NOTICE TO PROSPECTIVE BIDDERS
RI CONTRACT NO. 2024-CB-018 – ADDENDUM NO. 1

Prospective bidders and all concerned are hereby notified of the following changes in the Plans, Specifications, Proposal, and Distribution of Quantities for this contract. These changes shall be incorporated in the Plans, Specifications, Proposal, and Distribution of Quantities, and shall become an integral part of the Contract Documents.

A. Other

1. Federal Wage Rates

   Delete General Decision Number: RI20240001 dated 03/22/2024 in its entirety and replace with General Decision Number: RI20240001 dated 04/05/2024 attached to this Addendum No. 1. The Federal Wage Rates have been updated.

2. Appendix

   Add New Appendix to this Addendum No. 1. "Bridge Inspection Report" has been added.

"General Decision Number: RI20240001 04/05/2024

Superseded General Decision Number: RI20230001

State: Rhode Island

Construction Types: Building, Heavy (Heavy and Marine) and Highway

Counties: Rhode Island Statewide.

BUILDING CONSTRUCTION PROJECTS (does not include residential construction consisting of single family homes and apartments up to and including 4 stories) HEAVY, HIGHWAY AND MARINE CONSTRUCTION PROJECTS

Note: Contracts subject to the Davis-Bacon Act are generally required to pay at least the applicable minimum wage rate required under Executive Order 14026 or Executive Order 13658. Please note that these Executive Orders apply to covered contracts entered into by the federal government that are subject to the Davis-Bacon Act itself, but do not apply to contracts subject only to the Davis-Bacon Related Acts, including those set forth at 29 CFR 5.1(a)(1).

If the contract is entered into on or after January 30, 2022, or the contract is renewed or extended (e.g., an option is exercised) on or after January 30, 2022:	. Executive Order 14026 generally applies to the contract. . The contractor must pay all covered workers at least $17.20 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in 2024.
If the contract was awarded on or between January 1, 2015 and January 29, 2022, and the contract is not renewed or extended on or after January 30, 2022:	. Executive Order 13658 generally applies to the contract. . The contractor must pay all covered workers at least $12.90 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on that contract in 2024.

The applicable Executive Order minimum wage rate will be adjusted annually. If this contract is covered by one of the Executive Orders and a classification considered necessary for performance of work on the contract does not appear on this wage determination, the contractor must still submit a conformance request.

Additional information on contractor requirements and worker protections under the Executive Orders is available at http://www.dol.gov/whd/govcontracts.

Modification Number	Publication Date
0	01/05/2024
1	01/12/2024
2	02/23/2024
3	03/08/2024
4	03/22/2024
5	04/05/2024

ASBE0006-006 09/01/2023

	Rates	Fringes
HAZARDOUS MATERIAL HANDLER (Includes preparation, wetting, stripping, removal scrapping, vacuuming, bagging & disposing of all insulation materials, whether they contain asbestos or not, from mechanical systems)	$ 48.15	34.84

ASBE0006-008 09/01/2023

	Rates	Fringes
Asbestos Worker/Insulator Includes application of all insulating materials, protective coverings, coatings & finishes to all types of mechanical systems.	$ 48.15	34.84

BOIL0029-001 01/01/2021

	Rates	Fringes
BOILERMAKER	$ 45.87	29.02

BRRI0003-001 06/01/2022

	Rates	Fringes
Bricklayer, Stonemason, Pointer, Caulker & Cleaner	$ 46.86	29.14

BRRI0003-002 09/01/2022

	Rates	Fringes
Marble Setter, Terrazzo Worker & Tile Setter	$ 46.54	30.34

BRRI0003-003 09/01/2022

	Rates	Fringes
Marble, Tile & Terrazzo Finisher	$ 38.78	29.61

CARP0330-001 01/01/2024

	Rates	Fringes
CARPENTER (Includes Soft		

Floor Layer).....$ 43.63 30.25
Diver Tender.....$ 44.88 30.25
DIVER.....$ 57.03 30.25
Piledriver.....$ 41.53 29.35
WELDER.....$ 44.88 30.25

FOOTNOTES:

When not diving or tending the diver, the diver and diver tender shall receive the piledriver rate. Diver tenders shall receive $1.00 per hour above the pile driver rate when tending the diver.

Work on free-standing stacks, concrete silos & public utility electrical power houses, which are over 35 ft. in height when constructed: $.50 per hour additional.

