.00 the previous e Girder "F" bans #16 and 15.00 the previous the previous
ELEM	previere a e of it sea 2310 2320	ious I re po Piers als in dhesi Leakag	Routine Inspection ourable joint set s #7 through # n the gore medion. ge This element was Routine Inspection di There are areas b corbel at Pier #4, E #17. dhesion This element was Routine Inspection di The pourable joint longitudinal deck joint	en dat eals of t13, a dian ³ not in ated 07 seals t in Bay ENV	ted 07/24/17: on the west and at Abut in Spans #1 07/24/2018 ncluded in the 1/24/17: the joints with at Pier #6, Bay 07/24/2018 ncluded in the 1/24/17: a exhibit loss 1 "J" in Span #18 INSP. DATE	t side of Ab tment #2. Th 16 and #17. 344.00 scope of this evidence of lea y "A" at Pier #7, 300.00 scope of this of seal adhesio has loose joint ma	n with aterial.	: #1 and F e also tran ourable join 0.00 Inspection. Th eakage beneath Bay "J" along 0.00 Inspection. Th isolated locath	Piers #1 thinsverse and nt seals ex 344.00 ne following m n the joints w the longitudinal 200.00 ne following m ons of full de	rough #7 d longitu hibit lea 0.00 notes are vas noted l deck joint 85.0 notes are epth loss	7, or udina kage 0 from from from of ac	the previous the previous and loss 0.00 the previous e Girder "F" bans #16 and 15.00 the previous thesion. The

Bridge Inspection Report

Structure Inventory and Appraisal Sheet (English Units)

There are elastomeric bearing pads under the prestressed concrete drop-in girders that rest on the cantilever girder corbels in spans 1 through 6 and 8 through 14, under the post-tensioned concrete cantilever girders at the east wall of pier 6 and the west wall of pier 7, under the prestressed concrete I-girders in spans 15 through 18, and under the fascia arch girders in spans 1 through 6, spans 8 through 13 and spans 1R through 3R. Random bearings have minor rips and tears up to 4" long and up to 23% loss of bearing area (beam F at pier 13 in span 14) due to concrete spalls. There are random bearings adjacent to where concrete repairs have been made that are covered in concrete (photo 71). The bearings in spans 1 through 3, 8 through 9, 11, and 13 are typically in contraction mode up to 1/2", and the bearings in the remaining spans are typically neutral to expansion mode up to 1", at 80 degrees Fahrenheit.

There are several defects on girders and bearing seats that have been repaired or are in the process of being repaired as indicated in "Bridge # 070001 Elem 310, Defect Table.pdf".

See "Bridge # 070001 Elem 310, Defect Table.pdf" and photos 44, 49, 52, 57, 60-62, 65, 72-73, 85, 93-94, 101, 103, 106, 111, 116, 118-119 & 184-188 for additional details.

ELEM	2240	See "Bridge # (Loss of Bearing Area The elastome bearings reduc - The drop-in gi - The post-tens - The bulb-tee gi - The fascia area See "Bridge a additional detai	270001 Elem 31 3 ric bearings h ing the bearings (s sioned concrete girder bearings (spa girder bearings (spa # 070001 Eler ils.	0, Defect Table.p 07/24/2018 ave losses in area. The losses pans 1 through 6 cantilever girder spans 15 throug ins 1 through 6, 8 n 310, Defect	bdf" and photos 4 61.00 bearing area in bearing areas 6 and 8 through bearings (span 7 h 18) have up to 8 through 13 & 1 Table.pdf" and QUANTITY	each due to sp are as follo (14) have up (11% bearin R through 3 photos 52 UNITS	87-188 for ad 0.00 walls undern wws: to 22% bear to 22% bear to 22% bear ng area loss. R) have up to 2, 60-61, 6 00 017 017 051	Iditional details. 40.00 hining the bearing hing area loss (photogenerated by the second s	21.00 ngs and spalls nto 185). o 186). a loss. c, 106, 116 & <u>QTY</u> <u>CS 3</u>	0.00 above the 185-186 for
	2240	See "Bridge # (Loss of Bearing Area The elastome bearings reduc - The drop-in gi - The post-tens - The bulb-tee g - The fascia are See "Bridge # additional detai	3 ric bearings h ing the bearings (s inder bearings (s sioned concrete girder bearings (ch bearings (spa # 070001 Eler ils.	0, Defect Table.p 07/24/2018 ave losses in area. The losses pans 1 through 6 cantilever girder spans 15 throug ins 1 through 6, 8 n 310, Defect	bdf" and photos 4 61.00 bearing area in bearing areas 6 and 8 through bearings (span 7 h 18) have up to 8 through 13 & 1 Table.pdf" and	each due to sp are as follo (4) have up (14) have up to 11% bearin R through 3 photos 52	87-188 for ad 0.00 halls undern hows: to 22% bear to 22% bear to 20% bear hg area loss. R) have up t 2, 60-61, 6	Iditional details. 40.00 hining the bearin ring area loss (pho ng area loss (photo o 1% bearing area 5, 94, 101, 103	21.00 ngs and spalls oto 185). o 186). n loss.	0.00 above the 185-186 for
	2240	See "Bridge # (Loss of Bearing Area The elastome bearings reduc - The drop-in gi - The post-tens - The bulb-tee g - The fascia area	3 ric bearings h ing the bearings (s inder bearings (s ioned concrete girder bearings (spa	0, Defect Table.p 07/24/2018 ave losses in area. The losses pans 1 through 6 cantilever girder spans 15 throug ns 1 through 6, 8	bdf" and photos 4 61.00 bearing area in bearing areas 6 and 8 through bearings (span 7 h 18) have up to 3 through 13 & 1	each due to sp are as follo (14) have up (1) have up to 11% bearin R through 3	0.00 alls undermoves: to 22% bear to 10% bearin ng area loss. R) have up to	Iditional details. 40.00 hining the bearin ring area loss (pho ng area loss (photo o 1% bearing area	21.00 ngs and spalls nto 185). o 186). n loss.	0.00 above the
	2240	See "Bridge # (Loss of Bearing Area The elastome bearings reduc - The drop-in gi - The post-tens	770001 Elem 31 3 ric bearings h ing the bearing a irder bearings (s ioned concrete	0, Defect Table.p 07/24/2018 ave losses in area. The losses pans 1 through 6 cantilever girder	odf" and photos 4 61.00 bearing area in bearing areas 6 and 8 through bearings (span 7	each due to sp are as follo 14) have up to	0.00 0.00 0.01 0.02 0.02 0.02 0.00 0.00	Iditional details. 40.00 nining the bearin ring area loss (photo ng area loss (photo	21.00 ngs and spalls nto 185). o 186).	0.00 above the
	2240	See "Bridge # (Loss of Bearing Area The elastome bearings reduc	ric bearings h	0, Defect Table.p 07/24/2018 ave losses in area. The losses	61.00 bearing area in bearing areas	each due to sp are as follo	0.00 0.00 nalls undermows:	lditional details. 40.00 nining the bearin	21.00	0.00 above the
	2240	See "Bridge # 0	070001 Elem 31 3	0, Defect Table.p 07/24/2018	odf" and photos 4 61.00	l9, 184 & 18 each	0.00 0.00	ditional details. 40.00	21.00	0.00
		See "Bridge # (070001 Elem 31	0. Defect Table.r	odf" and photos	9. 184 & 18	37-188 for ad	lditional details.		
		Fascia Arch Gir - There are sca	rder Bearings (S attered elastome	pans 1 through 6 ric bearings that	6, 8 through 13 a are bulging up to	nd 1R throu o ¼".	ugh 3R):			
		Bulb-Tee Girde - There are sca	er Bearings (Spa attered elastome	ns 15 through 18 ric bearings that	3): are bulging up to	0 1⁄4".				
		Drop-in Girder - There are sca	Bearings (Spans attered elastome	s 1 through 6 and ric bearings that	d 8 through 14): are bulging up to	o ½" with iso	plated bearing	gs bulging up to ¾	- " 4 -	
	2230	Bulging, Splitting or Tearing	3	07/24/2018	200.00	each	0.00	150.00	50.00	0.00
		See "Bridge <i>‡</i> 184 & 187-188	# 070001 Elen for additional de	n 310, Defect etails.	Table.pdf" and	photos 44	, 49, 57, 6	62, 72-73, 85, 9	3, 106, 111, 1 [.]	16, 118-119
		Bulb-Tee Girde - The bearings	er Bearings (Spa are typically neu	ns 15 through 18 utral to up to 1" in	3): 1 expansion at 80) degrees F	ahrenheit.			
		- The bearing Fahrenheit.	gs in spans 4	through 6, 1	0, 12 and 14	are typica	ally neutral	to up to 1" in	expansion at	80 degrees
		Drop-in Girder - The bearing Fahrenheit.	Bearings (Spans gs in spans 1	s 1 through 6 and through 3, 8	d 8 through 14): through 9, 11	, and 13	are typicall	ly up to ½" in	contraction at	80 degrees
					4.00	each	0.00	0.00	4.00	0.00

