



RIDOT Bridge Inspection Report

070001
Washington Bridge North

Inspected By: TRANSYSTEMS

Inspector: [REDACTED]

Inspection Date

07/22/2022

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 (16): 41.8192660
 Longitude (17): -71.3865496
 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 Routine Inspection (90): 7/23/2021
 Frequency (91): 24
 Next Inspection: 7/23/2023

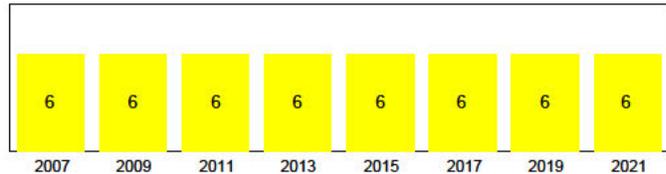
Inspection Type	Freq (92)	Last Insp (93)	Next Insp
Element	12	7/22/2022	7/23/2023
Fracture Critical (A)		1/1/1901	1/1/1901
Underwater (B)	48	7/23/2021	7/23/2025
Special Insp (C)	12	7/22/2022	7/23/2023

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 Prefomed 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

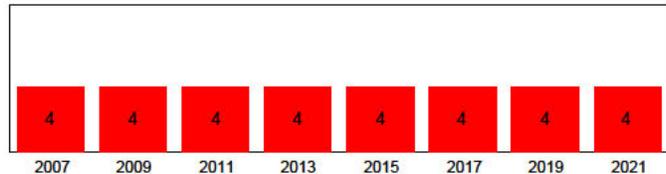


DECK CONDITION

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 (112): 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 (60):	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): 80,500 Cars/Day	Min Lat Right (55B): 6.00
Lanes Under (28B): 2	Pct Trucks (109): 19.00%	Horiz Ref (55A): H Hwy beneath struct
Detour Length (19): 1.00 mi (1.61 km)	ADT Year (30): 2021	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): 80,500 Cars/Day	Min Lat Right (55B): 6.00
Lanes Under (28B): 2	Pct Trucks (109): 19.00%	Horiz Ref (55A): H Hwy beneath struct
Detour Length (19): 0.00 mi (0.00 km)	ADT Year (30): 2021	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): 80,500 Cars/Day	Min Lat Right (55B): 6.00
Lanes Under (28B): 2	Pct Trucks (109): 19.00%	Horiz Ref (55A): H Hwy beneath struct
Detour Length (19): 0.00 mi (0.00 km)	ADT Year (30): 2021	Underclearance (69): 4 Tolerable



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ROADWAY LOCATION		ROADWAY CLASSIFICATION		CLEARANCES	
Pos Prefix (5A):	4th Route Under	Funct Class (26):	19 Urban Local	Vertical (10):	14.17
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):	35.40
Milepost (11):		Toll Facility (20):	3 On free road	Min Lat Left (56):	0.00
Suffix (5E):	0 N/A (NBI)	ADT (29):	80,500 Cars/Day	Min Lat Right (55B):	6.00
Lanes Under (28B):	2	Pct Trucks (109):	19.00%	Horiz Ref (55A):	H Hwy beneath struct
Detour Length (19):	0.30 mi (0.48 km)	ADT Year (30):	2021	Underclearance (69):	4 Tolerable

ROADWAY LOCATION		ROADWAY CLASSIFICATION		CLEARANCES	
Pos Prefix (5A):	Route On Structure	Funct Class (26):	11 Urban Interstate	Vertical (10):	99.99
Kind of Hwy (5B):	1 Interstate Hwy	Level Service (5C):	1 Mainline	Min Vert Over (53):	18.33 14.17
Route Num (5D):	00195	NHS (104):	1 On the NHS	Vert Ref (54A):	H Hwy beneath struct
LRS Route (13A/B):	6700-A/00	Defense Hwy (100):	1 On Interstate STRAHNET	Horizontal (47):	59.71
Milepost (11):	2.60 mi (4.19 km)	Toll Facility (20):	3 On free road	Min Lat Left (56):	0.00
Suffix (5E):	4 West	ADT (29):	80,500 Cars/Day	Min Lat Right (55B):	6.00
Lanes On (28A):	5	Pct Trucks (109):	19.00%	Horiz Ref (55A):	H Hwy beneath struct
Detour Length (19):	2.00 mi (3.22 km)	ADT Year (30):	2021	Underclearance (69):	4 Tolerable

BRIDGE NOTES

ORIENTATION: The main bridge structure carries I-195 Westbound and consists of eighteen spans labeled Span 1 through 18 from west to east (photos 2 and 3). Spans 1 through 6 and 8 through 14 consist of prestressed concrete beams and reinforced concrete fascia arches (photo 15). The beams are labeled A through F from north to south. Span 7 consists of eleven steel plate girders labeled A through K from north to south (photo 16). Spans 15 through 18 consist of prestressed concrete I-girders labeled A up to S from north to south (photo 17). The Gano Street Off-Ramp ties into the main bridge structure at the north side of Span 5 and consists of three box girder spans labeled Span 1R through 3R and a portion of Span 5 (photo 18). 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 USED: The Special Members were inspected using a 60' manlift, 60' bucket boat, 40' bucket truck, ladder and air monitor. During this inspection, there was an ongoing construction project in progress. Some of the special members in spans 4, 5, 6, 8, 9 and 10 were accessed using the contractor's suspended platforms.

TRAFFIC CONTROL: Single lane closures on Gano Street (Span 1), Water Street (Span 15), Waterfront Drive (Span 16) and Valley Street (Span 18) with a truck mounted attenuator and local police details.

ACCESS NOTES:

- Access to the underside of Spans 10 through 14 require access to the AETNA construction yard below the bridge. Check in with local personnel on site.
- The bucket boat was launched from the 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. The key for the box girder hatches can be obtained from Christopher Hart (401-265-0604) at the RIDOT Maintenance Headquarters in Warwick, RI. The access hatches are frozen/broken and remain open allowing pigeon access to the box girder interior.
- 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 from a right lane closure or a bucket boat.
- The electrical utility room in the East Abutment #2 has a locked door. The lock key can be obtained from Christopher Hart (401-265-0604) at the RIDOT Maintenance Headquarters in Warwick, RI.
- During this inspection, there was an ongoing construction project in progress. Some of the special members in spans 4, 5, 6, 8, 9 and 10 were accessed using the contractor's suspended platforms.



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INSPECTION NOTES

Inspection Date: 7/7/2022 to 7/22/2022 (Special Inspection)
Inspected by: TranSystems Corporation

Weather: Sunny, 95 degrees Fahrenheit

NBI RATING: The overall condition rating (Item 67) of the bridge is a 4 – Minimum Tolerable and has not changed. The NBI ratings for the Deck (Item 58), Superstructure (Item 59), and Substructure (Item 60) are 6 – Satisfactory, 4 – Poor, and 6 – Satisfactory, respectively and have not changed.

DEFLECTION AND VIBRATION: There was no significant deflection or vibration noted during this inspection.