Work on exterior concrete shear wall gang forms, 45 ft. or more above ground elevation or on setback: $.50 per hour additional.

The designated piledriver, known as the ""monkey"": $1.00 per hour additional.

CARP1121-002 01/02/2023

	Rates	Fringes
MILLWRIGHT	$ 41.54	30.73

ELEC0099-002 06/01/2023

	Rates	Fringes
ELECTRICIAN	$ 48.61	50.44%
Teledata System Installer	$ 36.46	11.59%+15.31

FOOTNOTES:

Work of a hazardous nature, or where the work height is 30 ft. or more from the floor, except when working OSHA-approved lifts: 20% per hour additional.

Work in tunnels below ground level in combined sewer outfall: 20% per hour additional.

ELEV0039-001 01/01/2023

	Rates	Fringes
ELEVATOR MECHANIC	$ 59.36	37.335+a+b

FOOTNOTES:

a. PAID HOLIDAYS: New Years Day; Memorial Day; Independence Day; Labor Day; Veterans' Day; Thanksgiving Day; the Friday after Thanksgiving Day; and Christmas Day.

b. Employer contributes 8% basic hourly rate for 5 years or more of service of 6% basic hourly rate for 6 months to 5 years of service as vacation pay credit.

ENGI0057-001 11/01/2023

	Rates	Fringes
Operating Engineer: (power plants, sewer treatment plants, pumping stations, tunnels, caissons, piers, docks, bridges, wind turbines, subterranean & other marine and heavy construction work)		
GROUP 1	$ 41.95	29.75
GROUP 2	$ 39.95	29.75
GROUP 3	$ 35.23	29.75
GROUP 4	$ 38.93	29.75
GROUP 5	$ 38.93	29.75
GROUP 6	$ 34.65	29.75
GROUP 7	$ 28.65	29.75
GROUP 8	$ 34.20	29.75
GROUP 9	$ 43.17	29.45

a. BOOM LENGTHS, INCLUDING JIBS:

150 feet and over + $ 2.00
180 feet and over + $ 3.00
210 feet and over + $ 4.00
240 feet and over + $ 5.00
270 feet and over + $ 7.00
300 feet and over + $ 8.00
350 feet and over + $ 9.00
400 feet and over + $10.00

a. PAID HOLIDAYS:
New Year's Day, President's Day, Memorial Day, July Fourth, Victory Day, Labor Day, Columbus Day, Veterans Day, Thanksgiving Day, Christmas Day. a: Any employee who works 3 days in the week in which a holiday falls shall be paid for the holiday.

a. FOOTNOTES:
Hazmat work: $2.00 per hour additional.
Tunnel/Shaft work: $5.00 per hour additional.

POWER EQUIPMENT OPERATORS CLASSIFICATIONS

GROUP 1: Cranes, lighters, boom trucks and derricks

GROUP 2: Digging machine, Ross Carrier, locomotive, hoist, elevator, bidwell-type machine, shot & water blasting machine, paver, spreader, graders, front end loader (3 yds. and over), vibratory hammer & vacuum truck, roadheaders, forklifts, economobile type equipment, tunnel boring machines, concrete pump and on site concrete plants.

GROUP 3: Oilers on cranes.

GROUP 4: Oiler on crawler backhoe.

GROUP 5: Bulldozer, bobcats, skid steer loader, tractor, scraper, combination loader backhoe, roller, front end loader (less than 3 yds.), street and mobile-powered sweeper (3-yd. capacity), 8-ft. sweeper minimum 65 HP).

GROUP 6: Well-point installation crew.

GROUP 7: Utility Engineers and Signal Persons

GROUP 8: Heater, concrete mixer, stone crusher, welding machine, generator and light plant, gas and electric driven pump and air compressor.

GROUP 9: Boat & tug operator.

ENGI0057-002 11/01/2023

	Rates	Fringes
Power Equipment Operator (highway construction projects; water and sewerline projects which are incidental to highway construction projects; and bridge projects that do not span water)		
GROUP 1	$ 41.95	29.75
GROUP 2	$ 39.95	29.75
GROUP 3	$ 35.23	29.75
GROUP 4	$ 38.93	29.75
GROUP 5	$ 38.93	29.75
GROUP 6	$ 34.65	29.75
GROUP 7	$ 28.65	29.75
GROUP 8	$ 34.20	29.75
GROUP 9	$ 34.28	29.75

a. FOOTNOTE: a. Any employee who works three days in the week in which a holiday falls shall be paid for the holiday.

a. PAID HOLIDAYS: New Year's Day, President's Day, Memorial Day, July Fourth, Victory Day, Labor Day, Columbus Day, Veterans Day, Thanksgiving Day & Christmas Day.