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Bridge Inspection Report

Structure Inventory and Appraisal Sheet (English Units)

There a bearing deep g			07/24/2018	11.00	each	0.00	7.00	4.00	0.00
bearing deep g	re steel rocker	bearings	in span 7 at	t pier 6 tha	t have	limited ad	ccess for f	full inspecti	ion due to
deep g	restraints in pl	ace at the	e east face o	of each bear	ing. Tł	nere are u	p to full v	vidth x ½"	high x 6"
	aps beneath t	he bearin	g restraints	at the eas	t face	(per reh	ab plans).	The bear	rings were
typically	in neutral to	slightly e	xpanded posi	tion at 80	degree	s Fahrenhe	eit and have	ve peeling	paint with
have n	noderale rusi naint remaini	anu a ligi na with h	nt to moderat	e accumulat ad rust on	anchor	sanu anu bolts anu	depris. De 1 the hear	ings A, D	o, Janu ru un to 3/8"
thick pa	ck rust between t	he bearing	plates. See ph	otos 189 & 19	0.	bonto une		ingo with t	
515	Steel Protective Coating	3	07/24/2018	132.00	sq.ft	0.00	0.00	44.00	88.00
	The moveable	e bearings h	ave a steel prote	ctive coating wi	th areas	of peeling pa	aint with light	to moderate i	rust. Bearings
	A, B, J and K r 3420 Peel/Bub/Cra	nave no paint i ck(Stl Protect Coat	e 3 07/24/20	132.0	0 5	sq.ft 0.00	0.00	44.00	88.00
)	The moveabl	e bearings have	a steel protect	ive coati	ing with areas	s of peeling	paint with light	t to moderate
	,	rust. Bearings	A, B, J and K have	no paint remainii	ng. See p	hotos 189 & 19	0.		
1000	Corrosion	3	07/24/2018	11.00	each	0.00	7.00	4.00	0.00
	The bearings on the bearing	and anchor	bolts typically ha bolts with up to 3/8"	ve light to mod thick pack rust b	erate rus etween th	st. Bearings A ne bearing plate	, B, J and K s. See photos ²	K have heavy 189 & 190.	laminated rust
ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
313	Fixed Bearing	3	07/24/2018	11.00	each	0.00	8.00	3.00	0.00
bearing	piales. Dearing	j r is ui	luennineu ior	11111 1112 1				a nodoctal	coall Soc
photos	IJ I-1JZ.			up to .				a pedestal	spall. See
515	Steel Protective Coating	3	07/24/2018	110.00	sq.ft	0.00	0.00	66.00	spall. See
515	Steel Protective Coating The fixed bea	3 arings have a	07/24/2018 a steel protective	110.00 coating with an	sq.ft eas of p	0.00 eeling paint w	0.00 vith light to m	66.00 oderate rust. E	44.00 Bearings A, E
515	The fixed bear, J and K have 3420 Peel/Bub/Cra	3 arings have a no paint rema ick(Stl Protect Coat	07/24/2018 a steel protective aining. See photos 2 3 07/24/20	110.00 coating with an 191-192.	sq.ft eas of p	0.00 eeling paint w	0.00 vith light to m	66.00 66.00 10derate rust. E	44.00 3earings A, E 44.00
515	Steel Protective Coating The fixed bea , J and K have 3420 Peel/Bub/Cra	3 arings have a no paint rema ck(StI Protect Coat The fixed be Bearings A, B,	07/24/2018 a steel protective aining. See photos 7 a 3 07/24/20 parings have a st J and K have no p	110.00 coating with an 191-192. D18 110.0 reel protective c aint remaining. S	sq.ft eas of p o solve a solve	0.00 eeling paint w sq.ft 0.00 rith areas of 5 191-192.	0.00 vith light to m 0.00 peeling paint	a pedestal 66.00 noderate rust. E 66.00 with light to r	44.00 3earings A, E 44.00 moderate russ
515 1000	Steel Protective Coating The fixed bea , J and K have 3420 Peel/Bub/Cra 1 Corrosion	3 arings have a e no paint rema ck(Stl Protect Coat The fixed be Bearings A, B, 3	07/24/2018 a steel protective aining. See photos 7 3 07/24/20 arrings have a st J and K have no p 07/24/2018	110.00 coating with an 191-192. 2018 110.00 reel protective c aint remaining. S 10.00	sq.ft eas of p o s oating w ee photos each	0.00 eeling paint w sq.ft 0.00 vith areas of s 191-192. 0.00	0.00 vith light to m 0.00 peeling paint 7.00	a pedestal 66.00 Inderate rust. E 66.00 with light to r 3.00	spall. See 44.00 Bearings A, E 44.00 moderate rust
515 	Steel Protective Coating The fixed bea , J and K have 3420 Peel/Bub/Crail Corrosion The bearings on the bearing	3 arings have a to paint rema ck(Stl Protect Coat The fixed be Bearings A, B, 3 and anchor Is and anchor	07/24/2018 a steel protective aning. See photos of a 3 07/24/20 varings have a st J and K have no p 07/24/2018 bolts typically ha bolts with up to 3/8"	110.00 coating with an 191-192. 2018 110.0 teel protective c aint remaining. S 10.00 ve light to mod thick pack rust b	sq.ft eas of p o ating w ee photos each erate rus etween th	0.00 eeling paint w sq.ft 0.00 with areas of s 191-192. 0.00 st. Bearings A ne bearing plate	0.00 vith light to m o.00 peeling paint 7.00 , B, J and K s. See photos 2	a pedestal 66.00 Hoderate rust. E 66.00 with light to r 3.00 (C have heavy 1 191-192.	44.00 44.00 Bearings A, E 44.00 moderate rust 0.00 laminated rust
1000 2240	Steel Protective Coating The fixed bea , J and K have 3420 Peel/Bub/Cra , Corrosion The bearings on the bearing Loss of Bearing Area	3 arings have a no paint rema ck(StI Protect Coat The fixed be Bearings A, B, 3 and anchor s and anchor 3	07/24/2018 a steel protective aining. See photos of 3 07/24/20 parings have a st J and K have no p 07/24/2018 bolts typically ha bolts with up to 3/8" 07/24/2018	110.00 coating with an 191-192. 1978 110.0 teel protective c aint remaining. S 10.00 ve light to mod thick pack rust b 1.00	sq.ft eas of p oating w each erate rus etween th each	0.00 eeling paint w sq.ft 0.00 vith areas of s 191-192. 0.00 st. Bearings A he bearing plate 0.00	0.00 vith light to m 0.00 peeling paint 7.00 , B, J and K s. See photos 7 1.00	a pedestal 66.00 oderate rust. E <u>66.00</u> with light to r 3.00 (have heavy 1 191-192. 0.00	spall. See 44.00 Bearings A, E 44.00 moderate rust 0.00 laminated rust