MINIMUM VERTICAL CLEARANCES:

- Span 1 over Gano Street: 15'-2" at the east curb below the north arch. Vertical clearance sign of 14'-10" has been installed at the south approach of Gano Street (photo 5).
- Span 15 over Water Street: Greater than 25'-0" at all locations. No vertical clearance signs (photo 7).
- Span 16 over Waterfront Drive: 21'-0" at the east curb below Girder N. No vertical clearance signs (photo 8).
- Span 18 over Valley Street: 14'-2" at the east shoulder line below Girder R. Vertical clearance signs of 13'-9" are posted on both fascia girders (photos 9 and 10).

CONSTRUCTION NOTES: The bridge was under rehabilitation at the time of inspection. The rehabilitation of the bridge includes concrete repairs to the deck, superstructure and substructure elements.

The following items in the attached file "070001 Additional Inspection Notes.pdf" were not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The Additional Inspection Notes are from the previous Routine Inspection performed on 7/23/2021.

Elm/Env	Description	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4
12/3	Re Concrete Deck	142,889.0	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	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
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 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
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
107/3	Steel Opn Girder/Beam	1,320.00	60%	787.00	38%	496.00	3%	37.00	0%	0.00
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



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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
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
109/3	Pre Opn Conc Girder/Beam	14,543.00	80%	11,650.00	9%	1,299.00	10%	1,464.00	1%	130.00
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	1,221.00	0%	0.00	75%	914.00	25%	307.00	0%	0.00
1090/3	Exposed Rebar	181.00	0%	0.00	6%	11.00	28%	50.00	66%	120.00
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	0%	0.00	100%	200.00	0%	0.00	0%	0.00
110/3	Re Conc Opn Girder/Beam	2,880.00	33%	940.00	41%	1,188.00	24%	702.00	2%	50.00
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
205/3	Re Conc Column	92.00	42%	39.00	17%	16.00	40%	37.00	0%	0.00
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
210/3	Re Conc Pier Wall	1,151.00	57%	657.00	25%	290.00	18%	204.00	0%	0.00
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
215/3	Re Conc Abutment	230.00	34%	78.00	19%	44.00	47%	108.00	0%	0.00
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
220/3	Re Conc Pile Cap/Ftg	1,151.00	100%	1,146.00	0%	1.00	0%	4.00	0%	0.00
1130/3	Cracking (RC and Other)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
6000/3	Scour	4.00	0%	0.00	0%	0.00	100%	4.00	0%	0.00
234/3	Re Conc Pier Cap	388.00	13%	50.00	81%	313.00	6%	25.00	0%	0.00
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
300/3	Strip Seal Exp Joint	93.00	73%	68.00	22%	20.00	5%	5.00	0%	0.00
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



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Inspector: XXXXXXXXXX

Bridge Condition **Poor**

Inspection Date

07/22/2022

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
2370/3	Metal Deterioration or Damage	5.00	0%	0.00	0%	0.00	100%	5.00	0%	0.00
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
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
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	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
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	11.00	0%	0.00	73%	8.00	27%	3.00	0%	0.00
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
331/3	Re Conc Bridge Railing	3,808.00	89%	3,393.00	11%	411.00	0%	4.00	0%	0.00
1080/3	Delamination/Spall/Patched Area	10.00	0%	0.00	100%	10.00	0%	0.00	0%	0.00
1090/3	Exposed Rebar	3.00	0%	0.00	0%	0.00	100%	3.00	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
8060/3	Scupper	27.00	0%	0.00	11%	3.00	74%	20.00	15%	4.00
1000/3	Corrosion	4.00	0%	0.00	0%	0.00	0%	0.00	100%	4.00
8107/3	Steel Opn Girder/Beam ENL	110.00	0%	0.00	0%	0.00	100%	110.00	0%	0.00
515/3	Steel Protective Coating	1,615.00	0%	0.00	0%	0.00	38%	615.00	62%	1,000.00
3420/3	Peel/Bub/Crack(Stl Protect Coat)	1,615.00	0%	0.00	0%	0.00	38%	615.00	62%	1,000.00
1000/3	Corrosion	110.00	0%	0.00	0%	0.00	100%	110.00	0%	0.00
8213/3	R/C Return Wall	175.00	0%	0.00	86%	150.00	14%	25.00	0%	0.00
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	0%	0.00	100%	100.00	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
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
8305/3	Asphaltic Joint Material	1,438.00	69%	987.00	31%	451.00	0%	0.00	0%	0.00
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
8335/3	Guardrail, Vehicular	700.00	99%	690.00	1%	10.00	0%	0.00	0%	0.00
515/3	Steel Protective Coating	3,150.00	100%	3,150.00	0%	0.00	0%	0.00	0%	0.00
1020/3	Connection	10.00	0%	0.00	100%	10.00	0%	0.00	0%	0.00



RIDOT Bridge Inspection Report

070001
Washington Bridge North

Inspected By TRANSYSTEMS

Inspector: XXXXXXXXXX

Inspection Date 07/22/2022

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
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
8366/3	Rip Rap	1,000.00	94%	940.00	3%	30.00	3%	30.00	0%	0.00
4000/3	Settlement	60.00	0%	0.00	50%	30.00	50%	30.00	0%	0.00
8367/3	Slope Blocks	700.00	85%	595.00	0%	0.00	15%	105.00	0%	0.00
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
1020/3	Connection	2.00	0%	0.00	50%	1.00	50%	1.00	0%	0.00
8371/3	Conc Diaphragms	221.00	10%	22.00	31%	68.00	57%	126.00	2%	5.00
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
8398/3	Curb/sidewalks - Con	700.00	0%	0.00	100%	700.00	0%	0.00	0%	0.00
1080/3	Delamination/Spall/Patched Area	698.00	0%	0.00	100%	698.00	0%	0.00	0%	0.00
1120/3	Efflorescence/Rust Staining	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
1130/3	Cracking (RC and Other)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00

ELEMENT NOTES

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

This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021. There is a reinforced concrete deck in Spans 1 through 18. The top of the deck has a bituminous concrete wearing surface/overlay. The underside of the deck at the deck joints was in varying stages of re-construction during the inspection. Formwork and scaffolding remains in place throughout the bridge and the seismic restrainer assemblies at the deck joints in Spans 1 through 6 and 8 through 14 typically have the restrainer rod removed. The underside of the deck exhibits areas of exposed rebar chairs throughout, areas of rust staining and efflorescence, random hairline cracking, random areas of damp concrete, random delaminations and isolated spalls. The areas immediately surrounding drainpipes exhibit heavy rust staining and efflorescence with intermittent hollow areas. The overhangs exhibit typical hairline transverse cracks with efflorescence and stalactites. See the attached file "070001 Elem 12 Defect Table.pdf" for further details.

510	Wearing Surfaces	3	142,889.00	sq.ft	134,317.00	7,144.00	1,428.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

The bituminous concrete wearing surface/overlay on the bridge exhibits minor sand and debris accumulation on the shoulders, 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.