POWER EQUIPMENT OPERATOR CLASSIFICATIONS

GROUP 1: Digging machine, crane, piledriver, lighter, locomotive, derrick, hoist, boom truck, John Henry's, directional drilling machine, cold planer, reclaimer, paver, spreader, grader, front end loader (3 yds. and over), vacuum truck, test boring machine operator, veemere saw, water blaster, hydro-demolition robot, forklift, economobile, Ross Carrier, concrete pump operator and boats

GROUP 2: Well point installation crew

GROUP 3: Utlity engineers and signal persons

GROUP 4: Oiler on cranes

GROUP 5: Combination loader backhoe, front end loader (less than 3 yds.), forklift, bulldozers & scrapers and boats

GROUP 6: Roller,skid steer loaders, street sweeper

GROUP 7: Gas and electric drive heater, concrete mixer, light plant, welding machine, pump & compressor

GROUP 8: Stone crusher

GROUP 9: Mechanic & welder

ENGI0057-003 12/01/2023

BUILDING CONSTRUCTION

	Rates	Fringes
Power Equipment Operator		
GROUP 1	$ 46.07	29.75
GROUP 2	$ 44.07	29.75
GROUP 3	$ 42.60	29.75
GROUP 4	$ 39.85	29.75
GROUP 5	$ 37.00	29.75
GROUP 6	$ 43.15	29.75
GROUP 7	$ 42.72	29.75
GROUP 8	$ 40.04	29.75

a.BOOM LENTHS, INCLUDING JIBS:

150 ft. and over: + $ 2.00
180 ft. and over: + $ 3.00
210 ft. and over: + $ 4.00
240 ft. and over: + $ 5.00
270 ft. and over: + $ 7.00
300 ft. and over: + $ 8.00
350 ft. and over: + $ 9.00
400 ft. and over: + $10.00

a. PAID HOLIDAYS: New Year's Day, President's Day, Memorial Day, July Fourth, Victory Day, Labor Day, Columbus Day, Veterans Day, Thanksgiving Day & Christmas Day. a: Any employee who works 3 days in the week in which a holiday falls shall be paid for the holiday.

a. FOOTNOTE: Hazmat work: $2.00 per hour additional.
Tunnel/Shaft work: $5.00 per hour additional.

POWER EQUIPMENT OPERATORS CLASSIFICATIONS

GROUP 1: Cranes, lighters, boom trucks and derricks.

GROUP 2: Digging machine, Ross carrier, locomotive, hoist, elevator, bidwell-type machine, shot & water blasting machine, paver, spreader, front end loader (3 yds. and over), vibratory hammer and vacuum truck

GROUP 3: Telehandler equipment, forklift, concrete pump & on-site concrete plant

GROUP 4: Fireman & oiler on cranes

GROUP 5: Oiler on crawler backhoe

GROUP 6: Bulldozer,skid steer loaders,bobcats, tractor, grader, scraper,combination loader backhoe, roller, front end loader (less than 3 yds.), street and mobile powered sweeper (3 yds. capacity), 8-ft. sweeper (minimum 65 hp)

GROUP 7: Well point installation crew

GROUP 8: Heater, concrete mixer, stone crusher, welding machine, generator for light plant, gas and electric driven

pump & air compressor

IRON0037-001 09/16/2023

	Rates	Fringes
IRONWORKER	$ 40.00	32.58

LABO0271-001 11/27/2022

BUILDING CONSTRUCTION

	Rates	Fringes
LABORER		
GROUP 1	$ 35.50	26.85
GROUP 2	$ 35.75	26.85
GROUP 3	$ 36.25	26.85
GROUP 4	$ 36.50	26.85
GROUP 5	$ 37.50	26.85

LABORERS CLASSIFICATIONS

GROUP 1: Laborer, Carpenter Tender, Mason Tender, Cement Finisher Tender, Scaffold Erector, Wrecking Laborer, Asbestos Removal [Non-Mechanical Systems]

