



# RIDOT Bridge Inspection Report

070001  
Washington Bridge North

Inspected By: AECOM  
Inspector: [REDACTED]  
Last Inspection Date: 07/22/2020

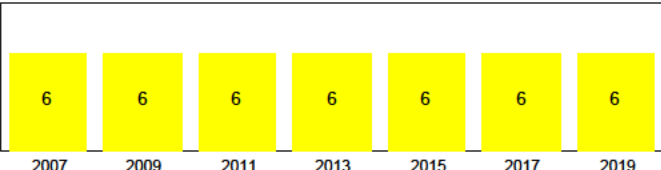
Bridge Condition **Poor**

IDENTIFICATION		
Bridge ID:	070001	
NBI Number:	Washington Bridge North	
Structure Name:	Washington Bridge North	
Location (9):	0.2 Mi W of JCT US 6	
Carries (7):	I-195 WB	
Type of Service (42A):	1 Highway	
Feature Crossed (6):	SEEKONK RIVER	
Type of Service (42B):	8 Hwy-waterway-RR	
Placecode (4):	East Providence	
County (3):	Providence	
State (1):	44 Rhode Island	
Station:	NBI	
Region (2):	District 3	
Latitude :	41.8200000	
Longitude :	-71.3900000	
Owner (22):	01 State Highway Agency	
Custodian (21):	01 State Highway Agency	
Year Built (27):	1969	Border State: Not Applicable (P)
Year Recon (106):	1998	Border Number:
Historical (37):	5 Not eligible for NRHP	% Responsibility:

INSPECTION			
Date of Inspection (90):	7/22/2020		
Frequency (91):	24		
Next Inspection:	7/24/2021		
Inspection Type	Freq (92)	Last Insp (93)	Next Insp
Element	12	7/22/2020	7/24/2021
Fracture Critical (A)		1/1/1901	1/1/1901
Underwater (B)	48	7/24/2017	7/24/2021
Special Insp (C)	12	7/22/2020	7/24/2021

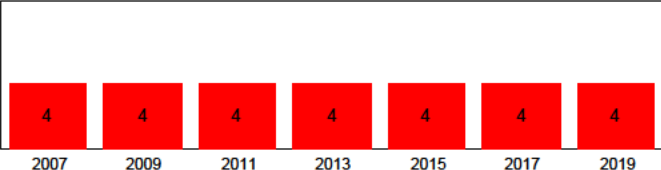
LOAD RATING AND POSTING	
Posting Status (41)	A Open, no restriction
Posting % (70):	5 At/Above Legal Loads
Rating Date:	1/19/2018
Design Load (31):	6 MS18(HS20)+mod
Opr Method (63):	8 LRFR (HL93)
Opr Rating (64):	52.00 Tons
Inv Method (65):	8 LRFR (HL93)
Inv Rating (66):	40.00 Tons

DECK GEOMETRY	
Deck Geometry (68):	4 Tolerable
Deck Area:	145,531.82
Deck Type (107):	1 Concrete-Cast-in-Place
Wearing Surface (108A):	6 Bituminous
Membrane (108B):	2 Preformed Fabric
Deck Protection (108C):	8 Unknown
O. to O. Width (52):	76.44
Curb / Sidewalk Width L (50A):	0.00
Curb / Sidewalk Width R (50B):	0.00
Median (33):	0 No median



DECK CONDITION	
Deck Rating (58):	6 Satisfactory
Bridge Rail (36A):	1 Meets Standards
Transition (36B):	0 Substandard
Approach Rail (36C):	0 Substandard
Approach Rail Ends (36D):	0 Substandard

SUPERSTRUCTURE GEOMETRY	
# of Main Spans (45):	1
# of Approach Spans (46):	20
Main Material (43 A):	3 Steel
Main Design (43 B):	02 Stringer/Girder
Max Span Length (48):	130.60
Structure Length (49):	1,903.87
NBIS Length (37):	Long Enough
Temp Structure (103):	Not Applicable (P)
Skew (34):	0
Structure Flared (35):	1 Yes, flared
Parallel Structure (101):	Left of    bridge
Approach Alignment (72):	6 Equal Min Criteria



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



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SUBSTRUCTURE GEOMETRY		
Navigation Control (38):	Permit Not Required	
Nav Vert Clearance (39):	137.78	
Nav Horiz Clearance (40):	327.22	
Pier Protection (111):	2 In-Place, Functioning	
Lift Bridge Vertical Clearance (116):		
Scour Rating (113):	3 SC - Unstable	
Waterway Adequacy (71):	7 Above Minimum	

SUBSTRUCTURE CONDITION	
Substructure Rating (59):	6 Satisfactory
Channel Rating (61):	6 Bank Slumping

1ST ROUTE UNDER: Gano Street

ROADWAY LOCATION	ROADWAY CLASSIFICATION	CLEARANCES
Pos Prefix (5A): 1st Route Under	Funct Class (26): 17 Urban Collector	Vertical (10): 14.83
Kind of Hwy (5B): 5 City Street	Level Service (5C): 1 Mainline	Min Vert Over (53): 18.33 14.17
Route Num (5D): 0	NHS (104): 0 Not on NHS	Vert Ref (54A): H Hwy beneath struct
LRS Route (13A/B):	Defense Hwy (100): 0 Not a STRAHNET hwy	Horizontal (47): 82.50
Milepost (11):	Toll Facility (20): 3 On free road	Min Lat Left (56): 0.00
Suffix (5E): 0 N/A (NBI)	ADT (29): 0 Cars/Day	Min Lat Right (55B): 19.69
Lanes Under (28B): 2	Pct Trucks (109): 0.00%	Horiz Ref (55A): H Hwy beneath struct
Detour Length (19): 0.00 mi (0.00 km)	ADT Year (30): 2000	Underclearance (69): 4 Tolerable

2ND ROUTE UNDER: Water Street

ROADWAY LOCATION	ROADWAY CLASSIFICATION	CLEARANCES
Pos Prefix (5A): 2nd Route Under	Funct Class (26): 19 Urban Local	Vertical (10): 25.00
Kind of Hwy (5B): 5 City Street	Level Service (5C): 2 Alternate	Min Vert Over (53): 18.33 14.17
Route Num (5D): 0	NHS (104): 0 Not on NHS	Vert Ref (54A): H Hwy beneath struct
LRS Route (13A/B):	Defense Hwy (100): 0 Not a STRAHNET hwy	Horizontal (47): 40.60
Milepost (11):	Toll Facility (20): 3 On free road	Min Lat Left (56): 0.00
Suffix (5E): 0 N/A (NBI)	ADT (29): 0 Cars/Day	Min Lat Right (55B): 19.69
Lanes Under (28B): 2	Pct Trucks (109): 0.00%	Horiz Ref (55A): H Hwy beneath struct
Detour Length (19): 0.00 mi (0.00 km)	ADT Year (30): 2000	Underclearance (69): 4 Tolerable

3RD ROUTE UNDER: Waterfront Drive

ROADWAY LOCATION	ROADWAY CLASSIFICATION	CLEARANCES
Pos Prefix (5A): 3rd Route Under	Funct Class (26): 19 Urban Local	Vertical (10): 21.00
Kind of Hwy (5B): 5 City Street	Level Service (5C): 2 Alternate	Min Vert Over (53): 18.33 14.17
Route Num (5D): 0	NHS (104): 0 Not on NHS	Vert Ref (54A): H Hwy beneath struct
LRS Route (13A/B):	Defense Hwy (100): 0 Not a STRAHNET hwy	Horizontal (47): 43.30
Milepost (11):	Toll Facility (20): 3 On free road	Min Lat Left (56): 0.00
Suffix (5E): 0 N/A (NBI)	ADT (29): 0 Cars/Day	Min Lat Right (55B): 19.69
Lanes Under (28B): 2	Pct Trucks (109): 0.00%	Horiz Ref (55A): H Hwy beneath struct
Detour Length (19): 0.00 mi (0.00 km)	ADT Year (30): 2000	Underclearance (69): 4 Tolerable



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**Bridge Condition Poor**

**4TH ROUTE UNDER: Valley Street**

ROADWAY LOCATION	ROADWAY CLASSIFICATION	CLEARANCES
<b>Pos Prefix (5A):</b> 4th Route Under	<b>Funct Class (26):</b> 19 Urban Local	<b>Vertical (10):</b> 14.20
<b>Kind of Hwy (5B):</b> 5 City Street	<b>Level Service (5C):</b> 2 Alternate	<b>Min Vert Over (53):</b> 18.33      14.17
<b>Route Num (5D):</b> 0	<b>NHS (104):</b> 0 Not on NHS	<b>Vert Ref (54A):</b> H Hwy beneath struct
<b>LRS Route (13A/B):</b>	<b>Defense Hwy (100):</b> 0 Not a STRAHNET hwy	<b>Horizontal (47):</b> 35.40
<b>Milepost (11):</b>	<b>Toll Facility (20):</b> 3 On free road	<b>Min Lat Left (56):</b> 0.00
<b>Suffix (5E):</b> 0 N/A (NBI)	<b>ADT (29):</b> 0 Cars/Day	<b>Min Lat Right (55B):</b> 19.69
<b>Lanes Under (28B):</b> 2	<b>Pct Trucks (109):</b> 0.00%	<b>Horiz Ref (55A):</b> H Hwy beneath struct
<b>Detour Length (19):</b> 0.00 mi (0.00 km)	<b>ADT Year (30):</b> 2000	<b>Underclearance (69):</b> 4 Tolerable

**ROUTE ON STRUCTURE: I-195 WB**

ROADWAY LOCATION	ROADWAY CLASSIFICATION	CLEARANCES
<b>Pos Prefix (5A):</b> Route On Structure	<b>Funct Class (26):</b> 11 Urban Interstate	<b>Vertical (10):</b> 99.99
<b>Kind of Hwy (5B):</b> 1 Interstate Hwy	<b>Level Service (5C):</b> 1 Mainline	<b>Min Vert Over (53):</b> 18.33      14.17
<b>Route Num (5D):</b> 00195	<b>NHS (104):</b> 1 On the NHS	<b>Vert Ref (54A):</b> H Hwy beneath struct
<b>LRS Route (13A/B):</b> 6700-A/00	<b>Defense Hwy (100):</b> 1 On Interstate STRAHNET	<b>Horizontal (47):</b> 59.71
<b>Milepost (11):</b> 2.42 mi (3.90 km)	<b>Toll Facility (20):</b> 3 On free road	<b>Min Lat Left (56):</b> 0.00
<b>Suffix (5E):</b> 4 West	<b>ADT (29):</b> 76,700 Cars/Day	<b>Min Lat Right (55B):</b> 19.69
<b>Lanes On (28A):</b> 5	<b>Pct Trucks (109):</b> 10.00%	<b>Horiz Ref (55A):</b> H Hwy beneath struct
<b>Detour Length (19):</b> 2.00 mi (3.22 km)	<b>ADT Year (30):</b> 2008	<b>Underclearance (69):</b> 4 Tolerable

**BRIDGE NOTES**

**Orientation:**

The main bridge structure carries I-195 Westbound and consists of eighteen (18) spans labeled Span #1 through #18. The spans are logged west to east with Girder 'A' at the north fascia. The Gano Street Ramp ties into the main bridge structure at the north side of Span #5 and consists of three (3) spans labeled Span #1R through #3R. The spans are logged west to east with Box Girder Cell 'A' at the south (true west) fascia. The Seekonk River flows north to south below the structure.