RIDOT Bridge Inspection Report

070001
Washington Bridge North

Inspected By **TRANSYSTEMS**
Inspector: XXXXXXXXXX
Inspection Date **07/22/2022**

Bridge Condition Poor

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
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3210	Del/Spall/Patch/Pot(Wt 3	3	4,286.00	sq.ft	0.00	3,572.00	714.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

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 1'-0" wide x 2" deep in the pavement along the joints.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
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3220	Crack (Wearing Surfac 3	3	4,286.00	sq.ft	0.00	3,572.00	714.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

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. There are sealed and unsealed transverse cracks.

1080	Delamination/Spall/Patched Are3	3	2,143.00	sq.ft	0.00	1,786.00	357.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

See the attached file "070001 Elem 12 Defect Table.pdf" for further details.

1090	Exposed Rebar	3	2,143.00	sq.ft	0.00	1,786.00	357.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

See the attached file "070001 Elem 12 Defect Table.pdf" for further details.

1120	Efflorescence/Rust Staining	3	2,143.00	sq.ft	0.00	1,786.00	357.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

See the attached file "070001 Elem 12 Defect Table.pdf" for further details.

1130	Cracking (RC and Other)	3	2,143.00	sq.ft	0.00	1,786.00	357.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

See the attached file "070001 Elem 12 Defect Table.pdf" for further details.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
16	Re Conc Top Flange	3	7,336.00	sq.ft	5,911.00	1,150.00	275.00	0.00



RIDOT Bridge Inspection Report

070001
Washington Bridge North

Inspected By **TRANSYSTEMS**
Inspector: XXXXXXXXXX
Inspection Date **07/22/2022**

Bridge Condition Poor

This element represents 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 underside of the top flanges exhibit typical transverse hairline cracks up to full width with efflorescence and rust, scattered areas of map hairline cracks with efflorescence, isolated delaminations and spalls. There are ongoing repairs with formwork left in place. See photos 19 through 22 and the attached file "070001 Elem 16 Defect Table.pdf" for further details.

510	Wearing Surfaces	3	7,336.00	sq.ft	7,336.00	0.00	0.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

The wearing surface exhibits isolated transverse cracks and wheel line wear.

1080	Delamination/Spall/Patched Area	200.00	sq.ft	0.00	200.00	0.00	0.00	0.00
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See photos 19 through 22 and the attached file "070001 Elem 16 Defect Table.pdf" for further details.

1090	Exposed Rebar	3	25.00	sq.ft	0.00	0.00	25.00	0.00
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See photos 19, 20 and 22 and the attached file "070001 Elem 16 Defect Table.pdf" for further details.

1120	Efflorescence/Rust Staining	3	1,000.00	sq.ft	0.00	750.00	250.00	0.00
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See photo 21 and the attached file "070001 Elem 16 Defect Table.pdf" for further details.

1130	Cracking (RC and Other)	3	200.00	sq.ft	0.00	200.00	0.00	0.00
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See photo 21 and the attached file "070001 Elem 16 Defect Table.pdf" for further details.

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

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 labeled 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. The interior webs exhibit typical full height vertical/diagonal hairline cracks, both sealed and unsealed. There are numerous gauges in place to monitor crack movement, with no movement detected during this inspection. There is typical ponding water up to 1'-0" deep at Pier 2R due to clogged drain holes (photo 26). The undersides of the bottom flanges exhibit random repair patches, scattered transverse hairline cracks with efflorescence and rust staining and isolated delaminations and spalls. See photos 23 through 34 and the attached files "070001 Elem 105 Defect 1130 Interior Table.pdf", "070001 Elem 105 Defect Interior Table.pdf" and "070001 Elem 105 Underside Exterior Sketches.pdf" for further details.

1080	Delamination/Spall/Patched Area	100.00	ft	0.00	80.00	20.00	0.00	0.00
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See photos 23, 25, 29, and 32 through 34 and the attached files "070001 Elem 105 Defect 1130 Interior Table.pdf", "070001 Elem 105 Defect Interior Table.pdf" and "070001 Elem 105 Underside Exterior Sketches.pdf" for further details.

1090	Exposed Rebar	3	5.00	ft	0.00	0.00	5.00	0.00
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See photos 23, 32 & 34 and the attached files "070001 Elem 105 Defect 1130 Interior Table.pdf", "070001 Elem 105 Defect Interior Table.pdf" and "070001 Elem 105 Underside Exterior Sketches.pdf" for further details.

1120	Efflorescence/Rust Staining	3	244.00	ft	0.00	122.00	122.00	0.00
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RIDOT Bridge Inspection Report

070001
Washington Bridge North

Inspected By **TRANSYSTEMS**
Inspector: XXXXXXXXXX
Inspection Date **07/22/2022**

Bridge Condition Poor

See photo 29, 31 & 33 and the attached files "070001 Elem 105 Defect 1130 Interior Table.pdf", "070001 Elem 105 Defect Interior Table.pdf" and "070001 Elem 105 Underside Exterior Sketches.pdf" for further details.

1130	Cracking (RC and Other)	3	495.00	ft	0.00	303.00	192.00	0.00
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See photos 24, 27 & 31 and the attached files "070001 Elem 105 Defect 1130 Interior Table.pdf", "070001 Elem 105 Defect Interior Table.pdf" and "070001 Elem 105 Underside Exterior Sketches.pdf" for further details

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

There are eleven steel plate girders in Span 7 spanning between the Pier 6 east wall and the Pier 7 west wall. Most girder ends exhibit bolted repair plates and angles at the webs and bottom flanges for up to 25'-0" long. There are isolated areas of 1/8" section loss to webs beyond the repair plates. See photos 35 through 36 and the attached file "070001 Elem 107 Defect Table.pdf" for further details.

515	Steel Protective Coating	3	19,385.00	sq.ft	7,350.00	6,300.00	5,735.00	0.00
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The fascia sides of Girders A and K have been re-painted and are re-rusting. Remaining areas exhibit light to moderate rust with up to heavy rust at girder ends.

See photos 35 through 36 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 35 through 36 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 35 through 36 and the attached file "070001 Elem 107 Defect Table.pdf" for further details.

1000	Corrosion	3	390.00	ft	0.00	353.00	37.00	0.00
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See photo 36 and the attached file "070001 Elem 107 Defect Table.pdf" for further details.

1900	Distortion	3	143.00	ft	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.

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 35).