515 510 1000 2240	Steel Protective Coating The fixed bea , J and K have 3420 Peel/Bub/Cra 1 Corrosion The bearings on the bearing Loss of Bearing Area At bearing K, change; photo	3 arings have a e no paint rema ck(StI Protect Coat The fixed be Bearings A, B, 3 and anchor Is and anchor Is and anchor 3 , there is a p 192).	07/24/2018 a steel protective aining. See photos of a 3 07/24/20 arrings have a st J and K have no p 07/24/2018 bolts typically ha bolts with up to 3/8" 07/24/2018 pedestal spall alor	110.00 coating with an 191-192. 2018 110.0 reel protective c aint remaining. S 10.00 ve light to mod thick pack rust b 1.00 ng the east side	sq.ft eas of p o s oating w ee photos each erate rus etween th each each each	0.00 eeling paint w sq.ft 0.00 with areas of s 191-192. 0.00 st. Bearings A he bearing plate 0.00 dermines the	0.00 vith light to m 0.00 peeling paint 7.00 , B, J and K s. See photos 1.00 bearing for up	a pedestal 66.00 oderate rust. E <u>66.00</u> with light to r 3.00 (have heavy 1 191-192. 0.00 (to 1" long x	spall. See 44.00
515 515 1000 2240	Steel Protective Coating The fixed bea , J and K have 3420 Peel/Bub/Crail Corrosion The bearings on the bearing Loss of Bearing Area At bearing K, change; photo ELEMENT NAME	3 arings have a no paint rema ck(StI Protect Coat The fixed be Bearings A, B, 3 and anchor is and anchor is an an anchor is an anchor is an an anchor is an an anchor is an a	07/24/2018 a steel protective aining. See photos 7 a 3 07/24/20 arings have a st J and K have no p 07/24/2018 bolts typically ha bolts with up to 3/8" 07/24/2018 pedestal spall alor	110.00 coating with an 191-192. 1918 110.0 reel protective c aint remaining. S 10.00 ve light to mod thick pack rust b 1.00 ag the east side	sq.ft eas of p o ating w ee photos each erate rus etween th each ethat un units	0.00 eeling paint w sq.ft 0.00 with areas of s 191-192. 0.00 st. Bearings A the bearing plate 0.00 dermines the QTY CS 1	0.00 vith light to m 0.00 peeling paint 7.00 7.00 7.00 5. See photos 7 1.00 bearing for up QTY CS 2	a pedestal 66.00 oderate rust. E 66.00 with light to r 3.00 (have heavy 1 191-192. 0.00 to 1" long x CS 3	spall. See 44.00 44.00 Bearings A, E 44.00 moderate rust 0.00 Iaminated rust 0.00 16" wide (not 0.00 QTY CS 4
515 515 1000 2240 ELEM NBR 321	Steel Protective Coating The fixed be: , J and K have 3420 Peel/Bub/Cra ' Corrosion The bearings on the bearing Loss of Bearing Area At bearing K, change; photo ELEMENT NAME Re Conc Approach SI	3 arings have a no paint rema cck(Stl Protect Coat The fixed be Bearings A, B, 3 and anchor s and anchor s a s a s a s a s a s a s a s a s a s a	07/24/2018 a steel protective aining. See photos of a 3 07/24/20 earings have a st J and K have no p 07/24/2018 bolts typically ha bolts with up to 3/8" 07/24/2018 pedestal spall alor INSP. DATE 07/24/2018	110.00 coating with an 191-192. 1918 110.0 reel protective c aint remaining. S 10.00 ve light to mod thick pack rust b 1.00 ng the east side QUANTITY 2,352.00	sq.ft eas of p o so oating w ee photos each erate rus etween th each ethat un units sq.ft	0.00 eeling paint w sq.ft 0.00 with areas of s 191-192. 0.00 st. Bearings A he bearing plate 0.00 dermines the QTY CS 1 0.00	0.00 0.00	a pedestal 66.00 oderate rust. E <u>66.00</u> with light to r 3.00 (have heavy 1 191-192. 0.00 to 1" long x <u>0.00</u> 0 to 1" long x <u>0.00</u>	spall. See 44.00 44.00 Bearings A, E 44.00 moderate rust 0.00 Iaminated rust 0.00 16" wide (nd QTY CS 4 0.00
515 515 1000 2240 ELEM NBR 321 This election the prev	Steel Protective Coating The fixed bea , J and K have 3420 Peel/Bub/Cra 1 Corrosion The bearings on the bearing Loss of Bearing Area At bearing K, change; photo ELEMENT NAME Re Conc Approach SI ement was not ious Routine Insp	3 arings have a no paint rema ck(StI Protect Coat The fixed be Bearings A, B, 3 and anchor is and anchor is an an an anchor is an an an anchor is an an anchor is an an an an an anchor is an an anchor is an an an anchor is an an anchor is a	07/24/2018 a steel protective aining. See photos 7 a 3 07/24/20 arings have a st J and K have no p 07/24/2018 bolts typically ha bolts with up to 3/8" 07/24/2018 pedestal spall alor INSP. DATE 07/24/2018 in the scope ed 07/24/17:	110.00 coating with an 191-192. 2018 110.0 reel protective of aint remaining. S 10.00 ve light to mod thick pack rust b 1.00 ag the east side QUANTITY 2,352.00 e of this S	sq.ft eas of p o ating w ee photos each erate rus etween th each e that un UNITS sq.ft pecial	0.00 eeling paint w sq.ft 0.00 vith areas of s 191-192. 0.00 st. Bearings A te bearing plate 0.00 dermines the QTY CS 1 0.00 Inspection.	0.00 vith light to m 0.00 peeling paint 7.00 , B, J and K s. See photos 1.00 bearing for up QTY CS 2 2,352.00 The follo	a pedestal 66.00 oderate rust. E 66.00 with light to r 3.00 (have heavy 1 191-192. 0.00 (to 1" long x 0.00 (CS 3 0.00 (OTY CS 3 0.00 (OTY CS 3 0.00 (OTY (S 3 0.00 (OTY) (OTY)	spall. See 44.00 44.00 Bearings A, E 44.00 moderate rust 0.00 laminated rust 0.00 16" wide (not 0.00 16" are from 6.00