**Equipment:**

60' manlift, 60' bucket boat, Ladder and Air Monitor.

**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 details. Moving closure on I-195 Westbound with state police details for topside inspection.

**Access Notes:**

- Access to the underside of Span #10 through Span #14 requires access to the CARDI construction yard. Check in with local personnel on site.
- The boat was launched from East Providence Yacht Club dock on Pier Road in East Providence.
- The interior of the Gano Street Ramp box girders was accessed through the hatches at West Abutment #1R with a 24' ladder (Photos 76, 77). The key for the box girder hatches can be obtained from David Cluley at the RIDOT Bridge Inspection office on Jefferson Boulevard. The access hatch to Cell 'C' is jammed and remains partially open allowing pigeons access to the box girder interior (Photo 77).
- The catwalks on the interior portions of Pier #6 and Pier #7 can be accessed through hatches and ladders on the topside of the north overhang (Photo 141).
- The electrical utility room in the East Abutment has a locked door. The lock key can be obtained from David Cluley at the RIDOT Bridge Inspection office on Jefferson Boulevard.

**INSPECTION NOTES**



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Bridge Condition **Poor**

Routine and Special Inspection by AECOM  
Inspection Date: Multiple dates from 06/29/20 to 7/22/20

Weather: 80° - 95° Fahrenheit

Special Inspection Requirements:  
The special inspection includes the superstructure and substructure.

NBI Ratings:  
The bridge is in overall Poor condition. The condition rating for Item 60 - Substructure has been increased from (4 - Poor) to (6 - Satisfactory) based on the repairs which have been made throughout the bridge substructure elements. The condition ratings for the Item 58 - Deck (6 - Satisfactory) and Item 59 - Superstructure (4 - Poor) remain unchanged since the last inspection.

Bridge Construction:  
There is scaffolding in place throughout the structure (from previous bridge rehabilitation construction) allowing access to the drop-in girder ends and corbels (Photos 17, 18, 121, 125, 135, 145). There is typical construction debris scattered through the scaffolding (Photos 146, 147). There is typical construction wiring in place throughout the bridge.

For additional inspection notes refer to the attached file "070001 Additional Inspection Notes.pdf".

Elm/Env	Description	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4
<b>123</b>	<b>Re Concrete Deck</b>	<b>142,889.0</b>	<b>94%</b>	<b>134,317.00</b>	<b>5%</b>	<b>7,144.00</b>	<b>1%</b>	<b>1,428.00</b>	<b>0%</b>	<b>0.00</b>
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/Spal/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	Exposed Rebar	2,143.00	0%	0.00	83%	1,786.00	17%	357.00	0%	0.00
1120/3	Efflorescence/Rust 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
<b>163</b>	<b>Re Conc Top Flange</b>	<b>7,336.00</b>	<b>81%</b>	<b>5,911.00</b>	<b>16%</b>	<b>1,150.00</b>	<b>4%</b>	<b>275.00</b>	<b>0%</b>	<b>0.00</b>
510/3	Wearing Surfaces	7,336.00	100%	7,336.00	0%	0.00	0%	0.00	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
<b>1053</b>	<b>Re Clsd Box Girder</b>	<b>922.00</b>	<b>8%</b>	<b>78.00</b>	<b>55%</b>	<b>505.00</b>	<b>37%</b>	<b>339.00</b>	<b>0%</b>	<b>0.00</b>
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
<b>1073</b>	<b>Steel Opn Girder/Beam</b>	<b>1,320.00</b>	<b>60%</b>	<b>787.00</b>	<b>38%</b>	<b>496.00</b>	<b>3%</b>	<b>37.00</b>	<b>0%</b>	<b>0.00</b>
515/3	Steel Protective Coating	19,385.00	38%	7,350.00	32%	6,300.00	30%	5,735.00	0%	0.00
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)	5,735.00	0%	0.00	0%	0.00	100%	5,735.00	0%	0.00
1000/3	Corrosion	390.00	0%	0.00	91%	353.00	9%	37.00	0%	0.00
1900/3	Distortion	143.00	0%	0.00	100%	143.00	0%	0.00	0%	0.00
<b>1093</b>	<b>Pre Opn Conc Girder/Beam</b>	<b>14,543.00</b>	<b>80%</b>	<b>11,650.00</b>	<b>9%</b>	<b>1,290.00</b>	<b>10%</b>	<b>1,468.00</b>	<b>1%</b>	<b>135.00</b>
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	1,221.00	0%	0.00	75%	910.00	25%	311.00	0%	0.00



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Elm/Env	Description	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4
1090/3	Exposed Rebar	181.00	0%	0.00	3%	6.00	28%	50.00	69%	125.00
1100/3	Exposed Prestressing	25.00	0%	0.00	0%	0.00	60%	15.00	40%	10.00
1110/3	Cracking (PSC)	733.00	0%	0.00	1%	6.00	99%	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
8368/3	Graffiti	200.00	100%	200.00	0%	0.00	0%	0.00	0%	0.00
<b>110/3</b>	<b>Re Conc Opn Girder/Beam</b>	<b>2,880.00</b>	<b>33%</b>	<b>940.00</b>	<b>41%</b>	<b>1,188.00</b>	<b>24%</b>	<b>702.00</b>	<b>2%</b>	<b>50.00</b>
521/3	Conc Prot Coating	14,800.00	100%	14,800.00	0%	0.00	0%	0.00	0%	0.00
1080/3	Delamination/Spall/Patched Area	808.00	0%	0.00	74%	600.00	26%	208.00	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)	582.00	0%	0.00	49%	288.00	51%	294.00	0%	0.00
<b>205/3</b>	<b>Re Conc Column</b>	<b>92.00</b>	<b>42%</b>	<b>39.00</b>	<b>17%</b>	<b>16.00</b>	<b>40%</b>	<b>37.00</b>	<b>0%</b>	<b>0.00</b>
1080/3	Delamination/Spall/Patched Area	42.00	0%	0.00	38%	16.00	62%	26.00	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)	6.00	0%	0.00	0%	0.00	100%	6.00	0%	0.00
8368/3	Graffiti	300.00	0%	0.00	100%	300.00	0%	0.00	0%	0.00
<b>210/3</b>	<b>Re Conc Pier Wall</b>	<b>1,151.00</b>	<b>57%</b>	<b>657.00</b>	<b>25%</b>	<b>290.00</b>	<b>18%</b>	<b>204.00</b>	<b>0%</b>	<b>0.00</b>
521/3	Conc Prot Coating	25,200.00	100%	25,200.00	0%	0.00	0%	0.00	0%	0.00
1080/3	Delamination/Spall/Patched Area	184.00	0%	0.00	41%	75.00	59%	109.00	0%	0.00
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
<b>215/3</b>	<b>Re Conc Abutment</b>	<b>230.00</b>	<b>34%</b>	<b>78.00</b>	<b>19%</b>	<b>44.00</b>	<b>47%</b>	<b>108.00</b>	<b>0%</b>	<b>0.00</b>
521/3	Conc Prot Coating	2,300.00	100%	2,300.00	0%	0.00	0%	0.00	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
8368/3	Graffiti	50.00	0%	0.00	100%	50.00	0%	0.00	0%	0.00
<b>220/3</b>	<b>Re Conc Pile Cap/Ftg</b>	<b>1,151.00</b>	<b>100%</b>	<b>1,150.00</b>	<b>0%</b>	<b>1.00</b>	<b>0%</b>	<b>0.00</b>	<b>0%</b>	<b>0.00</b>
1130/3	Cracking (RC and Other)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
<b>234/3</b>	<b>Re Conc Pier Cap</b>	<b>388.00</b>	<b>13%</b>	<b>50.00</b>	<b>81%</b>	<b>313.00</b>	<b>6%</b>	<b>25.00</b>	<b>0%</b>	<b>0.00</b>
1080/3	Delamination/Spall/Patched Area	310.00	0%	0.00	95%	293.00	5%	17.00	0%	0.00
1090/3	Exposed Rebar	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
1120/3	Efflorescence/Rust Staining	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	100%	12.00	0%	0.00	0%	0.00
<b>300/3</b>	<b>Strip Seal Exp Joint</b>	<b>93.00</b>	<b>0%</b>	<b>0.00</b>	<b>95%</b>	<b>88.00</b>	<b>5%</b>	<b>5.00</b>	<b>0%</b>	<b>0.00</b>
2310/3	Leakage	5.00	0%	0.00	100%	5.00	0%	0.00	0%	0.00
2330/3	Seal Damage	10.00	0%	0.00	100%	10.00	0%	0.00	0%	0.00
2350/3	Debris Impaction	5.00	0%	0.00	100%	5.00	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
<b>301/3</b>	<b>Pourable Joint Seal</b>	<b>1,151.00</b>	<b>44%</b>	<b>507.00</b>	<b>47%</b>	<b>544.00</b>	<b>7%</b>	<b>85.00</b>	<b>1%</b>	<b>15.00</b>
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
<b>310/3</b>	<b>Elastomeric Bearing</b>	<b>401.00</b>	<b>34%</b>	<b>136.00</b>	<b>47%</b>	<b>190.00</b>	<b>19%</b>	<b>75.00</b>	<b>0%</b>	<b>0.00</b>
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