See 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
109	Pre Opn Conc Girder/Beam	3	14,543.00	ft	11,650.00	1,299.00	1,464.00	130.00



RIDOT Bridge Inspection Report

070001
Washington Bridge North

Inspected By **TRANSYSTEMS**
Inspector: [REDACTED]
Inspection Date **07/22/2022**

Bridge Condition Poor

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 suspended beams. The prestressed concrete I-girders in Spans 15 through 18 are simply supported between the substructure units. Rehabilitation construction is on-going and there are multiple defects that have been repaired or are in the process of being repaired (photos 53 and 54). The suspended beams exhibit typical shear cracks at dapped ends. There are scattered cracks, delaminations and spalls with exposed stirrups and prestressing strands at the beam ends, dapped ends and bottom flange undersides. The corbels exhibit cracks, delaminations and spalls with exposed post-tension anchor plates on the suspended beam sides throughout. The remaining corbel surfaces exhibit isolated cracks, delaminations and minor spalls. The cantilever girders exhibit hairline diagonal cracks along the post-tensioned cable lines, some sealed and unsealed, isolated vertical cracks and delaminations over the pier columns and scattered spalls with exposed rebar. The post-tensioned anchor blocks on the underside exhibit delaminations and spalls. The cantilever ends in Span 7 at Pier 6 and Pier 7 (accessed via the catwalks on the interior walls of the piers) exhibit delaminations and spalls up to full height with fully exposed and debonded stirrups and reduced bearing areas. The I-girders in Spans 15 through 18 exhibit scattered hairline cracks with efflorescence, delaminations, spalls and exposed prestressing strands. The back faces of the girder ends exhibit severe spalls with exposed and debonded stirrups. There are scattered cut-outs for repair with exposed rebar in the underside of the bottom flanges. See photos 39 through 60 and the attached files "070001 Elem 109 Shear Crack Table.pdf" and "070001 Elem 109 Defect Table.pdf" for further details.

521	Conc Prot Coating	3	5,000.00	sq.ft	4,250.00	0.00	375.00	375.00
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The suspended beam dapped ends are coated with a protective sealant which exhibits scattered peeling and cracking throughout.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
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3510	Wear (Concrete Protec	3	750.00	sq.ft	0.00	0.00	375.00	375.00
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The suspended beam dapped ends are coated with a protective sealant which exhibits scattered peeling and cracking throughout.

1080	Delamination/Spall/Patched Area	3	1,221.00	ft	0.00	914.00	307.00	0.00
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See photos 39, 41 through 52 and 55 through 60 and the attached file "070001 Elem 109 Defect Table.pdf" for further details.

1090	Exposed Rebar	3	181.00	ft	0.00	11.00	50.00	120.00
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See photos 39, 41, 43, 44, 48 through 52 and 55 through 60 and the attached file "070001 Elem 109 Defect Table.pdf" for further details.

1100	Exposed Prestressing	3	25.00	ft	0.00	0.00	15.00	10.00
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See photo 39, 44, 51 and 55 through 59 and the attached file "070001 Elem 109 Defect Table.pdf" for further details.

1110	Cracking (PSC)	3	733.00	ft	0.00	6.00	727.00	0.00
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See photos 40, 42, 45 & 47 and the attached files "070001 Elem 109 Shear Crack Table.pdf" and "070001 Elem 109 Defect Table.pdf" for further details.

1120	Efflorescence/Rust Staining	3	730.00	ft	0.00	365.00	365.00	0.00
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See the attached file "070001 Elem 109 Defect Table.pdf" for further details.

7000	Damage	3	3.00	ft	0.00	3.00	0.00	0.00
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The prestressed concrete I-girders exhibit impact scrapes on the bottom flanges over travel lanes in the following locations:

- Span 16, Girder E east of midspan: 3'-0" long x up to 1/4" deep scrape.
- Span 18, All girders: Minor impact scrapes (±15'-0" total)

8368	Graffiti	3	200.00	ft	0.00	200.00	0.00	0.00
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RIDOT Bridge Inspection Report

070001
Washington Bridge North

Inspected By **TRANSYSTEMS**
Inspector: [REDACTED]
Inspection Date **07/22/2022**

Bridge Condition Poor

The suspended beam ends in Span 4 exhibit scattered areas of minor to heavy graffiti.

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

The reinforced concrete fascia arch girders in Spans 1 through 6, 8 through 13 and 1R through 3R consist of cantilevered sections at the piers and suspended midspan sections. The cantilever sections support the suspended sections with concrete keys at shiplap joints with elastomeric bearing pads. Rehabilitation construction is on-going and there are multiple defects that are in the process of being repaired. The arch girders exhibit vertical, transverse and horizontal cracks, delaminations and spalls with exposed/debonded rebar at the shiplap joints and bottom flanges. There is vertical misalignment between the cantilever sections and suspended section in spans 6 and 11 (photos 64 and 66). See photos 61 through 66 and the attached file "070001 Elem 110 Defect Table.pdf" for further details.

521	Conc Prot Coating	3	14,800.00	sq.ft	14,800.00	0.00	0.00	0.00
The arch girder exterior faces and bottom flanges are partially coated with a new protective sealant. See the attached file "070001 Elem 110 Defect Table.pdf" for further details.								
1080	Delamination/Spall/Patched Are3		808.00	ft	0.00	600.00	208.00	0.00
See photos 61 through 66 and the attached file "070001 Elem 110 Defect Table.pdf" for further details.								
1090	Exposed Rebar	3	100.00	ft	0.00	0.00	50.00	50.00
See photos 62, 63 & 65 and the attached file "070001 Elem 110 Defect Table.pdf" for further details.								
1120	Efflorescence/Rust Staining	3	450.00	ft	0.00	300.00	150.00	0.00
See the attached file "070001 Elem 110 Defect Table.pdf" for further details.								
1130	Cracking (RC and Other)	3	582.00	ft	0.00	288.00	294.00	0.00
See photo 61 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
205	Re Conc Column	3	92.00	each	39.00	16.00	37.00	0.00

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. The cantilever girder columns exhibit isolated hairline vertical and map cracks, delaminations and spalls. The pedestals at the top of the columns exhibit typical scattered delaminations/spalls up to full width x full height x 2" deep with exposed edges of steel bearing plates (photo 67). The pier cap columns exhibit scattered sealed/unsealed vertical cracks and rust stains throughout with isolated hairline map cracks, efflorescence, delaminations and spalls. See photos 67 & 68 and the attached file "070001 Elem 205 Defect Table.pdf" for further details.

1080	Delamination/Spall/Patched Are3		42.00	each	0.00	16.00	26.00	0.00
See photos 67 & 68 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
See photo 68 and the attached file "070001 Elem 205 Defect Table.pdf" for further details.								



RIDOT Bridge Inspection Report

070001
Washington Bridge North

Inspected By **TRANSYSTEMS**
Inspector: XXXXXXXXXX
Inspection Date **07/22/2022**

Bridge Condition Poor

1130	Cracking (RC and Other)	3	6.00	each	0.00	0.00	6.00	0.00
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See photo 68 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 and Pier 10 columns exhibit heavy graffiti on the lower halves.

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

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 elements to the pier columns. 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. The cantilever girder pedestals can be accessed via the catwalks on the interior portions of Pier 6 and Pier 7; see Access Notes. Pier walls 1R through 3R support the Gano Street off-ramp box girder superstructure. 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 at Piers 1 through 3 and 10 through 13 exhibit a protective coating in most locations and all piers exhibit sealed vertical and map cracks throughout with isolated cracks re-opening. Scattered cracks through the pier wall stone facades remain. The pylons remain uncoated and exhibit typical scattered hairline cracks with efflorescence and rust stains. See photos 69 through 73 and the attached file "070001 Elem 210 Defect Table.pdf" for further details.