Bridge Inspection Report

	510 Wea	aring Surfaces	3	07/24/2018	2,352.00	sq.ft	1,352.00	500.00	500.00	0.00
		This element wa Routine Inspection	as not in dated 07	ncluded in the so //24/17:	cope of this S	pecial Ir	nspection. The	e following not	es are from	the previous
-		The bituminous cracking and sever	concrete ral sealed	pavement / wea and unsealed crack	aring surfaces	on the	approaches	have moderate	e wheel line	rutting, map
		J220 Clack (Wealing Su	element		d in the score	of this	Special Insp	ection The fo	llowing notes	are from the
		prev	ious Rout	tine Inspection dated	d m me scope d 07/24/17:	e or uns	эреска тэр	ection. The to	nowing notes	are nom ure
		The Inter crac Nort crac	bituminc rstate-195 ks. The h appro king.	ous concrete pave Westbound ha East approach ach roadway alc	ement / wearin ive sealed a roadway along ong the Gano	g surface nd unse the Int Street	es on the E ealed longitu terstate-195 C Off-Ramp h	ast and West dinal and lo Dn-Ramp has nas random l	approach roa ongitudinal an minor map o ongitudinal ar	adways along d transverse cracking. The nd transverse
ELEM NBR		ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
331	Re C	onc Bridge Railing	3	07/24/2018	3,808.00	ft	3,407.00	401.00	0.00	0.00
This the The raili with the The	s eleme previous ere are i ings ex h separa bridge ra	nt was not in Routine Inspect reinforced conc hibit minor in ation up to 1/4 ailings.	cluded tion dat rete br npact 4" wide	in the scope red 07/24/17: ridge railings scrapes, hairl e. There are	e of this S on both sid line vertical scattered e	pecial les of cracl lectrica	Inspection. the bridge ks, and is l box cov	. The follow in Spans solated join vers along	wing notes #1 through nt seal de the interior	are from #18. The eterioration faces of
sca pate	ttered in ches, and 1130 Crad	random crackin d spalls without a cking (RC and Other) This element wa Routine Inspection The railings exhibit	and with and with as not in dated 07 thairline v	hout and with exposed reba 07/24/2018 ncluded in the so /24/17: vertical cracks. 07/24/2018	beyond the th effloresc r. 351.00 cope of this S	ft ft ft ft	e railings and rust 0.00 hspection. The 0.00	with light staining, 351.00 e following not 50.00	to moderat minor holl 0.00 tes are from 0.00	te scaling, ow areas, 0.00 the previous
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Bridge Inspection Report

Structure Inventory and Appraisal Sheet (English Units)

This element was not included in the scope of this Special Inspection. The following notes are from the previous Routine Inspection dated 07/24/17:

The scupper drain pipes on the underside of deck and on the interior of the box girders exhibit light to heavy rust. The Piers #3 and #4 drain pipes on the south face of Column "A" and on the north face of Column "F" have rust holes and leak onto members below.