# RIDOT Bridge Inspection Report

070001  
Washington Bridge North

Inspected By AECOM

Inspector: XXXXXXXXXX

Last Inspection Date 07/22/2020

Bridge Condition **Poor**

Elm/Env	Description	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4
2240/3	Loss of Bearing Area	61.00	0%	0.00	66%	40.00	34%	21.00	0%	0.00
<b>311/3</b>	<b>Moveable Bearing</b>	<b>11.00</b>	<b>0%</b>	<b>0.00</b>	<b>64%</b>	<b>7.00</b>	<b>36%</b>	<b>4.00</b>	<b>0%</b>	<b>0.00</b>
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	9.00	0%	0.00	78%	7.00	22%	2.00	0%	0.00
2220/3	Alignment	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00
2240/3	Loss of Bearing Area	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00
<b>313/3</b>	<b>Fixed Bearing</b>	<b>11.00</b>	<b>0%</b>	<b>0.00</b>	<b>73%</b>	<b>8.00</b>	<b>27%</b>	<b>3.00</b>	<b>0%</b>	<b>0.00</b>
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	11.00	0%	0.00	73%	8.00	27%	3.00	0%	0.00
<b>321/3</b>	<b>Re Conc Approach Slab</b>	<b>2,352.00</b>	<b>0%</b>	<b>0.00</b>	<b>100%</b>	<b>2,352.00</b>	<b>0%</b>	<b>0.00</b>	<b>0%</b>	<b>0.00</b>
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
<b>331/3</b>	<b>Re Conc Bridge Railing</b>	<b>3,808.00</b>	<b>89%</b>	<b>3,396.00</b>	<b>11%</b>	<b>411.00</b>	<b>0%</b>	<b>1.00</b>	<b>0%</b>	<b>0.00</b>
1080/3	Delamination/Spall/Patched Area	10.00	0%	0.00	100%	10.00	0%	0.00	0%	0.00
1120/3	Efflorescence/Rust Staining	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00
1130/3	Cracking (RC and Other)	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
<b>8060/3</b>	<b>Scupper</b>	<b>27.00</b>	<b>0%</b>	<b>0.00</b>	<b>11%</b>	<b>3.00</b>	<b>74%</b>	<b>20.00</b>	<b>15%</b>	<b>4.00</b>
1000/3	Corrosion	4.00	0%	0.00	0%	0.00	0%	0.00	100%	4.00
<b>8107/1</b>	<b>Steel Opn Girder/Beam ENL</b>	<b>110.00</b>	<b>0%</b>	<b>0.00</b>	<b>0%</b>	<b>0.00</b>	<b>100%</b>	<b>110.00</b>	<b>0%</b>	<b>0.00</b>
515/1	Steel Protective Coating	1,615.00	0%	0.00	0%	0.00	38%	615.00	62%	1,000.00
3420/1	Peel/Bub/Crack(Stl Protect Coat)	1,615.00	0%	0.00	0%	0.00	38%	615.00	62%	1,000.00
<b>8213/3</b>	<b>R/C Return Wall</b>	<b>175.00</b>	<b>0%</b>	<b>0.00</b>	<b>86%</b>	<b>150.00</b>	<b>14%</b>	<b>25.00</b>	<b>0%</b>	<b>0.00</b>
1080/3	Delamination/Spall/Patched Area	44.00	0%	0.00	100%	44.00	0%	0.00	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
8368/3	Graffiti	100.00	100%	100.00	0%	0.00	0%	0.00	0%	0.00
<b>8218/3</b>	<b>Backwall, All Types</b>	<b>230.00</b>	<b>45%</b>	<b>104.00</b>	<b>35%</b>	<b>80.00</b>	<b>20%</b>	<b>46.00</b>	<b>0%</b>	<b>0.00</b>
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
<b>8305/3</b>	<b>Asphaltic Joint Material</b>	<b>1,438.00</b>	<b>69%</b>	<b>987.00</b>	<b>31%</b>	<b>451.00</b>	<b>0%</b>	<b>0.00</b>	<b>0%</b>	<b>0.00</b>
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
<b>8335/3</b>	<b>Guardrail, Vehicular</b>	<b>700.00</b>	<b>79%</b>	<b>550.00</b>	<b>21%</b>	<b>150.00</b>	<b>0%</b>	<b>0.00</b>	<b>0%</b>	<b>0.00</b>
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
1020/3	Connection	10.00	0%	0.00	100%	10.00	0%	0.00	0%	0.00
7000/3	Damage	40.00	0%	0.00	100%	40.00	0%	0.00	0%	0.00
<b>8336/3</b>	<b>Conc Bridge Parapet</b>	<b>700.00</b>	<b>50%</b>	<b>350.00</b>	<b>46%</b>	<b>320.00</b>	<b>4%</b>	<b>30.00</b>	<b>0%</b>	<b>0.00</b>
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
<b>8366/3</b>	<b>Rip Rap</b>	<b>1,000.00</b>	<b>94%</b>	<b>940.00</b>	<b>3%</b>	<b>30.00</b>	<b>3%</b>	<b>30.00</b>	<b>0%</b>	<b>0.00</b>
4000/3	Settlement	60.00	0%	0.00	50%	30.00	50%	30.00	0%	0.00
<b>8367/3</b>	<b>Slope Blocks</b>	<b>700.00</b>	<b>85%</b>	<b>595.00</b>	<b>0%</b>	<b>0.00</b>	<b>15%</b>	<b>105.00</b>	<b>0%</b>	<b>0.00</b>



# RIDOT Bridge Inspection Report

070001  
Washington Bridge North

Inspected By AECOM

Inspector: [REDACTED]

Last Inspection Date 07/22/2020

Bridge Condition **Poor**

Elm/Env	Description	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4
<b>8370/3</b>	<b>Steel Diaphragms</b>	<b>70.00</b>	<b>19%</b>	<b>13.00</b>	<b>51%</b>	<b>36.00</b>	<b>24%</b>	<b>17.00</b>	<b>6%</b>	<b>4.00</b>
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
1020/3	Connection	2.00	0%	0.00	50%	1.00	50%	1.00	0%	0.00
<b>8371/3</b>	<b>Conc Diaphragms</b>	<b>221.00</b>	<b>10%</b>	<b>22.00</b>	<b>31%</b>	<b>68.00</b>	<b>57%</b>	<b>126.00</b>	<b>2%</b>	<b>5.00</b>
1080/3	Delamination/Spall/Patched Area	65.00	0%	0.00	0%	0.00	100%	65.00	0%	0.00
1090/3	Exposed Rebar	12.00	0%	0.00	50%	6.00	8%	1.00	42%	5.00
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
8368/3	Graffiti	100.00	0%	0.00	100%	100.00	0%	0.00	0%	0.00
<b>8398/1</b>	<b>Curb/sidewalks - Con</b>	<b>700.00</b>	<b>0%</b>	<b>0.00</b>	<b>100%</b>	<b>700.00</b>	<b>0%</b>	<b>0.00</b>	<b>0%</b>	<b>0.00</b>
1080/1	Delamination/Spall/Patched Area	698.00	0%	0.00	100%	698.00	0%	0.00	0%	0.00
1120/1	Efflorescence/Rust Staining	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
1130/1	Cracking (RC and Other)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00

ELEMENT NOTES

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
<b>12</b>	<b>Re Concrete Deck</b>	<b>3</b>	<b>142,889.00</b>	<b>sq.ft</b>	<b>134,317.00</b>	<b>7,144.00</b>	<b>1,428.00</b>	<b>0.00</b>

This element was not inspected per the scope of this special inspection. The following has been retained from the previous Routine Inspection Report dated 07/24/19: There is a reinforced concrete deck in Span #1 through #18. The top of the deck has a bituminous concrete wearing surface/overlay that was in varying stages of repair during the inspection (Photos 1-5, 42-49). The underside of the deck at the deck joints was in varying stages of re-construction during the inspection. Formwork remains in place throughout the bridge (Photos 26-36) and the seismic restrainer assemblies at the deck joints in Spans #1 through #6 and #8 through #14 typically have the restrainer rod removed (Photo 97). The underside of the deck has areas of exposed rebar chairs throughout, areas of rust staining and efflorescence, random hairline cracking, random areas of damp concrete, random hollow areas and isolated spalls. The areas immediately surrounding drain pipes have heavy rust staining and efflorescence with intermittent hollow areas. The overhangs exhibit typical hairline transverse cracks with efflorescence and stalactites. See photos 92-105 and the attached file "070001 Elem 12 Defect Table.pdf" for further details.

510	Wearing Surffaces	3	142,889.00	sq.ft	134,317.00	7,144.00	1,428.00	0.00
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Routine Inspection Report dated 07/24/2019:

The bituminous concrete wearing surface/overlay on the bridge exhibits sand and debris accumulation along construction limits, minor to moderate wheel line rutting, random sealed and unsealed longitudinal and transverse cracks, scattered patches and depressed pavement with minor potholes, and random locations of raveling along deck joint edges (Photos 46-49, 55-62).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
3210	Del/Spall/Patch/Pot(Wt	3	4,286.00	sq.ft	0.00	3,572.00	714.00	0.00

Routine Inspection Report dated 07/24/2019:

There are isolated minor potholes up to 3" deep and scattered depressed patches in the wearing surface. There is typical raveling or depressed areas up to 12" wide x 2" deep in the pavement along the joints (Photos 46-49, 55-62).



# RIDOT Bridge Inspection Report

**070001**  
**Washington Bridge North**

Inspected By AECOM  
Inspector: [REDACTED]  
Last Inspection Date 07/22/2020

**Bridge Condition Poor**

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
3220	Crack (Wearing Surfac	3	4,286.00	sq.ft	0.00	3,572.00	714.00	0.00
<p>Routine Inspection Report dated 07/24/2019:</p> <p><i>There are isolated locations of sealed longitudinal cracks along the lane lines, in the shoulders and in the gore area in Spans #15 through #18 (Photos 46-49). There are sealed transverse cracks adjacent to the joints (Photos 55-62).</i></p>								
1080	Delaminatton/Spall/Patched Ar3		2,143.00	sq.ffi	0.00	1,786.00	357.00	0.00
<p>Routine Inspection Report dated 07/24/2019:</p> <p>See photos 92-105 and the attached file "070001 Elem 12 Defect Table.pdf" for further details.</p>								
1090	Exposed Rebar	3	2,143.00	sq.ffi	0.00	1,786.00	357.00	0.00
<p>Routine Inspection Report dated 07/24/2019:</p> <p>See photos 92-105 and the attached file "070001 Elem 12 Defect Table.pdf" for further details.</p>								
1120	Efflorescence/Rustt Sttaining	3	2,143.00	sq.ffi	0.00	1,786.00	357.00	0.00
<p>Routine Inspection Report dated 07/24/2019:</p> <p>See photos 92-105 and the attached file "070001 Elem 12 Defect Table.pdf" for further details.</p>								
1130	Cracking (RC and Otther)	3	2,143.00	sq.ffi	0.00	1,786.00	357.00	0.00
<p>Routine Inspection Report dated 07/24/2019:</p> <p>See photos 92-105 and the attached file "070001 Elem 12 Defect Table.pdf" for further details.</p>								
ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
<b>16</b>	<b>Re Conc Top Flange</b>	<b>3</b>	<b>7,336.00</b>	<b>sq.ft</b>	<b>5,911.00</b>	<b>1,150.00</b>	<b>275.00</b>	<b>0.00</b>
<p><b>This element defines the top flanges of the reinforced concrete box girders in Spans #1R, #2R, #3R and #5 of the Gano Street off-ramp. The top of the top flanges has a bituminous concrete wearing surface/overlay. The undersides of the top flanges exhibit typical transverse hairline cracks up to full width with efflorescence and rust, scattered areas of heavy map cracks with efflorescence, isolated hollow areas and spalls and ongoing repairs with form work left in place. See photos 87, 89, 91, 93, 96, 98 and the attached file "070001 Elem 16 Defect Table.pdf" for further details.</b></p>								
510	Wearing Surffiaces	3	7,336.00	sq.ffi	7,336.00	0.00	0.00	0.00
<p>The wearing surface was replaced prior to 7/24/2019 Routine Inspection.</p>								
1080	Delaminatton/Spall/Patched Ar3		200.00	sq.ffi	0.00	200.00	0.00	0.00
<p>See photos 87, 89, 91, 93, 96, 98 and the attached file "070001 Elem 16 Defect Table.pdf" for further details.</p>								
1090	Exposed Rebar	3	25.00	sq.ffi	0.00	0.00	25.00	0.00
<p>See photos 87, 89, 91, 93, 96, 98 and the attached file "070001 Elem 16 Defect Table.pdf" for further details.</p>								
1120	Efflorescence/Rustt Sttaining	3	1,000.00	sq.ffi	0.00	750.00	250.00	0.00





# RIDOT Bridge Inspection Report

070001  
Washington Bridge North

Inspected By AECOM  
Inspector: [REDACTED]  
Last Inspection Date 07/22/2020

Bridge Condition **Poor**

See photos 87, 89, 91, 93, 96, 98 and the attached file "070001 Elem 16 Defect Table.pdf" for further details.