521	Conc Prot Coating	3	25,200.00	sq.ft	25,200.00	0.00	0.00	0.00
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The pier walls at Piers 1 through 3 and 10 through 13 have a protective coating. See the attached file "070001 Elem 210 Defect Table.pdf" for further details.

1080	Delamination/Spall/Patched Area	3	184.00	ft	0.00	75.00	109.00	0.00
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See photos 69, 70, 72 & 73 and the attached file "070001 Elem 210 Defect Table.pdf" for further details.

1120	Efflorescence/Rust Staining	3	80.00	ft	0.00	40.00	40.00	0.00
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See the attached file "070001 Elem 210 Defect Table.pdf" for further details.

1130	Cracking (RC and Other)	3	115.00	ft	0.00	60.00	55.00	0.00
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See photo 71 and the attached file "070001 Elem 210 Defect Table.pdf" for further details.

6000	Scour	3	115.00	ft	0.00	115.00	0.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous 2021 Underwater Inspection.

Since the 2017 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	ft	0.00	400.00	0.00	0.00
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The pier walls at Piers 1 through 3 and 10 through 13 exhibit isolated moderate to heavy graffiti (photo 72).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
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RIDOT Bridge Inspection Report

070001
Washington Bridge North

Inspected By **TRANSYSTEMS**
Inspector: XXXXXXXXXX
Inspection Date **07/22/2022**

Bridge Condition Poor

215	Re Conc Abutment	3	230.00	ft	78.00	44.00	108.00	0.00
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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 protective coatings. West Abutment #1 is a stub abutment that is hidden by backfill beyond a retaining wall. 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. The retaining wall exhibits scattered hairline cracks. East Abutment #2 is a full height abutment with an electrical utility room built into the abutment in Bays H and I. See Access Notes for access to the electrical room. The abutment exhibits scattered hairline cracks, delaminations, spalls and debris accumulation/pigeon nesting on the beam seats. West Abutment 1R is a semi-stub abutment that sits on the river embankment with slope protection blocks in front. The abutment exhibits scattered efflorescence, rust stains and an isolated spall. See photos 74 through 78 the attached file "070001 Elem 215 Defect Table.pdf" for further details.

521	Conc Prot Coating	3	2,300.00	sq.ft	2,300.00	0.00	0.00	0.00
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The abutments all have protective coatings (photo 74). See the attached file "070001 Elem 215 Defect Table.pdf" for further details.

1080	Delamination/Spall/Patched Area	3	103.00	ft	0.00	29.00	74.00	0.00
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See photo 75 through 78 the attached file "070001 Elem 215 Defect Table.pdf" for further details.

1120	Efflorescence/Rust Staining	3	30.00	ft	0.00	15.00	15.00	0.00
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See photo 78 and the attached file "070001 Elem 215 Defect Table.pdf" for further details.

1130	Cracking (RC and Other)	3	19.00	ft	0.00	0.00	19.00	0.00
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See photo 74 & 78 and the attached file "070001 Elem 215 Defect Table.pdf" for further details.

8368	Graffiti	3	50.00	ft	0.00	50.00	0.00	0.00
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The West Abutment 1R has graffiti throughout (photo 78).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
220	Re Conc Pile Cap/Ftg	3	1,151.00	ft	1,146.00	1.00	4.00	0.00

This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous 2021 Underwater Inspection. The exposed pile caps step out from the face of the pier stems at varying widths from 10" wide to 1'-6" wide and are exposed up to full-height with varying measurements from 3'-0" (full-height) at Pier 5 to 10'-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'-0" high. There is an undermining cavity along the south nose of Pier 8 that measures 4'-0" long x 5" high with up to 6" horizontal penetration.

1130	Cracking (RC and Other)	3	1.00	ft	0.00	1.00	0.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous 2021 Underwater Inspection.

Pier 3R pile cap exhibits a crack 7'-0" high x 3/16" wide extending from the top of the pile cap.

6000	Scour	3	4.00	ft	0.00	0.00	4.00	0.00
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070001
Washington Bridge North

Inspected By: TRANSYSTEMS
Inspector: [REDACTED]
Inspection Date: 07/22/2022

Bridge Condition **Poor**

This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous 2021 Underwater Inspection.

There is an undermining cavity along the south nose of Pier 8 that measures 4'-0" long x 5" high with up to 6" horizontal penetration.

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 are covered with remaining chloride extraction materials throughout. The caps and pedestals exhibit isolated hairline cracks, delaminations and spalls. See photos 57 & 79 and the attached file "070001 Elem 234 Defect Table.pdf" for further details.

1080	Delamination/Spall/Patched Area		310.00	ft	0.00	293.00	17.00	0.00
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See photos 57 & 79 and the attached file "070001 Elem 234 Defect Table.pdf" for further details.

1090	Exposed Rebar	3	1.00	ft	0.00	1.00	0.00	0.00
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See photo 69 and the attached file "070001 Elem 234 Defect Table.pdf" for further details.

1120	Efflorescence/Rust Staining	3	15.00	ft	0.00	7.00	8.00	0.00
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See photo 69 and the attached file "070001 Elem 234 Defect Table.pdf" for further details.

1130	Cracking (RC and Other)	3	12.00	ft	0.00	12.00	0.00	0.00
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See photo 79 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 Joint	3	93.00	ft	68.00	20.00	5.00	0.00

This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021. There is a strip seal joint in Span 5 at the east side of Pier 4 in the left lanes of I-195 westbound. The portions 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.

2310	Leakage	3	5.00	ft	0.00	5.00	0.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

There is evidence of leakage through the joint on the underside due to failing joint seal.

2330	Seal Damage	3	10.00	ft	0.00	10.00	0.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

The deck joint seal is loose/sagging in several locations when viewed from the underside.

2350	Debris Impaction	3	5.00	ft	0.00	5.00	0.00	0.00
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RIDOT Bridge Inspection Report

070001
Washington Bridge North

Inspected By: TRANSYSTEMS
Inspector: [REDACTED]
Inspection Date: 07/22/2022

Bridge Condition Poor

This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

The joint is paved over in the right lanes of I-195 and the Gano Street Off-Ramp.

2370	Metal Deterioration or Damage 3	5.00	ft	0.00	0.00	5.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

The steel extrusion on the east side of the joint in the wheel line of the right middle lane exhibits a 3'-0" long missing section.

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

This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021. 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. The wearing surface along deck joint edges exhibits scattered patches and depressed pavement with minor potholes, and random locations of raveling.

2310	Leakage	3	344.00	ft	0.00	344.00	0.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

The joints exhibit scattered evidence of leakage along the undersides.

2320	Seal Adhesion	3	300.00	ft	0.00	200.00	85.00	15.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

The pourable joint seals exhibit isolated locations of loss of seal adhesion.

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

Only the loss of bearing area (Defect 2240) due to spalls in the beams and pedestals were inspected as part of the Special Inspection performed on 7/22/2022. The following notes are from the previous Routine Inspection performed on 7/23/2021. 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, and 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. At the West Abutment #1, Bearing D is compressed and overhanging the pedestal. At Span 9, Pier 8, Bearing A is covered in debris.