GROUP 2: Asphalt Raker, Adzemen, Pipe Trench Bracer, Demolition Burner, Chain Saw Operator, Fence & Guard Rail Erector, Setter of Metal Forms for Roadways, Mortar Mixer, Pipelayer, Riprap & Dry Stonewall Builder, Highway Stone Spreader, Pneumatic Tool Operator, Wagon Drill Operator, Tree Trimmer, Barco-Type Jumping Tamper, Mechanical Grinder Operator

GROUP 3: Pre-Cast Floor & Roof Plank Erectors

GROUP 4: Air Track Operator, Hydraulic & Similar Self-Powered Drill, Block Paver, Rammer, Curb Setter, Powderman & Blaster

GROUP 5: Toxic Waste Remover

LABORERS CLASSIFICATIONS

GROUP 1: Laborer, Carpenter Tender, Mason Tender, Cement Finisher Tender, Scaffold Erector, Wrecking Laborer, Asbestos Removal [Non-Mechanical Systems]

GROUP 2: Asphalt Raker, Adzemen, Pipe Trench Bracer, Demolition Burner, Chain Saw Operator, Fence & Guard Rail Erector, Setter of Metal Forms for Roadways, Mortar Mixer, Pipelayer, Riprap & Dry Stonewall Builder, Highway Stone Spreader, Pneumatic Tool Operator, Wagon Drill Operator, Tree Trimmer, Barco-Type Jumping Tamper, Mechanical Grinder Operator

GROUP 3: Pre-Cast Floor & Roof Plank Erectors

GROUP 4: Air Track Operator, Hydraulic & Similar Self-Powered Drill, Block Paver, Rammer, Curb Setter, Powderman & Blaster

GROUP 5: Toxic Waste Remover

LABO0271-002 11/27/2022

HEAVY AND HIGHWAY CONSTRUCTION

	Rates	Fringes
LABORER		
COMPRESSED AIR		
Group 1	$ 55.40	24.15
Group 2	$ 52.93	24.15
Group 3	$ 42.45	24.15
FREE AIR		
Group 1	$ 44.05	24.15
Free Air		
Group 1	$ 46.00	24.15
FREE AIR		
Group 2	$ 43.05	24.15
Free Air		
Group 2	$ 45.00	24.15
FREE AIR		
Group 3	$ 40.50	24.15
Free Air		
Group 3	$ 42.45	24.15
LABORER		
Group 1	$ 35.50	24.85
Group 2	$ 35.75	24.85
Group 3	$ 36.50	24.85
Group 4	$ 29.00	24.85
Group 5	$ 37.50	24.85
OPEN AIR CAISSON, UNDERPINNING WORK AND BORING CREW		
Bottom Man	$ 41.50	24.15
Top Man & Laborer	$ 35.60	24.15
TEST BORING		
Driller	$ 41.95	24.15
Laborer	$ 41.95	24.15

LABORER CLASSIFICATIONS

GROUP 1: Laborer; Carpenter tender; Cement finisher tender; Wrecking laborer; Asbestos removers [non-mechanical systems]; Plant laborer; Driller in quarries

GROUP 2: Adzeperson; Asphalt raker; Barcotype jumping tamper; Chain saw operators; Concrete and power buggy operator; Concrete saw operator; Demolition burner; Fence and guard rail erector; Highway stone spreader; Laser beam operator; Mechanical grinder operator; Mason tender; Mortar mixer; Pneumatic tool operator; Riprap and dry stonewall builder; Scaffold erector; Setter of metal forms for roadways; Wagon drill operator; Wood chipper operator; Pipelayer; Pipe trench bracer

GROUP 3: Air track drill operator; Hydraulic and similar powered drills; Brick paver; Block paver; Rammer and curb setter; Powderperson and blaster

GROUP 4: Flagger & signaler

GROUP 5: Toxic waste remover

LABORER - COMPRESSED AIR CLASSIFICATIONS

GROUP 1: Mucking machine operator, tunnel laborer, brake person, track person, miner, grout person, lock tender, gauge tender, miner: motor person & all others in compressed air

GROUP 2: Change house attendant, powder watchperson, top person on iron

GROUP 3: Hazardous waste work within the ""HOT"" zone

LABORER - FREE AIR CLASSIFICATIONS

GROUP 1: Grout person - pumps, brake person, track person, form mover & stripper (wood & steel), shaft laborer, laborer topside, outside motorperson, miner, conveyor operator, miner welder, heading motorperson, erecting operator, mucking machine operator, nozzle person, rodperson, safety miner, shaft & tunnel, steel & rodperson, mole nipper, concrete worker, form erector (wood, steel and all accessories), cement finisher (this type of work only), top signal person, bottom person (when heading is 50' from shaft), burner, shield operator and TBM operator