1130	Cracking (RC and Otther)	3	200.00	sq.ffi	0.00	200.00	0.00	0.00
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See photos 87, 89, 91, 93, 96, 98 and the attached file "070001 Elem 16 Defect Table.pdf" for further details

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY	QTY	QTY	QTY
					CS 1	CS 2	CS 3	CS 4
<b>105</b>	<b>Re Clsd Box Girder</b>	<b>3</b>	<b>922.00</b>	<b>ft</b>	<b>78.00</b>	<b>505.00</b>	<b>339.00</b>	<b>0.00</b>

There are reinforced concrete three-cell box girders in Spans #1R, #2R, #3R and Span #5 which carry the Gano Street off-ramp. The box girder cells are lettered 'A' through 'C' from south to north to maintain the same orientation as the main bridge structure. Span bays are numbered 1 through 3 from west to east. The seismic restrainer assemblies and cables at Pier #2R exhibit typical rust with light corrosion (Photos 87, 88). The interior webs exhibit typical full height vertical/diagonal hairline cracks, both sealed and unsealed (Photo 84). There are numerous gauges in place to monitor the movement of these cracks and at the time of inspection no movement was detected. See the attached file "070001 Elem 105 Defect 1130 Table.pdf" for further details. There is typical ponding water up to 6" deep at Pier #2R (Photos 90, 92, 94). See the attached file "070001 Elem 105 Defect Table.pdf" for further details of scattered minor defects and notes. The undersides of the bottom flanges have random repair patches, scattered transverse hairline cracks with efflorescence and rust staining and isolated hollow areas and spalls. See photos 22-25, 77-82 and the attached file "070001 Elem 105 Underside Sketches.pdf" for further details.

1080	Delaminatton/Spall/Patched Ar3		100.00	ffi	0.00	80.00	20.00	0.00
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See photos 76-98 and the attached files "070001 Elem 105 Defect 1130 Table.pdf", "070001 Elem 105 Defect Table.pdf" and "070001 Elem 105 Underside Sketches.pdf" for further details.

1090	Exposed Rebar	3	5.00	ffi	0.00	0.00	5.00	0.00
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See photos 76-98 and the attached files "070001 Elem 105 Defect 1130 Table.pdf", "070001 Elem 105 Defect Table.pdf" and "070001 Elem 105 Underside Sketches.pdf" for further details.

1120	Efflorescence/Rustt Sttaining	3	244.00	ffi	0.00	122.00	122.00	0.00
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See photos 76-98 and the attached files "070001 Elem 105 Defect 1130 Table.pdf", "070001 Elem 105 Defect Table.pdf" and "070001 Elem 105 Underside Sketches.pdf" for further details.

1130	Cracking (RC and Otther)	3	495.00	ffi	0.00	303.00	192.00	0.00
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See photos 76-98 and the attached files "070001 Elem 105 Defect 1130 Table.pdf", "070001 Elem 105 Defect Table.pdf" and "070001 Elem 105 Underside Sketches.pdf" for further details.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY	QTY	QTY	QTY
					CS 1	CS 2	CS 3	CS 4
<b>107</b>	<b>Steel Opn Girder/Beam</b>	<b>3</b>	<b>1,320.00</b>	<b>ft</b>	<b>787.00</b>	<b>496.00</b>	<b>37.00</b>	<b>0.00</b>

There are eleven (11) steel plate girders in Span #7 spanning between the Pier #6 east wall and the Pier #7 west wall (Photos 19, 20). Most girder ends have bolted repair plates and angles at the webs and bottom flanges for up to 25' long, with typical light to heavy rust and up to 1/16" section loss to the repair plates and angles. There are isolated areas of 1/8" section loss to webs beyond the repair plates. Remaining areas have scattered light to moderate rust with heavy rust at girder ends. The bottom flanges at girder ends exhibit typical heavy rust and section loss with down to 5/16" remaining thickness. See photos 37-4, 108 and the attached file "070001 Elem 107 Defect Table.pdf" for further details. Note that Element 8107 - Steel Opn Girder/Beam ENDS has been created and quantifies the end 5'-0" of each girder.

515	Ststeel Proctective Coatng	3	19,385.00	sq.ffi	7,350.00	6,300.00	5,735.00	0.00
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# RIDOT Bridge Inspection Report

**070001**  
**Washington Bridge North**

Inspected By AECOM  
Inspector: [REDACTED]  
Last Inspection Date 07/22/2020

**Bridge Condition Poor**

The fascia sides of Girders 'A' and 'K' have been re-painted and are re-rusting. Remaining areas have light to moderate rust with up to heavy rust at girder ends. See photos 37-41 and the attached file "070001 Elem 107 Defect Table.pdf" for further details.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
3410	Chalk(Steel Protect Co 3		6,300.00	sq.ft	0.00	6,300.00	0.00	0.00

*See photos 37-41 and the attached file "070001 Elem 107 Defect Table.pdf" for further details.*

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
3420	Peel/Bub/Crack(Stl Prc 3		5,735.00	sq.ft	0.00	0.00	5,735.00	0.00

*See photos 37-41 and the attached file "070001 Elem 107 Defect Table.pdf" for further details.*

1000	Corrosion	3	390.00	ffi	0.00	353.00	37.00	0.00
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See photos 37-41, 108 and the attached file "070001 Elem 107 Defect Table.pdf" for further details.

1900	Distortton	3	143.00	ffi	0.00	143.00	0.00	0.00
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The bottom flanges exhibit typical 1/8" vertical distortion at the section transitions (Photo 39).

Girder 'A' bottom flange exhibits full length x up to 1/4" vertical distortion and minor rotation of the girder (top of girder is rotating towards the north) (Photo 38).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
109	Pre Opn Conc Girder/Beam	3	14,543.00	ft	11,650.00	1,290.00	1,468.00	135.00

The prestressed concrete girders in Spans #1 through #6 and #8 through #14 consist of variable depth post-tensioned cantilevered girder sections over the piers with corbels at the end. The cantilevered girder sections support prestressed concrete drop-in mid-span sections (Photos 16-18). The prestressed concrete I-girders in Spans #15 through #18 are simply supported between the substructure units (Photo 21). Rehabilitation construction is on-going and there are multiple defects that have been repaired or are in the process of being repaired. The drop-in girders exhibit typical shear cracks at dapped ends, scattered cracked, hollow and spalled areas at dapped ends and bottom flanges undersides with exposed stirrups and prestressing strands, scattered cracked, hollow and spalled areas over the bearings with fully exposed stirrups and reduced bearing areas. See photos 42-54 and the attached files "070001 Elem 109 Shear Crack Table.pdf" and "070001 Elem 109 Defect Table.pdf" for further details. The corbels exhibit typical cracked, hollow and spalled areas with exposed post tensioned anchor plates on the drop-in span sides throughout. The other faces and undersides exhibit isolated cracks, hollow areas and minor spalls. See photos 55-59 and the attached file "070001 Elem 109 Defect Table.pdf" for further details. The cantilever girders exhibit typical hairline diagonal cracks along the post-tensioned cable lines, some sealed and unsealed, isolated vertical cracks and hollow area over the pier columns and typical hollow/spalled post-tensioned anchor blocks on the undersides. Other remaining areas exhibit random minor cracked, hollow and spalled areas. The cantilever ends in Span #7 at Pier #6 and Pier #7 (accessed via the catwalks on the interior walls of the piers) exhibit typical hollow areas/spalls up to full height with fully exposed and debonded stirrups and reduced bearing areas. See photos 66-75 and the attached file "070001 Elem 109 Defect Table.pdf" for further details. The I-girders in Spans #15 through #18 have scattered hairline cracking with efflorescence, hollow areas, spalls and exposed prestressing strands at girder ends, with more severe spalling and exposed stirrups on the back faces beyond the bearings. There are isolated hollow areas and spalls along bottom flange undersides. See photos 60-65 and the attached file "070001 Elem 109 Defect Table.pdf" for further details.

521	Conc Prot Coating	3	5,000.00	sq.ffi	4,250.00	0.00	375.00	375.00
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The drop-in girder dapped ends are coated with a protective sealant which has scattered peeling and cracking throughout (Photos 42-75).



# RIDOT Bridge Inspection Report

**070001**  
**Washington Bridge North**

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Last Inspection Date 07/22/2020

**Bridge Condition Poor**

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
3510	Wear (Concrete Protec 3 See 521 - Concrete Protective Coating notes.		750.00	sq.ft	0.00	0.00	375.00	375.00
1080	Delaminatton/Spall/Patched Ar3 See photos 42-75 and the attached files "070001 Elem 109 Shear Crack Table.pdf" and "070001 Elem 109 Defect Table.pdf" for further details.		1,221.00	ffi	0.00	910.00	311.00	0.00
1090	Exposed Rebar See photos 42-75 and the attached files "070001 Elem 109 Shear Crack Table.pdf" and "070001 Elem 109 Defect Table.pdf" for further details.	3	181.00	ffi	0.00	6.00	50.00	125.00
1100	Exposed Prestressing See photos 42-75 and the attached files "070001 Elem 109 Shear Crack Table.pdf" and "070001 Elem 109 Defect Table.pdf" for further details.	3	25.00	ffi	0.00	0.00	15.00	10.00
1110	Cracking (PSC) See photos 42-75 and the attached files "070001 Elem 109 Shear Crack Table.pdf" and "070001 Elem 109 Defect Table.pdf" for further details.	3	733.00	ffi	0.00	6.00	727.00	0.00
1120	Efflorescence/Rustt Sttaining See photos 42-75 and the attached files "070001 Elem 109 Shear Crack Table.pdf" and "070001 Elem 109 Defect Table.pdf" for further details.	3	730.00	ffi	0.00	365.00	365.00	0.00
7000	Damage The prestressed concrete I-girders have impact scrapes on the bottom flanges over travel lanes in the following locations:  - Span #16 Girder 'E' east of midspan: 3' long x up to 1/4" deep scrape - Span #18 All girders: Minor impact scrapes (±15' total)	3	3.00	ffi	0.00	3.00	0.00	0.00
8368	Graffiti The drop-in girder ends in Span #4 have scattered areas of minor to heavy graffiti (Photo 99).	3	200.00	ffi	200.00	0.00	0.00	0.00

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
110	Re Conc Opn Girder/Beam	3	2,880.00	ft	940.00	1,188.00	702.00	50.00

This element defines reinforced concrete fascia arches in Spans #1 through #6, #8 through #13 and #1R through #3 R (Photos 5-8, 29-36). The arches consist of cantilevered sections at the piers and drop-in midspan sections. The cantilever sections support the drop-in sections with concrete keys at shiplap joints with elastomeric bearing pads. Rehabilitation construction is on-going and there are multiple defects that have been repaired or are in the process of being repaired. The arches exhibit typical vertical and transverse hairline cracks in the midspan sections, typical hairline to medium horizontal cracks at the shiplap joints, scattered hollow areas and spalls above and below the joint keys with several through holes, exposed and debonded stirrups and rebars, and scattered cracked, hollow and spalled areas on the bottom flanges. See photos 29-36 and the attached file "070001 Elem 110 Defect Table.pdf" for further details.