2220	Alignment	3	4.00	each	0.00	0.00	4.00	0.00
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RIDOT Bridge Inspection Report

070001
Washington Bridge North

Inspected By: TRANSYSTEMS
Inspector: [REDACTED]
Inspection Date: 07/22/2022

Bridge Condition Poor

This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

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

The suspended beam bearings in Spans 1 through 3, 6, 8, 9, 11, 13 and 14 are typically in contraction up to 1/2". 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".

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

2230	Bulging, Splitting or Tearing	3	200.00	each	0.00	150.00	50.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

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 the top or the bottom of the pad.

2240	Loss of Bearing Area	3	61.00	each	0.00	40.00	21.00	0.00
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There are scattered locations of bearing area loss due to spalls undermining the bearings and spalls above the bearings reducing the bearing area. See 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.

This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

In Span 14 at Pier 14, Bearing F overhangs the pedestal 3/4" deep x 1'-2" long.

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

Only the loss of bearing area (Defect 2240) due to spalls in the pedestals was inspected as part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021. 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. The bearings exhibit light to moderate accumulation of sand and debris.

515	Steel Protective Coating	3	132.00	sq.ft	0.00	0.00	44.00	88.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

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.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
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RIDOT Bridge Inspection Report

070001
Washington Bridge North

Inspected By **TRANSYSTEMS**
Inspector: XXXXXXXXXX
Inspection Date **07/22/2022**

Bridge Condition Poor

3420	Peel/Bub/Crack(Stl Prc 3	132.00	sq.ft	0.00	0.00	44.00	88.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

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.

1000	Corrosion	3	9.00	each	0.00	7.00	2.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

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

2220	Alignment	3	1.00	each	0.00	0.00	1.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

The bearings exhibit typical minor expansion at 80 degrees Fahrenheit. Bearing A assembly is uneven with no gap at the south end and a 1" gap between the bearing plate and the pedestal at the north end of the restraint plate.

2240	Loss of Bearing Area	3	1.00	each	0.00	0.00	1.00	0.00
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Bearing K is undermined 2" long x 4" wide at northeast corner, 11" long x 1" wide along north face and 3" long x 7" wide at northwest corner (photo 69).

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 part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021. 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. The bearings exhibit light to moderate accumulation of sand and debris.

515	Steel Protective Coating	3	110.00	sq.ft	0.00	0.00	66.00	44.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

The fixed bearings have a steel protective coating with areas of peeling paint with light to moderate rust. 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
3420	Peel/Bub/Crack(Stl Prc 3		110.00	sq.ft	0.00	0.00	66.00	44.00

This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

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

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 **TRANSYSTEMS**
Inspector: XXXXXXXXXX
Inspection Date **07/22/2022**

Bridge Condition Poor

This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

The bearings and anchor bolts typically exhibit light to moderate rust. Bearings A, B, J and K exhibit 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 part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021. The reinforced concrete approach slabs are concealed from view by bituminous concrete wearing surfaces.

510	Wearing Surfaces	3	2,352.00	sq.ft	1,352.00	500.00	500.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

The wearing surfaces exhibit moderate wheel line rutting with sealed and unsealed cracks throughout.

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

This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

Wearing surface exhibits scattered locations of sealed and unsealed cracks throughout.

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	3,393.00	411.00	4.00	0.00

This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021. There are reinforced concrete bridge railings on both sides of the bridge in Spans 1 through 18. There are scattered utility box covers along the interior faces of the bridge railings, many with broken covers. The condition of the tops of the pylons is included in this element. At Span 7, Pier 7, the joint sealant between the North pylon and the deck overhang is damaged/missing.

1080	Delamination/Spall/Patched Area	3	10.00	ft	0.00	10.00	0.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

The bridge railings exhibit isolated minor edge spalls along the top of the railing. In Span 7 the north railing exhibits a 4'-10" long x 10" high x 4" deep spall. In Span 8 the north railing exhibits a 3" long x 10" high x 5" deep spall. In Span 10 the north railing exhibits a 1'-3" long x 10" high x 5" deep spall.

The pylons exhibit typical scattered hollow areas and spalls with and without exposed rebar.

1090	Exposed Rebar	3	3.00	ft	0.00	0.00	3.00	0.00
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RIDOT Bridge Inspection Report

070001
Washington Bridge North

Inspected By: TRANSYSTEMS
Inspector: [REDACTED]
Inspection Date: 07/22/2022

Bridge Condition **Poor**

This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

The pylons exhibit typical spalls with and without exposed rebar.

1120	Efflorescence/Rust Staining	3	1.00	ft	0.00	0.00	1.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

The pylons exhibit typical scattered cracks with rust staining.

1130	Cracking (RC and Other)	3	351.00	ft	0.00	351.00	0.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

The bridge railings exhibit typical scattered full height hairline vertical cracks. The pylons exhibit typical scattered cracks and rust stains.

7000	Damage	3	50.00	ft	0.00	50.00	0.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

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 part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021. The scupper drainage grates along both shoulders of I-195 Westbound are fully clogged with sand and debris; only isolated grates remain partially open with clean drainpipe openings. In Span 17 the drainage grate along the north shoulder is fully clogged and missing 2 bars of the drainage grate. In Span 9 the drainage grate along the north shoulder is filled with concrete. At the West Abutment #1, in the south shoulder, the scupper grate is broken. At Pier 1, in the south shoulder, the scupper grate is broken. The drainpipe at the north end of Pier 17 has a disconnected section.

1000	Corrosion	3	4.00	(EA)	0.00	0.00	0.00	4.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

The scupper drainpipes on the underside of deck exhibit typical light to heavy rust. The Pier 3 drainpipes on the south face of Column A and on the north face of Column F exhibit rust holes and leak onto members below.

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

Most girder ends exhibit bolted repair plates and angles at the webs and bottom flanges for up to 25'-0" long, with typical light to heavy rust and up to 1/16" section loss to the repair plates and angles. Remaining areas exhibit scattered areas of heavy rust at the girder ends. The bottom flanges at girder ends exhibit typical heavy rust and section loss with down to 5/16" remaining thickness. See photos 36 through 38 and the attached file "070001 Elem 107 Defect Table.pdf" for further details.



RIDOT Bridge Inspection Report

070001
Washington Bridge North

Inspected By **TRANSYSTEMS**
Inspector: XXXXXXXXXX
Inspection Date **07/22/2022**

Bridge Condition Poor

515	Steel Protective Coating	3	1,615.00	sq.ft	0.00	0.00	615.00	1,000.00
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See photos 36 through 38 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		1,615.00	sq.ft	0.00	0.00	615.00	1,000.00

See photos 36 through 38 and the attached file "070001 Elem 107 Defect Table.pdf" for further details.

1000	Corrosion	3	110.00	ft	0.00	0.00	110.00	0.00
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See photos 36 through 38 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
8213	R/C Return Wall	3	175.00	(LF)	0.00	150.00	25.00	0.00

This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021. 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. The return walls exhibit moderate to heavy vegetation growth.