GROUP 2: Change house attendant, powder watchperson

GROUP 3: Hazardous waste work within the ""HOT"" zone

LABORER CLASSIFICATIONS

GROUP 1: Laborer; Carpenter tender; Cement finisher tender; Wrecking laborer; Asbestos removers [non-mechanical systems]; Plant laborer; Driller in quarries

GROUP 2: Adzeperson; Asphalt raker; Barcotype jumping tamper; Chain saw operators; Concrete and power buggy operator; Concrete saw operator; Demolition burner; Fence and guard rail erector; Highway stone spreader; Laser beam operator; Mechanical grinder operator; Mason tender; Mortar mixer; Pneumatic tool operator; Riprap and dry stonewall builder; Scaffold erector; Setter of metal forms for roadways; Wagon drill operator; Wood chipper operator; Pipelayer; Pipe trench bracer

GROUP 3: Air track drill operator; Hydraulic and similar powered drills; Brick paver; Block paver; Rammer and curb setter; Powderperson and blaster

GROUP 4: Flagger & signaler

GROUP 5: Toxic waste remover

LABORER - COMPRESSED AIR CLASSIFICATIONS

GROUP 1: Mucking machine operator, tunnel laborer, brake person, track person, miner, grout person, lock tender, gauge tender, miner: motor person & all others in compressed air

GROUP 2: Change house attendant, powder watchperson, top person on iron

GROUP 3: Hazardous waste work within the ""HOT"" zone

LABORER - FREE AIR CLASSIFICATIONS

GROUP 1: Grout person - pumps, brake person, track person, form mover & stripper (wood & steel), shaft laborer, laborer topside, outside motorperson, miner, conveyor operator, miner welder, heading motorperson, erecting

operator, mucking machine operator, nozzle person, rodperson, safety miner, shaft & tunnel, steel & rodperson, mole nipper, concrete worker, form erector (wood, steel and all accessories), cement finisher (this type of work only), top signal person, bottom person (when heading is 50' from shaft), burner, shield operator and TBM operator

GROUP 2: Change house attendant, powder watchperson

GROUP 3: Hazardous waste work within the ""HOT"" zone

PAIN0011-005 06/01/2023

	Rates	Fringes
PAINTER		
Brush and Roller	$ 37.62	22.85
Epoxy, Tanks, Towers, Swing Stage & Structural Steel	$ 39.62	22.85
Spray, Sand & Water Blasting	$ 40.62	22.85
Taper	$ 38.37	22.85
Wall Coverer	$ 38.12	22.85

PAIN0011-006 06/01/2022

	Rates	Fringes
GLAZIER	$ 40.78	23.40

FOOTNOTES:

SWING STAGE: $1.00 per hour additional.

PAID HOLIDAYS: Labor Day & Christmas Day.

PAIN0011-011 06/01/2023

	Rates	Fringes
Painter (Bridge Work)	$ 56.25	23.45

PAIN0035-008 06/01/2011

	Rates	Fringes
Sign Painter	$ 24.79	13.72

PLAS0040-001 01/01/2024

BUILDING CONSTRUCTION

	Rates	Fringes
CEMENT MASON/CONCRETE FINISHER	$ 43.00	29.10

FOOTNOTE: Cement Mason: Work on free swinging scaffolds under 3 planks width and which is 20 or more feet above ground and any offset structure: $.30 per hour additional.

PLAS0040-002 01/01/2024

HEAVY AND HIGHWAY CONSTRUCTION

	Rates	Fringes
CEMENT MASON/CONCRETE FINISHER	$ 38.45	25.30

PLAS0040-003 01/01/2024

	Rates	Fringes
PLASTERER	$ 43.65	29.43

PLUM0051-002 08/28/2023

	Rates	Fringes
Plumbers and Pipefitters	$ 50.59	32.75

ROOF0033-004 12/01/2023

	Rates	Fringes
ROOFER	$ 43.80	30.31

* SFRI0669-001 04/01/2024

	Rates	Fringes
SPRINKLER FITTER	$ 49.98	32.85

SHEE0017-002 12/01/2020

	Rates	Fringes
Sheet Metal Worker	$ 38.58	36.73

TEAM0251-001 05/01/2023

HEAVY AND HIGHWAY CONSTRUCTION

	Rates	Fringes
TRUCK DRIVER		
GROUP 1	$ 29.71	34.602+A+B
GROUP 2	$ 29.86	34.602+A+B
GROUP 3	$ 29.91	34.602+A+B
GROUP 4	$ 29.96	34.602+A+B
GROUP 5	$ 30.06	34.602+A+B
GROUP 6	$ 30.46	34.602+A+B
GROUP 7	$ 30.66	34.602+A+B
GROUP 8	$ 30.16	34.602+A+B
GROUP 9	$ 30.41	34.602+A+B
GROUP 10	$ 30.21	34.602+A+B