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8213	R/C Return Wall	3	07/24/2018	175.00	(LF)	0.00	150.00	25.00	0.00

There are reinforced concrete return walls at the north ends of the west and east abutments and at both ends of the Gano Street ramp abutment 1R. The return walls have isolated spalls up to 6" diameter x 2" deep, up to full length x full width areas of hairline map cracks with isolated areas of efflorescence and rust staining, and moderate to heavy vegetation growth along the return walls. See photos 194-197.

1080	Delamination/Spall/Patched Area	3	07/24/2018	44.00	(LF)	0.00	44.00	0.00	0.00
	At the top of the a 6" diameter x up to	return walls, 2" deep spall	there are minor at the top ±10' we	edge spalls st of the cons	along the truction joint	coping (pho t (photo 194).	to 194).	The northwest return	wall has
1120	Efflorescence/Rust Staining	3	07/24/2018	110.00	(LF)	0.00	85.00	25.00	0.00
	The return walls hav	e areas of hai	rline map cracks wi	ith isolated eff	lorescence	and rust (phot	os 194 &	197).	

Cracking (RC and Other) 3 07/24/2018 21.00 (LF) 0.00 21.00 0.00 0.00

The northwest and northeast return walls are 100% hairline map cracked (photos 194-195). The northwest return wall at the ramp has isolated up to 5' long x 6' high areas of hairline map cracks (photo 197).

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8218	Backwall, All Types	3	07/24/2018	230.00	(LF)	104.00	80.00	46.00	0.00

There are reinforced concrete backwalls at the west abutment, east abutment, and abutment 1R. The west abutment backwall was mostly inaccessible due to a heavy accumulation of pigeon debris and nesting pigeons on the abutment seat. The east abutment backwall has full height x 1/16" wide vertical cracks, isolated areas of efflorescence and rust staining, and a 3' long x 2' high hollow area. The Gano Street backwall has random hollow areas up to 2' long x 2' high and isolated spalls up to 3' long x 2' high x 2" deep. See photos 174, 178 & 180.

	1080	Delamination/Spall/Patched Area	3	07/24/2018	80.00	(LF)	0.00	70.00	10.00	0.00
		West Abutment: - In bay J there is a 3'	long x	2' high hollow area	at the top of the	backwall.				
		Abutment 1R: - There are random ho - Below the west cell,	ollow a there is	reas up to 2' long x : s a 2' long x 2' high :	2' high. x ½" deep spall (photo 180)).			
		- At midspan, there is	a 3' loi	ng x 2' high x 2" dee	p spall (photo 18	0).				
	1120	Efflorescence/Rust Staining	3	07/24/2018	23.00	(LF)	0.00	10.00	13.00	0.00
		The backwall at the no	orth en	d of the east abutme	ent has an area c	of heavy e	fflorescence an	d rust staining (photo 180).	
	1130	Cracking (RC and Other)	3	07/24/2018	23.00	(LF)	0.00	0.00	23.00	0.00
		The backwall at the ea	ast abu	itment in bays B, E a	and G, there are	full height	x 1/16" wide ve	ertical cracks (pl	hoto 178).	
ELEM NBR		ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8305	Α	sphaltic Joint Material	3	07/24/2018	1,438.00	(LF)	987.00	451.00	0.00	0.00

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1130

Bridge Inspection Report

Structure Inventory and Appraisal Sheet (English Units)

This element was not included in the scope of this Special Inspection. The following notes are from the previous Routine Inspection dated 07/24/17: There are asphaltic plug joints on the east side of Abutment #1 and Piers #1 through #3, #5 and #6 and on the west side of Piers #8 through #13. There are also asphaltic plug joints at Piers #14 through #17. The asphaltic plug joints exhibit partial separations, minor depressed areas in the shoulders and evidence of leakage below the joints. 2310 Leakage 07/24/2018 3 430.00 (LF) 0.00 430.00 0.00 0.00 This element was not included in the scope of this Special Inspection. The following notes are from the previous Routine Inspection dated 07/24/17: There are signs of leakage beneath the joints in scattered areas with more evident signs of leakage near the fascia airders. 2340 Seal Cracking 3 07/24/2018 21.00 (LF) 0.00 21.00 0.00 0.00 This element was not included in the scope of this Special Inspection. The following notes are from the previous Routine Inspection dated 07/24/17: Isolated joints exhibit cracks along the joints up to 4" long at the joint ends and the Pier #5 west deck joint in Bay "D" has loose joint material hanging on underside. ELEM QTY QTY QTY QTY ELEMENT NAME ENV INSP. DATE QUANTITY UNITS NBR CS 1 CS 2 CS 3 CS 4 07/24/2018 3 700.00 (LF) 530.00 140.00 30.00 0.00 8335 Guardrail, Vehicular This element was not included in the scope of this Special Inspection. The following notes are from the previous Routine Inspection dated 07/24/17: There is W-beam steel guardrail at the north side of the approaches for Interstate-195 Westbound. The

Gano Street Off-Ramp has W-beam steel guardrails attached to the interior faces of the reinforced concrete bridge parapet that continue along the ramp beyond the end of the parapets. The guardrails have loss of galvanic coating, rust and areas of minor to moderate impact damage with bent posts. The northwest Gano Street Ramp approach guardrail is unsupported at the trailing end.

There is an impact attenuator at the gore between Interstate-195 Westbound and the Gano Street Off-R amp with no deficiencies noted.

515	Steel F	Protective	Coating		3	0	7/24/2	018		3,15	0.00	sq.ft	1,800.0	D	0.00		1,35	0.00		0.00
		This o Routin	element e Inspect	was tion da	not ated C	included 7/24/17:	in	the	scope	of	this	Special	Inspection.	The	following	notes	are	from	the	previous
		There	is loss of	galva	nic co	pating on t	he G	Gano	Street	Off-I	Ramp	guardrail	ls.							
1000	Corros	ion			3	0	7/24/2	018		100	.00	(LF)	0.00		100.00		0.0	00		0.00
		This o Routin	element e Inspect	was tion da	not ated C	included 7/24/17:	in	the	scope	of	this	Special	Inspection.	The	following	notes	are	from	the	previous
		There	are areas	s of lig	ht rus	st on the g	uard	rails.												
7000	Damag	ge			3	0	7/24/2	2018		70.	00	(LF)	0.00		40.00		30.	00		0.00

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Bridge Inspection Report

Structure Inventory and Appraisal Sheet (English Units)

This element was not included in the scope of this Special Inspection. The following notes are from the previous Routine Inspection dated 07/24/17:

The Northwest guardrail for Interstate-195 has a 20' long area of impact damage at the west end with four (4) leaning posts.