1080	Delamination/Spall/Patched Are3		44.00	(LF)	0.00	44.00	0.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

The top of the northwest return wall at West Abutment #1 exhibits multiple edge spalls along the cope up to 2" deep.

1120	Efflorescence/Rust Staining	3	110.00	(LF)	0.00	85.00	25.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

The return walls exhibit scattered areas of hairline map cracks with isolated efflorescence and rust.

1130	Cracking (RC and Other)	3	21.00	(LF)	0.00	21.00	0.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

The return walls exhibit scattered areas of hairline map cracks with isolated efflorescence and rust.

8368	Graffiti	3	100.00	(LF)	0.00	100.00	0.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

There is anti-graffiti paint and graffiti on the West Abutment 1R return walls.

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



RIDOT Bridge Inspection Report

070001
Washington Bridge North

Inspected By: TRANSYSTEMS
Inspector: [REDACTED]
Inspection Date: 07/22/2022

Bridge Condition **Poor**

This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021. 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.

1080	Delamination/Spall/Patched Area	3	80.00	(LF)	0.00	70.00	10.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

West Abutment 1R and East Abutment #2 backwalls exhibit random hollow areas and spalls up to 2'-0" long x 2'-0" high x 2" deep.

1120	Efflorescence/Rust Staining	3	23.00	(LF)	0.00	10.00	13.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

West Abutment 1R and East Abutment #2 backwalls exhibit typical scattered hairline vertical cracks, efflorescence and rust staining.

1130	Cracking (RC and Other)	3	23.00	(LF)	0.00	0.00	23.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

West Abutment 1R and East Abutment #2 backwalls exhibit typical scattered hairline vertical cracks, efflorescence and rust staining.

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

This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021. 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 and typically exhibit reflective cracking in these locations. Asphaltic joints typically exhibit 2'-0" wide patches on either side.

2310	Leakage	3	430.00	(LF)	0.00	430.00	0.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

The joints exhibit scattered evidence of leakage along the undersides.

2340	Seal Cracking	3	21.00	(LF)	0.00	21.00	0.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

The asphaltic plug joints exhibit partial separations at joint edges, pavement break up and isolated cracks along the joints.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
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RIDOT Bridge Inspection Report

070001
Washington Bridge North

Inspected By TRANSYSTEMS
Inspector: XXXXXXXXXX
Inspection Date 07/22/2022

Bridge Condition Poor

8335	Guardrail, Vehicular	3	700.00	(LF)	690.00	10.00	0.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021. There are W-beam steel guardrails at the north side of the approaches for I-195 Westbound. There are also W-beam guardrails along both sides of the Gano Street Off-Ramp.

515	Steel Protective Coating	3	3,150.00	sq.ft	3,150.00	0.00	0.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

The guardrails are galvanized.

1020	Connection	3	10.00	(LF)	0.00	10.00	0.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

The Gano Street off-ramp guardrails exhibit scattered loose connection bolts to the parapets.

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

This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021. The Gano Street off-ramp exhibits a reinforced concrete bridge parapet with a single metal rail attached to the top face.

1080	Delamination/Spall/Patched Area	3	100.00	(LF)	0.00	100.00	0.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

The parapets exhibit typical scattered cracks, hollow areas and random 1" deep spalls along the top of parapet. The north parapet at midspan of Span 1R exhibits an 8'-0" long x up to 1'-4" high hollow area with 5'-6" long x 9" high x 2" deep spall with multiple exposed rebar.

The inspection dated 07/24/19 noted that during the rehab project the contractor found that almost the entire face of the north parapet was hollow. The guardrail posts were not replaced due to concerns that there would be nothing to connect them to if the existing bolts were removed.

1090	Exposed Rebar	3	100.00	(LF)	0.00	70.00	30.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

The north parapet at midspan of Span 1R exhibits an 8'-0" long x up to 1'-4" high hollow area with 5'-6" long x 9" high x 2" deep spall with multiple exposed rebar.

1130	Cracking (RC and Other)	3	150.00	(LF)	0.00	150.00	0.00	0.00
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RIDOT Bridge Inspection Report

070001
Washington Bridge North

Inspected By: TRANSYSTEMS
Inspector: [REDACTED]
Inspection Date: 07/22/2022

Bridge Condition **Poor**

This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

The parapets exhibit typical scattered hairline vertical cracks. The north parapet at Pier 2R exhibits a full height x 1/4" wide vertical crack.

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 part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021. There is rip rap along the West Abutment 1R embankment. 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 exhibits random missing stones along the channel embankment and there are several small sinkholes up to 1'-0" deep in the pavement at the top of the slope.

4000	Settlement	3	60.00	sq.ft	0.00	30.00	30.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

The rip rap exhibits random missing stones along the channel embankment and there are several small sinkholes up to 1'-0" deep in the pavement at the top of the slope.

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 part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021. There is a sloped block revetment in front of West Abutment 1R. The slope block protection exhibits mortar deterioration between the pavers and light vegetation growth.

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 end diaphragms between the steel girders at each pier in Span 7 and intermediate diaphragms numbered from west to east in Span 7 (photos 80 and 81).

515	Steel Protective Coating	3	1,800.00	sq.ft	378.00	1,125.00	207.00	90.00
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The end diaphragms exhibit typical moderate to heavy rust and corrosion throughout. The intermediate diaphragms exhibit typical paint chalking and random areas of light rust (photo 80).

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

The protective coating on the intermediate diaphragms typically exhibits chalking.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
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RIDOT Bridge Inspection Report

070001
Washington Bridge North

Inspected By **TRANSYSTEMS**
Inspector: XXXXXXXXXX
Inspection Date **07/22/2022**

Bridge Condition Poor

3420	Peel/Bub/Crack(Stl Prc 3	522.00	sq.ft	0.00	225.00	207.00	90.00
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The protective coating on the end diaphragms typically exhibits peeling and bubbling and has failed completely in areas (photo 80).

1000	Corrosion	3	55.00	(EA)	0.00	35.00	16.00	4.00
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The end diaphragms typically exhibit moderate to heavy rust throughout with down to 1/8" remaining thickness to top flanges and down to 1/4" remaining thickness to bottom flanges (photo 81). There is scattered pack rust up to 3/8" thick between the bearing stiffeners and diaphragm connection plates.

The end diaphragm in bay E at pier 7 exhibits 100% section loss x 3/4" wide to the bottom flange of the top channel (photo 81).

The intermediate diaphragms exhibit random areas of light rust (photo 80).

1020	Connection	3	2.00	(EA)	0.00	1.00	1.00	0.00
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Span 7, Bay E, Diaphragm 5 at Girder F exhibits one missing lower diaphragm connection bolt (photo 80). Bay H, Diaphragm 1 exhibits two mis-drilled bolt holes.