FOOTNOTES:

A. Paid Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day, plus Presidents' Day, Columbus Day, Veteran's Day & V-J Day, providing the employee has worked at least one day in the calendar week in which the holiday falls.

B. Employee who has been on the payroll for 1 year or more but less than 5 years and has worked 150 Days during the

last year of employment shall receive 1 week's paid vacation; 5 to 10 years - 2 weeks' paid vacation; 10 or more years - 3 week's paid vacation.

C. Employees on the seniority list shall be paid a one hundred dollar ($100.00) bonus for every four hundred (400) hours worked, up to a maximum of five hundred dollars ($500.00)

All drivers working on a defined hazard material job site shall be paid a premium of $2.00 per hour over applicable rate.

TRUCK DRIVER CLASSIFICATIONS

GROUP 1: Pick-up trucks, station wagons, & panel trucks

GROUP 2: Two-axle on low beds

GROUP 3: Two-axle dump truck

GROUP 4: Three-axle dump truck

GROUP 5: Four- and five-axle equipment

GROUP 6: Low-bed or boom trailer.

GROUP 7: Trailers when used on a double hook up (pulling 2 trailers)

GROUP 8: Special earth-moving equipment, under 35 tons

GROUP 9: Special earth-moving equipment, 35 tons or over

GROUP 10: Tractor trailer

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at https://www.dol.gov/agencies/whd/government-contracts.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses

(29CFR 5.5 (a) (1) (iii)).

The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of ""identifiers"" that indicate whether the particular rate is a union rate (current union negotiated rate for local), a survey rate (weighted average rate) or a union average rate (weighted union average rate).

Union Rate Identifiers

A four letter classification abbreviation identifier enclosed in dotted lines beginning with characters other than ""SU"" or ""UAVG"" denotes that the union classification and rate were prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2014. PLUM is an abbreviation identifier of the union which prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

Union prevailing wage rates are updated to reflect all rate changes in the collective bargaining agreement (CBA) governing this classification and rate.

Survey Rate Identifiers

Classifications listed under the ""SU"" identifier indicate that no one rate prevailed for this classification in the survey and the published rate is derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As this weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SULA2012-007 5/13/2014. SU indicates the rates are survey rates based on a weighted average calculation of rates and are not majority rates. LA indicates the State of Louisiana. 2012 is the year of survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. 5/13/2014 indicates the survey completion date for the classifications and rates under that identifier.

Survey wage rates are not updated and remain in effect until a new survey is conducted.

Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the classifications was union data. EXAMPLE: UAVG-OH-0010 08/29/2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage determination. 08/29/2014 indicates the survey completion date

for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

* an existing published wage determination
* a survey underlying a wage determination
* a Wage and Hour Division letter setting forth a position on a wage determination matter
* a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour National Office because National Office has responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

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END OF GENERAL DECISION"

RIDOT Bridge Inspection Report

024301
Lafayette RR

Inspected By AECOM
Inspector: CALEIGH DUFFY
Inspection Date 12/11/2023

Bridge Condition Fair

IDENTIFICATION

Bridge ID:	024301
NBI Number	Lafayette RR
Structure Name:	Lafayette RR
Location (9):	0.8 Mi S of JCT RI 102
Carries (7):	RI 4 COL RODMAN HY
Type of Service (42A):	1 Highway
Feature Crossed (6):	AMTRAK
Type of Service (42B):	2 Railroad
Placecode (4):	North Kingstown
County (3):	Washington
State (1):	44 Rhode Island
Station:	NBI
Region (2):	District 4
Latitude (16):	41.5733743
Longitude (17):	-71.4950746
Owner (22):	01 State Highway Agency
Custodian (21):	01 State Highway Agency
Year Built (27):	1953
Year Recon (106):	1990
Historical (37):	5 Not eligible for NRHP