The Northeast guardrail for Interstate-195 has a 20' long area of impact damage with one (1) leaning post.

The guardrails mounted to the inside of the Gano Street Ramp parapets have random areas of impact damage up to 10' long (30' total).

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8336	Conc Bridge Parapet	3	07/24/2018	700.00	(LF)	350.00	320.00	30.00	0.00

This element was not included in the scope of this Special Inspection. The following notes are from the previous Routine Inspection dated 07/24/17:

The Gano Street Off-Ramp has a reinforced concrete bridge parapet with a single metal rail attached to the top face. The parapets exhibit scattered hairline vertical cracking and corner spalling with exposed rebar along the top of the concrete parapet.

1080	Delamination/Spall/Patched Area	3	07/24/2018	100.00	(LF)	0.00	100.00	0.00	0.00
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This element was not included in the scope of this Special Inspection. The following notes are from the previous Routine Inspection dated 07/24/17:

The parapets exhibit corner spalling up to 2" long x 2" high x 1" deep along the top of concrete parapet.

1090	Expose	ed Rebar		3	0	7/24/2018		100.	00	(LF)	0.0	0	70.00		30.00		0.00
		This element Routine Inspec	was i tion dat	not ir ed 07	ncluded /24/17:	in the	scope	e of	this	Special	Inspectior	n. The	following	notes	are fro	n the	previous
		The parapets rebar.	exhibit	corn	er spalli	ng up	to 5' I	ong	x 7"	high x	2" deep a	along th	ne top of	concret	e parap	et with	exposed
1130	Cracki	ng (RC and Other)		3	0	7/24/2018		150.	00	(LF)	0.0	0	150.00		0.00		0.00
		This element Routine Inspec	was i tion dat	not ir ed 07	ncluded /24/17:	in the	scope	e of	this	Special	Inspectior	n. The	following	notes	are fro	n the	previous

The parapets exhibit scattered hairline vertical cracking.

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8366	Rip Rap	3	07/24/2018	1,000.00	sq.ft	940.00	30.00	30.00	0.00

This element was not included in the scope of this Special Inspection. The following notes are from the previous Routine Inspection dated 07/24/17:

There is rip rap along the Northwest and Northeast embankments. The Northwest embankment in front of Abutment #1R is protected by rip rap to the high water mark. Above the high water mark there is a level area covered by bituminous concrete pavement and a sloped block revetment to the base of Abutment #1R. The rip rap has random missing stones along the channel embankment and there are several small sinkholes up to 6" deep in the pavement at the top of the slope.

ELEM NBR	ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8367	Slope Blocks	3	07/24/2018	700.00	sq.ft	595.00	0.00	105.00	0.00

Bridge Inspection Report

This the	s elem previou	ent was not inclu us Routine Inspectio	uded n dat	in the scope ed 07/24/17:	e of this S	pecial	Inspection.	The follo	wing notes	are from
The dete	re is erioratio	a sloped block r on between the pave	evetr ers ar	nent in front Id light to mode	of Abutmer rate vegetation	nt #1R on grov	. The slop vth.	be block p	protection h	ias mortar
ELEM NBR		ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8370		Steel Diaphragms	3	07/24/2018	70.00	(EA)	13.00	36.00	17.00	4.00
The pair and , th See	re are nt chal sectio nere is photos	steel cross fram Iking, peeling pair on loss up to 1/16 up to 3/8" thick s 80-81 & 198-200.	es b nt wi 3" de pacl	etween the si th light to h ep with isolat k rust between	teel girders eavy rust, a ed loss up n the bearir	in sp an iso to knit ig stiff	an 7 (pho lated miss fe edge re feners and	to 74). The ing diaphra maining. At cross frar	e cross fra agm conne t the end c ne connect	ames have ction bolt, liaphragms ion plates.
	515 S	teel Protective Coating	3	07/24/2018	1,800.00	sq.ft	378.00	1,125.00	207.00	90.00
		The steel cross fra 0.	me di	aphragms typically	have paint cha	lking an	d peeling pair	nt with rust. S	ee photos 80-	-81 & 198-20
-		3410 Chalk(Steel Protect Co	atings)	3 07/24/20	18 900.00) 5	sq.ft 0.00	900.00	0.00	0.00
		The ste	el cros	s frame diaphragms	s typically have pa	aint chalk	ing (photos 80-	81 & 198-200).		
-		3420 Peel/Bub/Crack(Stl Pro	tect Coa	t 3 07/24/20	18 522.00) 5	sq.ft 0.00	225.00	207.00	90.00
		, The ste	el cros	s frame diaphragms	s typically have pe	eling pai	int with rust (ph	otos 80-81 & 19	98-200).	
	1000 C	Corrosion	3	07/24/2018	55.00	(EA)	0.00	35.00	16.00	4.00
		The end cross fram stiffeners and cross remaining at the to light rust (photos 80-8	ne dia fram p and 31 & 19	phragms typically h e connection plate bottom angle flar v8-200).	nave moderate es, and section nges (photo 198	to heavy loss up 3). The	rust, up to to 1/16" de interior cross	3/8" thick pac eep with isola frame diaphrag	k rust betweer ted loss up t gms have rand	n the bearing o knife edge dom areas of
	1020 C	connection	3	07/24/2018	2.00	(EA)	0.00	1.00	1.00	0.00
		In bay E, the fifth H, the first interior dia	interm phragr	ediate diaphragm a n has a two (2) mis-o	at girder F has drilled bolt holes (one (1) photo 19	missing diaph 9).	nragm connecti	on bolt (photo	200). In bay
ELEM NBR		ELEMENT NAME	ENV	INSP. DATE	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8371		Conc Diaphragms	3	07/24/2018	221.00	each	35.00	73.00	113.00	0.00

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Bridge Inspection Report

Structure Inventory and Appraisal Sheet (English Units)

There are reinforced concrete diaphragms between the prestressed concrete drop-in girders, the post-tensioned concrete corbels, the post-tensioned concrete cantilever girders, the prestressed concrete I-g irders, and inside and below the Gano Street Ramp reinforced concrete box girders (photos 29, 35, 37-39, 41-42, 46, 48, 53, 59, 63, 83, 87, 89, 92, 96, 99, 102, 112, 168-174, 180, & 201-206). The diaphragms have up to 4.5' long x 3' high x up to 3" deep spalls with and without exposed and debonded rebar, up to full length x full height hollow areas, random concrete patches, cracks open up to $\frac{1}{2}$ " wide with and without efflorescence and rust, and map cracks with and without efflorescence and rust.