521	Conc Prott Coatng	3	14,800.00	sq.ffi	14,800.00	0.00	0.00	0.00
	The arch exterior faces and bottom flanges are partially coated with a new protective sealant (Photos 5-8). See photos 29-36 and the attached file "070001 Elem 110 Defect Table.pdf" for details of deterioration.							
1080	Delaminatton/Spall/Patched Ar3		808.00	ffi	0.00	600.00	208.00	0.00



# RIDOT Bridge Inspection Report

070001  
Washington Bridge North

Inspected By AECOM  
Inspector: [REDACTED]  
Last Inspection Date 07/22/2020

Bridge Condition **Poor**

See photos 29-36 and the attached file "070001 Elem 110 Defect Table.pdf" for further details.

1090	Exposed Rebar	3	100.00	ffi	0.00	0.00	50.00	50.00
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See photos 29-36 and the attached file "070001 Elem 110 Defect Table.pdf" for further details.

1120	Efflorescence/Rust Staining	3	450.00	ffi	0.00	300.00	150.00	0.00
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See photos 29-36 and the attached file "070001 Elem 110 Defect Table.pdf" for further details.

1130	Cracking (RC and Otther)	3	582.00	ffi	0.00	288.00	294.00	0.00
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See photos 29-36 and the attached file "070001 Elem 110 Defect Table.pdf" for further details.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
<b>205</b>	<b>Re Conc Column</b>	<b>3</b>	<b>92.00</b>	<b>each</b>	<b>39.00</b>	<b>16.00</b>	<b>37.00</b>	<b>0.00</b>

There are reinforced concrete columns at Piers #1 through #13 that support the cantilever girders and at Piers #14 through #17 that support the reinforced concrete pier caps (Photos 15-17, 21, 116, 120-122). The cantilever girder columns exhibit isolated hairline vertical and map cracks, hollow areas and spalls (Photo 122). The pedestals at the top of the columns exhibit typical scattered hollow areas/spalls up to full width x full height x 2" deep with exposed edges of steel bearing plates. The pier cap columns exhibit typical scattered sealed/unsealed vertical cracks and rust staining throughout with isolated hairline map cracks, efflorescence, hollow areas and spalls (Photo 120). See photos 15-17, 116, 120-122 and the attached file "070001 Elem 205 Defect Table.pdf" for further details.

1080	Delaminatton/Spall/Patched Ar3		42.00	each	0.00	16.00	26.00	0.00
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See photos 15-17, 21, 116, 120-122 and the attached file "070001 Elem 205 Defect Table.pdf" for further details.

1120	Efflorescence/Rust Staining	3	5.00	each	0.00	0.00	5.00	0.00
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See photos 15-17, 21, 116, 120-122 and the attached file "070001 Elem 205 Defect Table.pdf" for further details.

1130	Cracking (RC and Otther)	3	6.00	each	0.00	0.00	6.00	0.00
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See photos 15-17, 21, 116, 120-122 and the attached file "070001 Elem 205 Defect Table.pdf" for further details.

8368	Graffiti	3	300.00	each	0.00	300.00	0.00	0.00
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The Pier #3 columns have heavy graffiti on the lower halves (Photo 121).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
<b>210</b>	<b>Re Conc Pier Wall</b>	<b>3</b>	<b>1,151.00</b>	<b>ft</b>	<b>657.00</b>	<b>290.00</b>	<b>204.00</b>	<b>0.00</b>



# RIDOT Bridge Inspection Report

**070001**  
**Washington Bridge North**

Inspected By AECOM  
Inspector: [REDACTED]  
Last Inspection Date 07/22/2020

**Bridge Condition Poor**

There are reinforced concrete pier walls at Piers #1 through #13 and #1R through #3R. All pier walls except the east pier wall of Pier #6, the west pier wall of Pier #7 and Piers #1R through #3R are non-structural and act as curtain walls providing architectural (stone façade) and protective effects to the pier columns (Photos 16 - 18, 125, 135, 136 ). The east pier wall of Pier #6 and the west pier wall of Pier #7 support the cantilever girder ends in Spans #6 and #8 (through cantilever support pedestals) and the steel girders in Span #7 (Photos 19, 20). The cantilever girder pedestals can be accessed via the catwalks on the interior portions of Pier #6 and Pier #7; see inspection notes at end of report (Photos 142 - 144). Pier walls #1R through #3R support the Gano Street off-ramp box girder superstructure (Photos 15, 23 - 25). 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 (Photos 5, 7, 140). The pier walls on land have a new protective coating in most locations and all piers have sealed vertical and map cracks throughout with isolated cracks re-opening (Photos 16 - 18, 125, 135, 136). Scattered cracks through the pier wall stone facades remain throughout (Photo 123). The pylons remain uncoated and exhibit typical scattered hairline cracking with efflorescence and rust staining. See photos 16 - 20, 23 - 25, 123-125, 135-140 and the attached file "070001 Elem 210 Defect Table.pdf" for details of deterioration.

521	Conc Prott Coating	3	25,200.00	sq.ffi	25,200.00	0.00	0.00	0.00
The pier walls on land have a new protective coating. See photos 16 - 20, 23 - 25, 123-125 , 135-140 and the attached file "070001 Elem 210 Defect Table.pdf" for details of deterioration.								
1080	Delaminatton/Spall/Patched Ar3		184.00	ffi	0.00	75.00	109.00	0.00
See photos 16 - 20, 23 - 25, 123-125, 135-140 and the attached file "070001 Elem 210 Defect Table.pdf" for details of deterioration.								
1120	Efflorescence/Rustt Sttaining	3	80.00	ffi	0.00	40.00	40.00	0.00
See photos 16 - 20, 23 - 25, 123-125, 135-140 and the attached file "070001 Elem 210 Defect Table.pdf" for details of deterioration.								
1130	Cracking (RC and Otther)	3	115.00	ffi	0.00	60.00	55.00	0.00
See photos 16 - 20, 23 - 25, 123-125, 135-140 and the attached file "070001 Elem 210 Defect Table.pdf" for details of deterioration.								
6000	Scour	3	115.00	ffi	0.00	115.00	0.00	0.00
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	3	400.00	ffi	0.00	400.00	0.00	0.00
The pier walls on land exhibit isolated moderate to heavy graffiti (Photos 16, 121, 135 - 137, ).								

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
215	Re Conc Abutmenti	3	230.00	ft	78.00	44.00	108.00	0.00

There are reinforced concrete abutments at each end of the main structure (West Abutment #1 & East Abutment #2 ) and at the end of the Gano Street off-ramp (West Abutment #1R). The abutments all have new protective coatings. West Abutment #1 is a stub abutment that is hidden by backfill beyond a retaining wall (Photo 111). There is severe accumulation of pigeon debris and nesting pigeons behind the wall up to the top of the columns preventing the inspection of the stub abutment stem (Photo 112). The retaining wall exhibits scattered hairline cracking. East Abutment #2 is a full height abutment with an electrical utility room built into the abutment in Bays 'H' and 'I' (Photo 113). See inspection notes for electrical room notes. The abutment exhibits scattered hairline cracks, hollow areas and spalls with typical debris accumulation/pigeon nesting on the beam seat (Photos 114, 115). West Abutment #1R is a semi-stub abutment that sits on the river embankment with slope protection blocks in front (Photo 22). The abutment exhibits scattered efflorescence and rust staining and an isolated spall. See photos 22, 111-115 and the attached file "070001 Elem 215 Defect Table.pdf" for details of deterioration.



# RIDOT Bridge Inspection Report

**070001**  
**Washington Bridge North**

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Last Inspection Date 07/22/2020

**Bridge Condition Poor**

521	Conc Prot Coattng	3	2,300.00	sq.ffi	2,300.00	0.00	0.00	0.00
The abutments all have protective coatings. See photos 22, 111-115 and the attached file "070001 Elem 215 Defect Table.pdf" for details of deterioration.								
1080	Delaminatton/Spall/Patched Ar3		103.00	ffi	0.00	29.00	74.00	0.00
See photos 22, 111-115 and the attached file "070001 Elem 215 Defect Table.pdf" for details of deterioration.								
1120	Efflorescence/Rustt Sttaining	3	30.00	ffi	0.00	15.00	15.00	0.00
See photos 22, 111-115 and the attached file "070001 Elem 215 Defect Table.pdf" for details of deterioration.								
1130	Cracking (RC and Otther)	3	19.00	ffi	0.00	0.00	19.00	0.00
See photos 22, 111-115 and the attached file "070001 Elem 215 Defect Table.pdf" for details of deterioration.								
8368	Graffiti	3	50.00	ffi	0.00	50.00	0.00	0.00
Abutment #1R has a 5'-0" high x 10'-0" wide area of light graffiti (Photo 22).								

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
220	Re Conc Pile Cap/Ftig	3	1,151.00	ft	1,150.00	1.00	0.00	0.00

**2017 Underwater Inspection: The exposed pile caps step out from the face of the pier stems at varying widths from 10" wide to 18" wide and are exposed up to full-height with varying measurements from 2' (full-height) at Pier #5 to 9.0' (full-height) at Pier #3R (Gano Street Ramp). Piers #3R, #5 and #9 exhibit exposed concrete tremie seals up to a maximum vertical exposure of 3.5' high. There is no observed undermining at any of the piers.**

1130	Cracking (RC and Otther)	3	1.00	ffi	0.00	1.00	0.00	0.00
2017 Underwater Inspection: Pier #3R pile cap has a crack 6' high x 3/16" wide extending from the top of the pile cap.								