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

There are reinforced concrete end diaphragms and a midspan diaphragm for the suspended beams, between the corbels and between the cantilever girders over piers in Spans 1 through 6 and 8 through 14. There are end diaphragms and a midspan diaphragm for the I-girders in Spans 14 through 18 and there are interior diaphragms and exterior diaphragms below the box girders at the piers for the Gano Street off-ramp. In Span 5, the east end of suspended beam B bears on an oversized L-shaped diaphragm/transverse support beam that transfers loads to beams A and C. The 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. Scattered formwork remains in place throughout the bridge and the seismic restrainer assemblies that pass through the diaphragms at the deck joints typically have the restrainer rod removed (photo 82). The diaphragms exhibit scattered hairline map cracks with and without efflorescence and rust stains, hairline to 1/2" wide vertical cracks, random concrete patches, delaminations and spalls with and without exposed and debonded rebar. See photos 82 through 86 and the attached file "070001 Elem 8371 Defect Table.pdf" for further details.

1080	Delamination/Spall/Patched Area	3	65.00	each	0.00	0.00	65.00	0.00
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See photo 83 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 83 & 84 and the attached file "070001 Elem 8371 Defect Table.pdf" for further details.

1120	Efflorescence/Rust Staining	3	11.00	each	0.00	6.00	5.00	0.00
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See the attached file "070001 Elem 8371 Defect Table.pdf" for further details.

1130	Cracking (RC and Other)	3	111.00	each	0.00	56.00	55.00	0.00
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See photos 82 & 85 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
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There are scattered areas of heavy graffiti on the diaphragms.



RIDOT Bridge Inspection Report

070001
Washington Bridge North

Inspected By **TRANSYSTEMS**
Inspector: XXXXXXXXXX
Inspection Date **07/22/2022**

Bridge Condition Poor

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

This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021. There are concrete safety walks and granite curbs along both sides of the Gano Street off-ramp. The safetywalks typically exhibit minor debris accumulation.

1080	Delamination/Spall/Patched Area	3	698.00	ft	0.00	698.00	0.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

The safety walks exhibit scattered hairline cracks and general scaling 1/2" to 1" deep. The curbs exhibit typical rust staining and minor chipping throughout. In Span 3R near Pier 3R the south curb exhibits 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.

1120	Efflorescence/Rust Staining	3	1.00	ft	0.00	1.00	0.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

The curbs exhibit typical rust staining throughout.

1130	Cracking (RC and Other)	3	1.00	ft	0.00	1.00	0.00	0.00
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This element was not part of the Special Inspection performed on 7/22/2022 to inspect the superstructure and substructure. The following notes are from the previous Routine Inspection performed on 7/23/2021.

The safety walks exhibit scattered hairline cracks throughout.

Work History From completed work candidates.

Completion Date	Action	Notes
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RIDOT Bridge Inspection Report

070001
Washington Bridge North

Inspected By **TRANSYSTEMS**
Inspector: [REDACTED]
Inspection Date **07/22/2022**

Bridge Condition Poor

Work Candidates

Assigned to Contractor

Status	Priority	Action	Date Proposed	Notes
To_Be_Assigned	0	Clean&Flush Deck Drainage	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.
To_Be_Assigned	0	Clean/ Wash Bm Seat&Brg. Areas	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 TRANSYSTEMS
Inspector: [REDACTED]
Inspection Date 07/22/2022

Bridge Condition **Poor**

<p>Equipment</p> <ul style="list-style-type: none"> Aerial Lift <input checked="" type="checkbox"/> Boat <input checked="" type="checkbox"/> Underbridgeinspel <input type="checkbox"/> Scaffolding <input checked="" type="checkbox"/> BoesemansChair <input type="checkbox"/> Waders <input checked="" type="checkbox"/> Rail Mount Elliot <input type="checkbox"/> Crash Truck <input checked="" type="checkbox"/> Air Monitor <input checked="" type="checkbox"/> Ladder <input checked="" type="checkbox"/> Bucket Truck <input checked="" type="checkbox"/> Rigging <input type="checkbox"/> Floats <input type="checkbox"/> Climbing <input type="checkbox"/> Rail Mount Bucket Truck <input type="checkbox"/> Light Tower <input type="checkbox"/> 	<p>Poison Ivy <input type="checkbox"/></p> <p>Heavy Vegetation <input type="checkbox"/></p> <p>Hurricane Evac Route ? <input type="checkbox"/></p>	<p>Speed Limit</p> <p>Prep Time</p> <p>Crew Slize</p> <p>Under Insp Vehicle Time</p> <p>Traffic Control Time 2</p> <p>Mile Post</p> <p>Crew Days</p> <p>Time Report Time</p> <p>Bucket Truck Time 2</p>
<p>Cones Yes</p> <p>Traffic Setup Req Yes</p> <p>Police Req Yes</p> <p>Night Insp Req No</p> <p>Signs Yes</p>		<p>Site Access Notes</p> <p>Access SP 10-14 via AETNA construction yard. Launch boat from East Prov. Yacht Club on Pier Rd. Access box girder interiors via locked hatches at W. Abut. 1R with ladder. Access catwalks inside Piers 6 & 7 via hatches on top of north overhang from right lane closure or bucket boat. The elect. room in E. Abut. #2 is locked. Obtain all keys from Christopher Hart (401-265-0604).</p>
<p>Avg Curb Reveal North/East 2.50</p> <p>Avg Curb Reveal South/West 2.50</p> <p>Posted Weight Limit</p> <p>Posting Sign ? <input type="checkbox"/></p> <p>Post Signs Legible 01</p> <p>Post Sign Rec 01</p> <p>Adv Min Vert Clear Sign -1</p> <p>Min Ver tClear Signs Leg 01</p> <p>Min Vert Clear Post Vales 13'-9"</p> <p>Min Vert Clear Sign Rec 01</p> <p>Old Rating and Postings</p> <p>RR Mile Post</p> <p>US DOT/AAR No.</p>		<p>Telephone <input type="checkbox"/></p> <p>Sewer <input type="checkbox"/></p> <p>Cable <input type="checkbox"/></p> <p>Oil <input type="checkbox"/></p> <p>Fire Alarm <input type="checkbox"/></p> <p>OH Lines Present <input type="checkbox"/></p> <p>Water <input type="checkbox"/></p> <p>Gas <input type="checkbox"/></p> <p>Electric <input type="checkbox"/></p> <p>Fiber Optic <input type="checkbox"/></p>



RIDOT Bridge Inspection Report

070001

Washington Bridge North

Inspected By TRANSYSTEMS

Inspector: [REDACTED]

Inspection Date 07/22/2022

Bridge Condition **Poor**

8/19/2022

Bat and Bird Observations

Bats:

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

BATS NOTES

Birds

<u>BIRDS OBSERVED</u>	<u>BIRD PHOTOS</u>	<u>BIRDS SPECIES IDENTIFIED</u>
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Yes

BIRD NOTES

There are pigeons nesting within the box girder cells in Spans 1R through 5 and on top of the corbels at the beam ends in Spans 1 through 6 and 8 through 14. The West Abutment #1 bridge seat has severe accumulation of pigeon debris and nesting pigeons.