There are several defects that have been repaired or are in the process of being repaired as indicated in "Bridge # 070001 Elem 8371, Defect Table.pdf".

See "Bridge # 070001 Elem 8371, Defect Table.pdf" and photos 201-206 for additional details.

In span 5, the east end of girder B bears on an oversized L-shaped diaphragm that transfers loads to girders A and C at the pier 5 west corbel. The irregular configuration is due to the Gano Street off-ram p connecting to span 5.

There are seismic restraints in place at the drop-in girder diaphragms with scattered missing nuts and up to 5% loose nuts at the following locations:

Span 5:

- Bay B: At the west corbel at girder C, the seismic restraint main nut and lock nut that are backed off 8 " and 12", respectively.

- Bay C: At the east corbel, the seismic restraint main nut and lock nut are backed off to the end of the bolt at girder D and missing at girder E.

Span 8:

- Bay C: At the east corbel, the south seismic restraint is missing the nut and lock nut on the east end. - Bay D: At the west corbel, the south seismic restraint is missing the nut and lock nut on the west end.

Span 9:

- Bay E: At the east corbel, the south seismic restraint is missing the nut and lock and the north seismic restraint is missing the lock nut.

1080	Delamination/Spall/Patched A	vrea 3	07/24/2018	52.00	each	0.00	0.00	52.00	0.00
	Drop-in Girder E - There are ra hollow areas u girder B has a fu	Diaphragms (S andom concre p to full len Ill length x full	pans 1 through 6 a ete patches, spall gth x full height. width hollow area o	nd 8 through ⁻ ls with and In span 5, on the undersi	14): without expo the L-shape de with up to	osed rebar u ed diaphragm 3/8" wide crac	p to 3' long between gird ks with rust stai	x 8" wide x 4 ers A and C t ins.	4" deep an hat support:
	Bulb-Tee Girder - There are isola	Diaphragms (ited concrete p	Spans 15 through batches and randor	18): n hollow area:	s up to full ler	igth x full heigl	nt.		
	Box Girder Diap - The interior long x 20" high l	hragms (Span diaphragms I nollow areas.	s 1R through 3R a nave isolated con	nd 5): icrete patche	s, a 1' long	g x 6" high	x ½" deep sp	oall and isolate	d up to 32'
	See "Bridge # 0	70001 Elem 83	371, Defect Table.p	odf" for additio	nal details.				
1090	Exposed Rebar	3	07/24/2018	12.00	each	0.00	11.00	1.00	0.00
	The drop-in gird See "Bridge # 0	er diaphragms 70001 Elem 83	have random spal	lls with expose	ed rebar up to nal details.	3 ' long x 8" w	ide x 4" deep.		

Bridge Inspection Report

Structure Inventory and Appraisal Sheet (English Units) 1120 Efflorescence/Rust Staining 3 07/24/2018 11.00 each 0.00 6.00 5.00 0.00 Drop-in Girder Diaphragms (Spans 1 through 6 and 8 through 14): - There are scattered cracks up to 7' long x 1/8" wide and map cracks with efflorescence and rust. Bulb-Tee Girder Diaphragms (Spans 15 through 18): There is an isolated hollow area with loose concrete and efflorescence. Box Girder Diaphragms (Spans 1R through 3R and 5): - The interior diaphragms have isolated vertical hairline cracks and map cracks with efflorescence and rust . See "Bridge # 070001 Elem 8371, Defect Table.pdf" for additional details. 1130 Cracking (RC and Other) 3 07/24/2018 111.00 each 0.00 56.00 55.00 0.00 Drop-in Girder Diaphragms (Spans 1 through 6 and 8 through 14): There are scattered vertical/diagonal and horizontal cracks open up to 1/2" wide, hairline map cracks and isolated up to full width transverse hairline cracks. Bulb-Tee Girder Diaphragms (Spans 15 through 18): - There are scattered full height vertical hairline cracks and horizontal cracks up to full length x 1/16" wide. Box Girder Diaphragms (Spans 1R through 3R and 5): The interior diaphragms have scattered vertical/diagonal cracks up to 66" long x 1/16" wide. See "Bridge # 070001 Elem 8371, Defect Table.pdf" for additional details.

Bridge Inspection Report

Structure Inventory and Appraisal Sheet (English Units)

BRIDGE NOTES

General Information: The bridge is logged west to east with girder A at the north fascia. Note, Gano Street Ramp spans 1R through 3R are similarly logged west to east with box girder 1 at the north (true east) fascia. Seekonk River flows north to south below the structure.

Equipment Used: 40' lift truck, 60' manlift & 60' bucket boat.

Traffic Control: Lane Closures on Gano Street (Span 1), Water Street (span 15), Waterfront Drive (Span 16) and Valley Street (span 18) with local police assistance.

Access Notes: Boats can be launched from public boat ramps located on the southeast channel embankment (Bold Point Park) and northwest channel embankment (Gano Park boat launch). The utility room with two doors built into the east abutment was not accessed during this inspection due to the doors being locked. The interior of the box girders (spans 1R, 2R and 3R) was accessed through the hatches at abutment 1R with a 24' ladder. The key for the box girder hatches can be obtained from the RIDOT bridge inspection section (not locked at time of inspection). The interior portion of pier walls 6 and 7 can be accessed from the top of deck via hatches located in span 7 at the north overhang of I-195 westbound.

INSPECTION NOTES

Bridge Inspection Report

Structure Inventory and Appraisal Sheet (English Units)

Special Inspection by Michael Baker International.

Inspection Date: 06/25/18, 06/26/18, 06/27/18, 06/28/18, 06/29/18, 07/16/18, 07/17/18, 07/18/18, 07/19/ 18, 07/20/18, 07/23/18 & 07/24/18

Team Leader:

Staff Inspector:

Weather: Varied, 70° Fahrenheit - 80° Fahrenheit

The purpose of this special inspection is to monitor the condition of the superstructure and substructure due to deteriorated condition per BI-011 on file dated 10/26/15. Note, rehabilitation construction activities are on-going and were occurring at the time of this special inspection.