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
234	Re Conc Pier Cap	3	388.00	ft	50.00	313.00	25.00	0.00

**There are reinforced concrete caps at Piers #14 through #17. The caps were recently repaired and are covered with remaining chloride extraction materials throughout (Photos 21, 116). The caps and pedestals exhibit isolated hairline cracks, hollow area and spalls. See photos 21, 116-119 and the attached file "070001 Elem 234 Defect Table.pdf" for further details.**

1080	Delaminatton/Spall/Patched Ar3		310.00	ffi	0.00	293.00	17.00	0.00
See photos 21, 116-119 and the attached file "070001 Elem 234 Defect Table.pdf" for further details.								
1090	Exposed Rebar	3	1.00	ffi	0.00	1.00	0.00	0.00
See photos 21, 116-119 and the attached file "070001 Elem 234 Defect Table.pdf" for further details.								
1120	Efflorescence/Rustt Sttaining	3	15.00	ffi	0.00	7.00	8.00	0.00
See photos 21, 116-119 and the attached file "070001 Elem 234 Defect Table.pdf" for further details.								



# RIDOT Bridge Inspection Report

**070001**  
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**Bridge Condition Poor**

1130	Cracking (RC and Otther)	3	12.00	ffi	0.00	12 00	0.00	0.00
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See photos 21, 116-119 and the attached file "070001 Elem 234 Defect Table.pdf" for further details.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
300	Strip Seal Exp Jointi	3	93.00	ft	0.00	88.00	5.00	0.00

This element was not inspected per the scope of this special inspection. The following has been retained from the previous Routine Inspection Report dated 07/24/19: There is a strip seal joint in Span #5 at the east side of Pier #4 in the left lanes of I-195 westbound (Photo 56). The portion of the joint in the right lanes of I-195 Westbound and at Pier #3R for the Gano Street off-ramp have been paved over (Photos 54, 64).

2310	Leakage	3	5.00	ffi	0.00	5.00	0.00	0.00
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Routine Inspection Report dated 07/24/2019:

There is evidence of leakage through the joint on the underside due to failing joint seal (Photos 65-66).

2330	Seal Damage	3	10.00	ffi	0.00	10 00	0.00	0.00
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Routine Inspection Report dated 07/24/2019:

The deck joint seal is loose/sagging/fallen along the underside (Photos 65-66).

2350	Debris Impactton	3	5.00	ffi	0.00	5.00	0.00	0.00
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Routine Inspection Report dated 07/24/2019:

The joint has full length partial debris impaction that still allows free movement of the joint (Photo 56).

2370	Mettal Deterioratton or Damagē		5.00	ffi	0.00	0.00	5.00	0.00
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Routine Inspection Report dated 07/24/2019:

The steel extrusion on the east side of the joint in the wheel line of the right middle lane has a 3' long missing section that has been paved over (Photo 56).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
301	Pourable Jointi Seal	3	1,151.00	ft	507.00	544.00	85.00	15.00

This element was not inspected per the scope of this special inspection. The following has been retained from the previous Routine Inspection Report dated 07/24/19: There are pourable joint seals on the west side of West Abutment #1 and Piers #1 through #7, on the east side of Piers #7 through #13, at East Abutment #2, and along the gore median in Spans #16 and #17. All joints have been paved over in the right lanes of I-195 Westbound as part of the on-going bridge construction (Photos 7, 42-44). The wearing surface along deck joint edges exhibits scattered patches and depressed pavement with minor potholes, and random locations of raveling (Photos 55, 57-59, 62).

2310	Leakage	3	344.00	ffi	0.00	344.00	0.00	0.00
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Routine Inspection Report dated 07/24/2019:

The joints exh bit scattered evidence of leakage along the undersides (Photos 94, 104).

2320	Seal Adhesion	3	300.00	ffi	0.00	200.00	85.00	15.00
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Routine Inspection Report dated 07/24/2019:

The pourable joint seals exhibit typical loss of seal adhesion up to full length with isolated locations of full adhesion failure (Photos 55, 57-59, 62).



# RIDOT Bridge Inspection Report

**070001**  
**Washington Bridge North**

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**Bridge Condition Poor**

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
<b>310</b>	<b>Elastomeric Bearing</b>	<b>3</b>	<b>401.00</b>	<b>each</b>	<b>136.00</b>	<b>190.00</b>	<b>75.00</b>	<b>0.00</b>

This element was not inspected per the scope of this special inspection. The following has been retained from the previous Routine Inspection Report dated 07/24/19: There are elastomeric bearing pads for the following elements and locations: - P/S concrete drop-in girder dapped ends at the corbels in Spans #1 through #6 and #8 through #14 - Post-tensioned concrete cantilever girder ends at the east wall of Pier #6 and the west wall of Pier #7 - P/S concrete I-girders in Spans #14 through #18 - Concrete fascia arches at the shiplap joints in Spans #1 through #6 and Spans #8 through #13 and at pier walls in Spans #1R through #3R

2220	Alignment	3	4.00	each	0.00	0.00	4.00	0.00
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Routine Inspection Report dated 07/24/2019:

All measurements were recorded at a temperature of 80-90 degrees Fahrenheit.

The drop-in girder bearings in Spans #1 through #3, #6, #8, #9, #11, #13 and #14 are typically in contraction up to 1/2" (Photo 147). The bearings in Spans #4, #5, #10 and #12 are typically neutral or expanded up to 1".

The I-Girder bearings in Spans #15 through #18 are typically neutral or expanded up to 1/2" (Photo 206).

The fascia arch bearings in Spans #1R through #3R typically neutral or expanded up to 1/2" (Photo 209).

2230	Bulging, Splitting or Tearing	3	200.00	each	0.00	150.00	50.00	0.00
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Routine Inspection Report dated 07/24/2019:

The bearing pads exhibit random minor tears throughout. Random bearings exhibit minor to moderate bulging and isolated bearings exhibit heavier bulging with up to 1/2" separation at top of bottom of pad (Photos 208-209).

2240	Loss off Bearing Area	3	61.00	each	0.00	40.00	21.00	0.00
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Routine Inspection Report dated 07/24/2019:

There are scattered locations of bearing area loss due to spalls undermining the bearings and spalls above the bearings reducing the bearing area. See photos 107, 109, 111, 115, 136, 142, 147, 148, 163, 170, 205, 229-230 and the attached files "070001 Elem 109 Defect Table.pdf", "070001 Elem 110 Defect Table.pdf" and "070001 Elem 234 Defect Table.pdf" for further details.

In Span #14 at Pier #14, Bearing 'F' overhangs the pedestal 3/4" deep x 14" long (Photo 205).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
<b>311</b>	<b>Moveable Bearing</b>	<b>3</b>	<b>11.00</b>	<b>each</b>	<b>0.00</b>	<b>7.00</b>	<b>4.00</b>	<b>0.00</b>

This element was not inspected per the scope of this special inspection; however, it was noted during the inspection that Bearing 'A' in Span #7 has an uneven bearing assembly with up to 1" gap between the assembly and pedestal (Photo 110). The following has been retained from the previous Routine Inspection Report dated 07/24/19: There are steel rocker bearings in Span #7 at Pier #6 that have limited access for full inspection due to bearing restraints in place at the east face of each bearing. There are up to full width x 1/2" high x 6" deep gaps beneath the bearing restraints at the east face (per rehab plans). The bearings have light to moderate accumulation of sand and debris (Photo 210).





# RIDOT Bridge Inspection Report

**070001**  
**Washington Bridge North**

Inspected By AECOM  
Inspector: [REDACTED]  
Last Inspection Date 07/22/2020

**Bridge Condition Poor**

515	Steel Protective Coating	3	132.00	sq.ft	0.00	0.00	44.00	88.00
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Routine Inspection Report dated 07/24/2019:

The bearings have a steel protective coating with areas of peeling paint and light to moderate rust. Bearings 'A', 'B', 'J' and 'K' have no paint remaining (Photo 210).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
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3420	Peel/Bub/Crack(Stl Prc 3	3	132.00	sq.ft	0.00	0.00	44.00	88.00
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Routine Inspection Report dated 07/24/2019:

See 515 - Steel Protective Coating notes.

1000	Corrosion	3	9.00	each	0.00	7.00	2.00	0.00
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Routine Inspection Report dated 07/24/2019:

The bearings and anchor bolts typically have light to moderate rust. Bearings 'A', 'B', 'J' and 'K' have heavy laminated rust on the bearings and anchor bolts with up to 3/8" thick pack rust between the bearing plates (Photo 210).

2220	Alignment	3	1.00	each	0.00	0.00	1.00	0.00
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Routine Inspection Report dated 07/24/2019:

The bearings exhibit typical minor expansion at 80 degrees Fahrenheit (Photo 210). Bearing 'A' assembly is uneven with no gap at the south end and a 1" gap at the north end of the restraint plate (Photo 212).

2240	Loss off Bearing Area	3	1.00	each	0.00	0.00	1.00	0.00
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Routine Inspection Report dated 07/24/2019:

Bearing 'K' is undermined at the north east corner 4" wide x 4" long x 2" deep and along the west edge 16" wide x up to 1" long (Photo 248).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
313	Fixed Bearing	3	11.00	each	0.00	8.00	3.00	0.00

This element was not inspected per the scope of this special inspection. The following has been retained from the previous Routine Inspection Report dated 07/24/19: There are fixed steel bearings in Span #7 at Pier #7 that have limited access for full inspection due to bearing restraints in place at the west face of each bearing. There are up to full width x 1/2" high x 6" deep gaps beneath the bearing restraints at the west face (per rehab plans). The bearings have light to moderate accumulation of sand and debris (Photo 211).

515	Steel Protective Coating	3	110.00	sq.ft	0.00	0.00	66.00	44.00
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Routine Inspection Report dated 07/24/2019:

The fixed bearings have a steel protective coating with areas of peeling paint with light to moderate rust (Photo 211). Bearings 'A', 'B', 'J' and 'K' have no paint remaining.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
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3420	Peel/Bub/Crack(Stl Prc 3	3	110.00	sq.ft	0.00	0.00	66.00	44.00
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Routine Inspection Report dated 07/24/2019:

See 515 - Steel Protective Coating notes.

1000	Corrosion	3	11.00	each	0.00	8.00	3.00	0.00
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# RIDOT Bridge Inspection Report

070001  
Washington Bridge North

Inspected By AECOM  
Inspector: [REDACTED]  
Last Inspection Date 07/22/2020

Bridge Condition **Poor**

Routine Inspection Report dated 07/24/2019:

The bearings and anchor bolts typically have light to moderate rust (Photo 211). Bearings 'A', 'B', 'J' and 'K' have heavy laminated rust on the bearings and anchor bolts.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
321	Re Conc Approach Slab	3	2,352.00	sq.ft	0.00	2,352.00	0.00	0.00

This element was not inspected per the scope of this special inspection. The following has been retained from the previous Routine Inspection Report dated 07/24/19: The reinforced concrete approach slabs are concealed from view by bituminous concrete wearing surfaces (Photos 1-5, 67-71).