Border State: Not Applicable (P)
Border Number:
% Responsibility:

INSPECTION

Date of Routine Inspection (90): 12/11/2023
Frequency (91): 24
Next Inspection: 12/11/2025

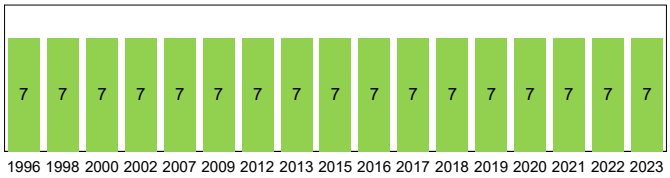
Inspection Type	Freq (92)	Last Insp (93)	Next Insp
Element	12	12/11/2023	12/11/2024
Fracture Critical (A)		1/1/1901	1/1/1901
Underwater (B)		1/1/1901	1/1/1901
Special Insp (C)	12	12/11/2023	12/11/2024

LOAD RATING AND POSTING

Posting Status (41)	A Open, no restriction
Posting % (70):	5 At/Above Legal Loads
Rating Date:	11/30/2021
Design Load (31):	5 MS 18 (HS 20)
Opr Method (63):	8 LRFR (HL93)
Opr Rating (64):	58.70 Tons
Inv Method (65):	8 LRFR (HL93)
Inv Rating (66):	45.40 Tons

DECK GEOMETRY

Deck Geometry (68):	9 Above Desirable Crit
Deck Area:	6,241.00
Deck Type (107):	1 Concrete-Cast-in-Place
Wearing Surface (108A):	6 Bituminous
Membrane (108B):	2 Preformed Fabric
Deck Protection (108C):	1 Epoxy Coated Reinforci
O. to O. Width (52):	99.08
Curb / Sidewalk Width L (50A):	0.00
Curb / Sidewalk Width R (50B):	0.00
Median (33):	3 Closed Med w/Barriers

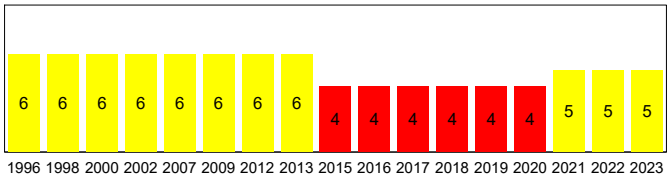


DECK CONDITION

Deck Rating (58):	7 Good
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):	0
Main Material (43 A):	3 Steel
Main Design (43 B):	02 Stringer/Girder
Max Span Length (48):	61.02
Structure Length (49):	62.99
NBIS Length (112):	Long Enough
Temp Structure (103):	Not Applicable (P)
Skew (34):	28
Structure Flared (35):	0 No flare
Parallel Structure (101):	No || bridge exists
Approach Alignment (72):	8 Equal Desirable Crit



SUPERSTRUCTURE CONDITION

Superstructure Rating (59):	5 Fair
Structure Evaluation (67):	5 Above Min Tolerable

RIDOT Bridge Inspection Report

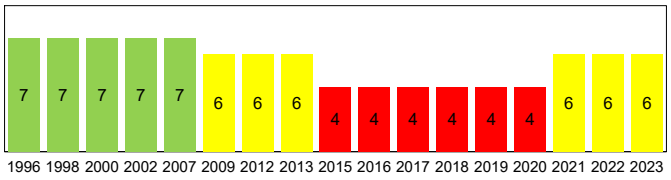
024301
Lafayette RR

Inspected By AECOM
Inspector: CALEIGH DUFFY
Inspection Date 12/11/2023

Bridge Condition Fair

SUBSTRUCTURE GEOMETRY

Navigation Control (38):	NA-no waterway
Nav Vert Clearance (39):	0.00
Nav Horiz Clearance (40):	0.00
Pier Protection (111):	Not Applicable (P)
Lift Bridge Vertical Clearance (116):	0.00
Scour Rating (113):	N Not Over Waterway
Waterway Adequacy (71):	N Not applicable



SUBSTRUCTURE CONDITION

Substructure Rating (60):	6 Satisfactory
Channel Rating (61):	N N/A (NBI)

ROUTE ON STRUCTURE: RI Route 4 (Col. Rodman Hwy)