Based on the results of this special inspection, the bridge overall is in poor condition. The condition ratings for the superstructure (item 59, rated 4) and substructure (item 60, rated 4) remain unchanged with the following conditions noted:

Superstructure (Rating = 4) – The superstructure has hollow areas and spalls with exposed rebar and strands at the ends of the prestressed drop-in girders in spans 1 through 6 and 8 through 14 and the post-tensioned concrete corbels that support them at the ends of the cantilever girders. There is spalling with exposed rebar and strands on the prestressed bulb-tee girder ends in spans 15 through 18. There is cracking of the webs and bottom flanges, spalls with exposed rebar, hollow areas in the closed box girders in spans 1R through 3R and span 5.

Substructure (Rating = 4) – The substructure has hollow areas and spalls at the cantilever pedestals. The pier walls that support span 7 have cracking.

The condition ratings for the deck (item 58, rated 6) and Channel/Channel Protection (Item 61, rated 6) are based on the previous routine inspection completed on 07/24/17.

Deflection and Vibration: There was no significant vibration or deflection noted during this inspection.

Minimum Vertical Clearances: The minimum vertical clearances are as follows:

- Span 1 over Gano Street: The minimum vertical clearance was measured to be 14'-10" at the east curb below the north arch. There are no posted clearance signs for this span.

- Span 15 over Water Street: The minimum vertical clearance was measured to be greater than 25'. There are no posted clearance signs for this span.

- Span 16 over Waterfront Drive: The minimum vertical clearance was measured to be 21'-0" at the east curb below girder N. There are no posted clearance signs for this span.

- Span 18 over Valley Street: The minimum vertical clearance was measured to be 14'-2" at the east edge of travelway below girder A. There are clearance signs posted on the fascia girders for 13'-9" (phot os 5 & 18).

The following elements were not inspected as part of this special inspection and the notes are from the previous routine inspection report dated 07/24/2017:

Underbridge Lights - There are underside lights at the following locations :

Span #1 Bay "B" anchored to deck underside east of mid-span at Girder "B" and Bay "D" anchored to underside of East Corbel over Gano Street.

Span #3 Bay "C" anchored to deck underside west of mid-span.

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Bridge Inspection Report

Structure Inventory and Appraisal Sheet (English Units)

Span #7 mounted to Piers #6 and #7 with 2-1/2" diameter electrical conduit and junction boxes.

Span #15 Bays "C" and "I" anchored to deck underside east of mid-span over Water Street.

Span #16 Bays "B', "G", and "K" each have two lights anchored to deck underside, on either side of midspan over Waterfront Street.

Span #18 Bays "A", "C", "D", "G", "I", "L", "O", "R" anchored to deck underside east of mid-span over Valley Street.

The lights in Span #18 were illuminated during the daytime inspection except for the lights in Bay "C" and Bay "O". All other under bridge lights were not on during the daytime inspection. The conduits and junction boxes anchored to Abutment #2 stem exhibit light to heavy rust.

For additional inspection notes refer to the file entitled "Bridge # 070001 Additional Notes.pdf". **SCHEDULE NOTES**

Bridge Inspection Report

Equipment Aerial Lift Image: Construct the second secon	Poison Ivy L Heavy Vegetation L Hurricane Evac Route ? L Cones Yes Traffic Setup Req Yes Police Req Yes Night Insp Req No Signs Yes Ste Access Notes Spans over water accessed	Speed Limit Prep Time Crew Slize Varies Under Insp Vehicle Time Traffic Control Time 4 Mile Post Crew Days 18 Time Report Time Bucket Truck Time 11
Avg Curb Reveal North/East Avg Curb Reveal South/West Posted Weight Limit Posting Sign ? Post Signs Legible Post Sign Rec Adv Min Vert Clear Sign Min Vert Clear Signs Leg Min Vert Clear Post Vales Min Vert Clear Sign Rec Old Rating and Postings RR Mile Post US DOT/AAR No.	□ 01 01 -1 01 13'-9" 01	Telephone

Bridge Inspection Report

Structure Inventory and Appraisal Sheet (English Units)

Work Candidaties

Assigned tio Agency

			Datie	
Stiatius	Prioritiy	Action	Proposed	Noties
Unknown	High	Bridge-Rehab	07/28/2015	Bridge rehab projecti in progress
	I	1	1	[Baker – revised per 2018 Special Inspection] Repair quantitiy is based on tiotial defecti quantitiy for each
				elementi
				Supersurructure Totial Reinforced Concretie Closed Box Girde/Elementi105)
				repair quantitiv(844 LF)
				 Totial Stieel Open Girder Elementi107) repair quantitiv (643 LF)
				Totial Prestiressed Concretie Open Girde(Elementi109) repair
				quantitiy(2,810 LF)
				Totial Reinforced Concretie Open Girde/Beam (Elementi110)
				repair quantitiy(1,926 LF)
				 Totial Elastiomeric Bearing(Elementi310) repair quantitiy(265
				EA)
				 Totial Movable Bearing(Elementi311) repair quantitiy(11 EA)
				 Totial Fixed Bearing(Elementi313) repair quantitiy(11 EA)
				 Totial Stieel Diaphragm [Elementi8370) repair quantitiy (57 EA)
				•
				fotial Concretie Diaphragm&Liementi8371) repair quantitiy(18
				Substiructiure
				Totial Reinforced Concretie Column(Elementi205) repair
				quantitiy(52 EA)
				 Totial Reinforced Concretie Pier Wal(Elementi210) repair
				quantitiy(485 LF)
				Totial Reinforced Concretie Abutimer(Elementi215) repair
				quantitiy(152 LF)
				Totial Reinforced Concretie Pier Cad(Elementi234) repair
				quantitiy(335 LF)
				Iotial Reinforced Concretie Retiurn Wa(Elementi8213) repair
				quanuuy(1/5 LF)
				Totial Bioran(8266) repair quantitiy(60.55) Totial Bioran(8266) repair quantitiy(60.55)
				Totial Niprap(8500) repair quantitiy(00 5r) Totial Slope Blocks(8367) repair quantitiy(105 SE)