510	Wearing Surffiaces	3	2,352.00	sq.ffi	1,352.00	500.00	500.00	0.00
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Routine Inspection Report dated 07/24/2019:

The wearing surfaces have moderate wheel line rutting with sealed and unsealed cracks throughout (Photos 67-71).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
3220	Crack (Wearing Surfac	3	2,352.00	sq.ft	1,352.00	500.00	500.00	0.00

Routine Inspection Report dated 07/24/2019:

See 510 – Wearing Surface notes.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
331	Re Conc Bridge Railing	3	3,808.00	ft	3,396.00	411.00	1.00	0.00

This element was not inspected per the scope of this special inspection. The following has been retained from the previous Routine Inspection Report dated 07/24/19: There are reinforced concrete bridge railings on both sides of the bridge in Spans #1 through #18 (Photo 42) . Numerous sections of the railings at the deck joints were recently demolished and re-constructed as part of the bridge rehabilitation (Photo 74). There are scattered utility box covers along the interior faces of the bridge railings, many with broken covers (Photos 46-48, 273, 275). The condition of the tops of the pylons is included in this element.

1080	Delaminatton/Spall/Pattched Ar3		10.00	ffi	0.00	10 00	0.00	0.00
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Routine Inspection Report dated 07/24/2019:

The bridge railings exhibit isolated minor edge spalls along the top of the railing (Photo 76 ). In Span #14 the north railing at Pier #14 has a 12" long x 6" high x 1" deep spall.

The pylons exhibit typical scattered hollow areas and shallow spalls (Photos 77-80).

1120	Efflorescence/Rustt Sttaining	3	1.00	ffi	0.00	0.00	1.00	0.00
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Routine Inspection Report dated 07/24/2019:

See 1130 – Cracking notes.

1130	Cracking (RC and Otther)	3	351.00	ffi	0.00	351.00	0.00	0.00
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Routine Inspection Report dated 07/24/2019:

The bridge railings exhibit typical scattered full height hairline vertical cracks (Photo 75). The pylons exhibit typical scattered cracks and rust stains (Photos 77-80).

7000	Damage	3	50.00	ffi	0.00	50 00	0.00	0.00
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# RIDOT Bridge Inspection Report

070001  
Washington Bridge North

Inspected By AECOM  
Inspector: [REDACTED]  
Last Inspection Date 07/22/2020

Bridge Condition **Poor**

Routine Inspection Report dated 07/24/2019:

The bridge railings exhibit random minor scrapes.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8060	Scupper	3	27.00	(EA)	0.00	3.00	20.00	4.00

This element was not inspected per the scope of this special inspection. The following has been retained from the previous Routine Inspection Report dated 07/24/19: The scupper drainage grates along both shoulders of I-195 Westbound and along the north shoulder of the Gano Street Off-Ramp are fully clogged with sand and debris; only isolated grates remain partially open with clean drain pipe openings (Photos 82, 268). In Span #17 the drainage grate along the north shoulder is fully clogged and missing the drainage grate (Photo 269). The drain pipe at the end of Pier #17 has a disconnected section (Photo 270). The drain pipes on the interior of the Gano Street off-ramp box girders have been replaced with new PVC piping (Photo 192).

1000	Corrosion	3	4.00	(EA)	0.00	0.00	0.00	4.00
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Routine Inspection Report dated 07/24/2019:

The scupper drain pipes on the underside of deck exhibit typical light to heavy rust. The Pier #3 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 (Photo 95).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8107	Steel Opn Girder/Beam ENDS	1	110.00	ft	0.00	0.00	110.00	0.00

See Element 107 notes, photos 37-41, 108 and the attached file "070001 Elem 107 Defect Table.pdf".

515	Steeel Protective Coating	1	1,615.00	sq.ft	0.00	0.00	615.00	1,000.00
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See Element 107 notes, photos 37-41, 108 and the attached file "070001 Elem 107 Defect Table.pdf".

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
3420	Peel/Bub/Crack(Stl Prc 1		1,615.00	sq.ft	0.00	0.00	615.00	1,000.00

See Element 107 notes, photos 37-41, 108 and the attached file "070001 Elem 107 Defect Table.pdf".

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8213	R/C Return Wall	3	175.00	(LF)	0.00	150.00	25.00	0.00

This element was not inspected per the scope of this special inspection. The following has been retained from the previous Routine Inspection Report dated 07/24/19: There are reinforced concrete return walls at the north ends of West Abutment #1 and East Abutment #2 and at both ends of West Abutment #1R (Photos 264-267). The return walls have moderate to heavy vegetation growth.

1080	Delaminatton/Spall/Patched Ar3		44.00	(LF)	0.00	44.00	0.00	0.00
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Routine Inspection Report dated 07/24/2019:

The top of the northwest return wall at West Abutment #1 has multiple edge spalls along the cope up to 2" deep (Photo 264).

1120	Efflorescence/Rustt Sttaining	3	110.00	(LF)	0.00	85.00	25.00	0.00
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# RIDOT Bridge Inspection Report

070001  
Washington Bridge North

Inspected By \_\_\_\_\_ AECOM  
Inspector: \_\_\_\_\_  
Last Inspection Date 07/22/2020

Bridge Condition **Poor**

Routine Inspection Report dated 07/24/2019:

The return walls have scattered areas of hairline map cracks with isolated efflorescence and rust (Photos 264-267).

1130	Cracking (RC and Otther)	3	21.00	(LF)	0.00	21.00	0.00	0.00
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Routine Inspection Report dated 07/24/2019:

See 1120 Efflorescence/Rust Staining notes.

8368	Graffiti	3	100.00	(LF)	100.00	0.00	0.00	0.00
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Routine Inspection Report dated 07/24/2019:

There is anti-graffiti paint and light graffiti on the West Abutment #1R return walls (Photos 266-267).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
<b>8218</b>	<b>Backwall, All Types</b>	<b>3</b>	<b>230.00</b>	<b>(LF)</b>	<b>104.00</b>	<b>80.00</b>	<b>46.00</b>	<b>0.00</b>

This element was not inspected per the scope of this special inspection. The following has been retained from the previous Routine Inspection Report dated 07/24/19: There are reinforced concrete backwalls at the abutments. West Abutment #1 backwall is inaccessible due to the heavy accumulation of pigeon debris and nesting pigeons on the abutment seat (Photo 214).

1080	Delaminaton/Spall/Patched Ar3		80.00	(LF)	0.00	70.00	10.00	0.00
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West Abutment #1R and East Abutment #2 backwalls exh bit random hollow and minor spalls up to 2' long x 2' high x 2" deep.

1120	Efflorescence/Rust Staining	3	23.00	(LF)	0.00	10.00	13.00	0.00
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West Abutment #1R and East Abutment #2 backwalls exh bit typical scattered hairline vertical cracks, efflorescence and rust staining (Photos 217, 222).

1130	Cracking (RC and Otther)	3	23.00	(LF)	0.00	0.00	23.00	0.00
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West Abutment #1R and East Abutment #2 backwalls exh bit typical scattered hairline vertical cracks, efflorescence and rust staining (Photos 217, 222).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
<b>8305</b>	<b>Asphaltic Joint Material</b>	<b>3</b>	<b>1,438.00</b>	<b>(LF)</b>	<b>987.00</b>	<b>451.00</b>	<b>0.00</b>	<b>0.00</b>

This element was not inspected per the scope of this special inspection. The following has been retained from the previous Routine Inspection Report dated 07/24/19: There are asphaltic plug joints on the east side of West 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. All joints have been paved over in the right lanes of I-195 Westbound as part of the on-going bridge construction (Photos 7, 42-44, 60-61).

2310	Leakage	3	430.00	(LF)	0.00	430.00	0.00	0.00
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Routine Inspection Report dated 07/24/2019:

The joints exh bit scattered evidence of leakage along the undersides (Photos 142, 164-165).

2340	Seal Cracking	3	21.00	(LF)	0.00	21.00	0.00	0.00
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# RIDOT Bridge Inspection Report

**070001**  
**Washington Bridge North**

Inspected By AECOM  
Inspector: [REDACTED]  
Last Inspection Date 07/22/2020

**Bridge Condition Poor**

Routine Inspection Report dated 07/24/2019:

The asphaltic plug joints exhibit partial separations at joint edges and isolated cracks along the joints (Photos 60-61).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8335	Guardrail, Vehicular	3	700.00	(LF)	550.00	150.00	0.00	0.00

This element was not inspected per the scope of this special inspection. The following has been retained from the previous Routine Inspection Report dated 07/24/19: There are W-beam steel guardrails at the north side of the approaches for I-195 Westbound (Photos 3, 5). The Gano Street off-ramp has new W-beam steel guardrails attached to the interior faces of the bridge parapet that continue to the west approach (6, 50-54, 91). There is a new impact attenuator at the gore between I-195 Westbound and the Gano Street off-ramp (Photo 54).

515	Steel Protective Coating	3	3,150.00	sq.ffi	1,800.00	0.00	1,350.00	0.00
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Routine Inspection Report dated 07/24/2019:

The guardrails are galvanized. The I-195 approach guardrails have areas of light rust (Photos 3, 5).

1000	Corrosion	3	100.00	(LF)	0.00	100.00	0.00	0.00
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Routine Inspection Report dated 07/24/2019:

The I-195 approach guardrails have areas of light rust (Photos 3, 5).

1020	Connectton	3	10.00	(LF)	0.00	10.00	0.00	0.00
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Routine Inspection Report dated 07/24/2019:

The Gano Street off-ramp guardrails have scattered loose connection bolts to the parapets (Photo 89). The northwest approach guardrail at West Abutment #1R has missing connection bolts at the 4th and 5th posts from the endpost (Photo 88).

7000	Damage	3	40.00	(LF)	0.00	40.00	0.00	0.00
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Routine Inspection Report dated 07/24/2019:

The I-195 approach guardrails have 20' long areas of impact damage with leaning posts at the northwest and northeast guardrails (Photos 3, 90).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8336	Conc Bridge Parapeti	3	700.00	(LF)	350.00	320.00	30.00	0.00

This element was not inspected per the scope of this special inspection. The following has been retained from the previous Routine Inspection Report dated 07/24/19: The Gano Street off-ramp has a reinforced concrete bridge parapet with a single metal rail attached to the top face (Photos 6, 54, 73).

1080	Delaminatton/Spall/Patched Ar3		100.00	(LF)	0.00	100.00	0.00	0.00
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# RIDOT Bridge Inspection Report

070001  
Washington Bridge North

Inspected By AECOM  
Inspector: [REDACTED]  
Last Inspection Date 07/22/2020

Bridge Condition **Poor**

Routine Inspection Report dated 07/24/2019:

The parapets exhibit typical scattered cracks, hollow areas and random 1" deep spalls along the top of parapet (Photo 84). The north parapet at midspan of Span #1R has an 8'-0" long x up to 16" high hollow area with 5'-6" long x 9" high x 2" deep spall with multiple exposed rebars (Photo 85).

During the rehab project the contractor found that basically the entire face of the north parapet was hollow. There's a crack/seam that runs about 1"-2" in. They didn't replace the guardrail posts because they were concerned there would be nothing to connect them to if they removed the existing bolts.

1090	Exposed Rebar	3	100.00	(LF)	0.00	70.00	30.00	0.00
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Routine Inspection Report dated 07/24/2019:

See 1080 Delamination/Spall/Patched Area notes

1130	Cracking (RC and Otther)	3	150.00	(LF)	0.00	150.00	0.00	0.00
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Routine Inspection Report dated 07/24/2019:

The parapets exhibit typical scattered hairline vertical cracks (Photos 84, 87). The north parapet at Pier #2R has a full height x ¼" wide vertical crack (Photo 86).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8366	Rip Rap	3	1,000.00	sq.ft	940.00	30.00	30.00	0.00

This element was not inspected per the scope of this special inspection. The following has been retained from the previous Routine Inspection Report dated 07/24/19: There is rip rap along the West Abutment #1R embankment (Photo 222). Above the high water mark there is a level area covered by bituminous concrete pavement and a sloped block revetment to the base of the abutment. The rip rap has random missing stones along the channel embankment and there are several small sinkholes up to 12" deep in the pavement at the top of the slope.

4000	Settlementt	3	60.00	sq.ffi	0.00	30.00	30.00	0.00
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Routine Inspection Report dated 07/24/2019:

The rip rap has random missing stones along the channel embankment and there are several small sinkholes up to 12" deep in the pavement at the top of the slope (Photo 222).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8367	Slope Blocks	3	700.00	sq.ft	595.00	0.00	105.00	0.00

This element was not inspected per the scope of this special inspection. The following has been retained from the previous Routine Inspection Report dated 07/24/19: There is a sloped block revetment in front of West Abutment #1R . The slope block protection has mortar deterioration between the pavers and light to moderate vegetation growth (Photo 222).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8370	Steel Diaphragms	3	70.00	(EA)	13.00	36.00	17.00	4.00

There are steel diaphragms between the steel girders in Span #7 labeled end diaphragms at each pier and intermediate diaphragms numbered west to east (Photos 19, 20).

515	Steel Protective Coating	3	1,800.00	sq.ffi	378.00	1,125.00	207.00	90.00
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# RIDOT Bridge Inspection Report

**070001**  
**Washington Bridge North**

Inspected By AECOM  
Inspector: [REDACTED]  
Last Inspection Date 07/22/2020

**Bridge Condition Poor**

The end diaphragms exhibit typical moderate to heavy rust and corrosion throughout (Photos 19, 20, 108). The intermediate diaphragms have typical paint chalking and random areas of light rust (Photos 19, 20).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
3410	Chalk(Steel Protect Co 3		900.00	sq.ft	0.00	900.00	0.00	0.00
<i>See 515 - Steel Protective Coating notes.</i>								

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
3420	Peel/Bub/Crack(Stl Prc 3		522.00	sq.ft	0.00	225.00	207.00	90.00
<i>See 515 - Steel Protective Coating notes.</i>								

1000	Corrosion	3	55.00	(EA)	0.00	35.00	16.00	4.00
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The end diaphragms exhibit typical moderate to heavy rust and corrosion throughout with down to 1/8" remaining thickness to top flanges and down to 1/4" remaining thickness to bottom flanges (Photo 108). There is scattered pack rust up to 3/8" thick between the bearing stiffeners and diaphragm connection plates.

The intermediate diaphragms have random areas of light rust (Photos 19, 20).

1020	Connectton	3	2.00	(EA)	0.00	1.00	1.00	0.00
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Bay 'E' Diaphragm #5 at Girder 'F' has one (1) missing lower diaphragm connection bolt (Photo 109). Bay 'H' Diaphragm #1 has a two (2) mis-drilled bolt holes.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
<b>8371</b>	<b>Conc Diaphragms</b>	<b>3</b>	<b>221.00</b>	<b>each</b>	<b>22.00</b>	<b>68.00</b>	<b>126.00</b>	<b>5.00</b>

There are reinforced concrete diaphragms for the following elements and locations: - End diaphragms and a midspan diaphragm for drop-in girders, between corbels and between cantilever girders over piers in Spans #1 through #6 and #8 through #14 - End diaphragms and a midspan diaphragm for I-girders in Spans #14 through #18 - Gano Street off-ramp box girder interior diaphragms and exterior diaphragms below the box girders at the piers In Span #5, the east end of drop-in Girder 'B' bears on an oversized L-shaped diaphragm/transverse support beam that transfers loads to Girders 'A' and 'C' (Photo 17) irregular configuration is due to the Gano Street off-ramp connecting to Span #5. The diaphragms were in varying stages of rehabilitation during the inspection. There are several locations where the diaphragm concrete has been fully removed with only rebar remaining (Photos 101, 103 - 105). Scattered formwork remains in place throughout the bridge (Photo 101) and the seismic restrainer assemblies at the deck joints typically have the restrainer rod removed (Photo 104). The diaphragms exhibit typical scattered hairline map cracks with and without efflorescence and rust staining, hairline to 1/2" wide vertical cracks, random concrete patches, hollow area and spalls with and without exposed and debonded rebar. See photos 99 - 107 and the attached file "070001 Elem 8371 Defect Table.pdf" for further details.

1080	Delaminatton/Spall/Pattched Ar3	3	65.00	each	0.00	0.00	65.00	0.00
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See photos 99 - 107 and the attached file "070001 Elem 8371 Defect Table.pdf" for further details.

1090	Exposed Rebar	3	12.00	each	0.00	6.00	1.00	5.00
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See photos 99 - 107 and the attached file "070001 Elem 8371 Defect Table.pdf" for further details.

1120	Efflorescence/Russt Sttaining	3	11.00	each	0.00	6.00	5.00	0.00
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See photos 99 - 107 and the attached file "070001 Elem 8371 Defect Table.pdf" for further details.



# RIDOT Bridge Inspection Report

**070001**  
**Washington Bridge North**

Inspected By \_\_\_\_\_ AECOM  
Inspector: \_\_\_\_\_  
Last Inspection Date 07/22/2020

**Bridge Condition Poor**

1130	Cracking (RC and Otther)	3	111.00	each	0.00	56.00	55.00	0.00
See photos 99 - 107 and the attached file "070001 Elem 8371 Defect Table.pdf" for further details.								

8368	Graffiti	3	100.00	each	0.00	100.00	0.00	0.00
There are scattered areas of heavy graffiti on the diaphragms (Photo 99).								

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
<b>8398</b>	<b>Curb/sidewalks - Con</b>	<b>1</b>	<b>700.00</b>	<b>ft</b>	<b>0.00</b>	<b>700.00</b>	<b>0.00</b>	<b>0.00</b>

**This element was not inspected per the scope of this special inspection. The following has been retained from the previous Routine Inspection Report dated 07/24/19: There are concrete safety walks and granite curbs along both sides of the Gano Street off-ramp. The safetywalks exhibit typical heavy accumulation of dirt and debris up to 12" deep with vegetation growth (Photo 82).**

1080	Delaminatton/Spall/Patched Ar1	1	698.00	ffi	0.00	698.00	0.00	0.00
Routine Inspection Report dated 07/24/2019:								
The safety wa ks exhibit scattered hairline cracks and general scaling ½" to 1" deep (Photo 83). The curbs exh bit typical rust staining and minor chipping throughout. In Span #3R near Pier #3R the south curb has a 5" wide x 2-1/2" long x 2" deep chip. The approach curbs are shifted up to 3" laterally with typical gaps up to 1" between curb sections (Photos 72-73).								

1120	Efflorescence/Russt Sttaining	1	1.00	ffi	0.00	1.00	0.00	0.00
Routine Inspection Report dated 07/24/2019:								
See 1080 Delamination/Spall/Patched Area notes.								

1130	Cracking (RC and Otther)	1	1.00	ffi	0.00	1.00	0.00	0.00
Routine Inspection Report dated 07/24/2019:								
See 1080 Delamination/Spall/Patched Area notes.								





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Bridge Condition **Poor**

**070001**  
**Washington Bridge North**

Inspected By \_\_\_\_\_ AECOM  
Inspector: \_\_\_\_\_  
Last Inspection Date 07/22/2020

Work Candidattes

Assigned tto Municipalitty

Sttatus	Prioritty	Actton	Datte Proposed	Nottes
Under Review	High		07/22/2020	Gano off-ramp box girder interiors:There is ponding water up to 6" deep at Pier 2R where the drain holes in the bottom flange remain clogged. This issue was reported last year during the routine inspection via phone and email and was also documented in the official inspection report. The drains should be cleared and cleaned to allow for proper drainage.
Under Review	High		07/22/2020	Gano off-ramp box girders: There are multiple unsecured points of access allowing pigeons into the box girders. One access hatch at Abutment 1R in Cell 'C' remains partially open, the access hole in the south web at Pier 3R has a detached screen, and Cell '1B' has a 12" wide x 12" long hole in the bottom flange. This has resulted in numerous areas of nesting pigeons with moderate to heavy debris which will impede future inspections if not cleaned. At a minimum the access points should be secured immediately.



# RIDOT Bridge Inspection Report

070001  
Washington Bridge North

Inspected By \_\_\_\_\_ AECOM  
Inspector: \_\_\_\_\_  
Last Inspection Date 07/22/2020

Bridge Condition **Poor**

### Equipment

- Aerial Lift
- Boat
- Underbridgeinspvel
- Scaffolding
- BoesemansChair
- Waders
- Rail Mount Elliot
- Crash Truck
- Air Monitor
- Ladder
- Bucket Truck
- Rigging
- Floats
- Climbing
- Rail Mount Bucket Truck
- Light Tower

- Poison Ivy
- Heavy Vegetation
- Hurricane Evac Route ?

- Cones Yes
- Traffic Setup Req Yes
- Police Req Yes
- Night Insp Req No
- Signs Yes

- Speed Limit
- Prep Time
- Crew Slize Varies
- Under Insp Vehicle Time
- Traffic Control Time 4
- Mile Post
- Crew Days 20
- Time Report Time
- Bucket Truck Time

### Site Access Notes

Access SP #10-14 via CARDI construction yard. Launch boat from E. Prov. Yacht Club dock on Pier Rd. Access Gano St Ramp box girder interiors via locked hatches at W. Abut. #1R with ladder. Access catwalks inside Pier #6 & 7 via hatches on the top of the north overhang. The elect. room in E. Abut. is locked. Obtain all keys from David Cluley(RIDOT).

- Avg Curb Reveal North/East 2.50
- Avg Curb Reveal South/West 2.50
- Posted Weight Limit
- Posting Sign ?
- Post Signs Legible 01
- Post Sign Rec 01
- Adv Min Vert Clear Sign -1
- Min Ver tClear Signs Leg 01
- Min Vert Clear Post Vales 13'-9"
- Min Vert Clear Sign Rec 01
- Old Rating and Postings
- RR Mile Post
- US DOT/AAR No.

- Telephone
- Sewer
- Cable
- Oil
- Fire Alarm
- OH Lines Present
- Water
- Gas
- Electric
- Fiber Optic