ROADWAY LOCATION

Pos Prefix (5A):	Route On Structure
Kind of Hwy (5B):	3 State Hwy
Route Num (5D):	00004
LRS Route (13A/B):	400-A/00
Milepost (11):	2.86 mi (4.61 km)
Suffix (5E):	0 N/A (NBI)
Lanes On (28A):	4
Detour Length (19):	0.70 mi (1.13 km)

ROADWAY CLASSIFICATION

Funct Class (26):	12 Urban Fwy/Expwy
Level Service (5C):	1 Mainline
NHS (104):	1 On the NHS
Defense Hwy (100):	0 Not a STRAHNET hwy
Toll Facility (20):	3 On free road
ADT (29):	56,311 Cars/Day
Pct Trucks (109):	2.00%
ADT Year (30):	2015

CLEARANCES

Vertical (10):	99.99	
Min Vert Over (53):	99.99	18.33
Vert Ref (54A):	R Railroad beneath struc	
Horizontal (47):	45.93	
Min Lat Left (56):	0.00	
Min Lat Right (55B):	12.39	
Horiz Ref (55A):	R Railroad beneath struc	
Underclearance (69):	3 Intolerable - Correct	

BRIDGE NOTES

ORIENTATION: The bridge is logged from south to north and the steel beams are labeled from west to east as Beams "A" to "R" , which is consistent with previous inspection reports.

EQUIPMENT REQUIRED: 60’ Elliot Lift Truck; Bucket Truck; Under-Bridge Lighting

TRAFFIC CONTROL INFORMATION: None.

POLICE DETAIL NEEDED: Yes, State police for topside inspection.

CONTRACTED PERSONNEL: Amtrak Personnel (Flaggers, A-men, Track Foreman and Supervisor).

INSPECTION RESTRICTIONS: Underside inspection work is to be performed at night. Track work can begin approximately one (1) hour after the last train passes through the electrification block.

ACCESS TO SITE: Equipment to access AMTRAK property off of Hatchery Road.
Both Elliot lift truck and bucket truck can be positioned off to the north side of Track 1 (Photos 3, 4).

MISCELLANEOUS INFORMATION: AMTRAK safety training is required before work can begin. Providence office AMTRAK contact Paul Dubuque (401) 413-9681.

INSPECTION NOTES

ROUTINE & SPECIAL INSPECTION

AECOM
TEAM LEADERS: Caleigh Duffy, E.I.T. and Jeffrey Sam, P.E.
STAFF INSPECTOR: Mike Allsop, E.I.T.
INSPECTION DATES: 11/20/23 (Night), 11/27/23 (Day), 12/11/2023 (Night)
WEATHER CONDITIONS: 11/20/23 (Night) – 28 Degrees Fahrenheit, Clear; 11/27/23 (Day) – 54 Degrees Fahrenheit, Clear; 12/11/23 (Night) – 36 Degrees Fahrenheit, Clear

SPECIAL INSPECTION SCOPE: The scope of the special inspection shall include the advanced deterioration of the beam ends including the web area beyond the end diaphragms, end diaphragms, fixed bearings and moveable bearings. The special inspection shall also include the AASHTO Fatigue Category E' welds at the transverse ends of the cover plates and the bottom flanges of the beams. If any cracks are observed at these weld details, the RIDOT Bridge Ratings Section shall be notified.

NBI RATING SUMMARY: The condition ratings for the Deck (Item 58) (7 - Good), Superstructure (Item 59) (5 - Fair), Substructure (Item 60) (6 - Satisfactory) have not changed since the previous Routine and Special Inspections.

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

VERTICAL CLEARANCES: The minimum vertical clearance under the bridge was measured to be 18.33 ' below Girder "A" on the East rail of Track 1.

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**	**6,241.00**	**100%**	**6,218.00**	**0%**	**17.00**	**0%**	**6.00**	**0%**	**0.00**
510/3	Wearing Surfaces	5,790.00	100%	5,790.00	0%	0.00	0%	0.00	0%	0.00
1080/3	Delamination/Spall/Patched Area	3.00	0%	0.00	67%	2.00	33%	1.00	0%	0.00
1120/3	Efflorescence/Rust Staining	20.00	0%	0.00	75%	15.00	25%	5.00	0%	0.00
107/3	**Steel Opn Girder/Beam**	**906.00**	**99%**	**896.00**	**1%**	**10.00**	**0%**	**0.00**	**0%**	**0.00**
515/3	Steel Protective Coating	6,786.00	71%	4,786.00	29%	2,000.00	0%	0.00	0%	0.00
3410/3	*Chalk(Steel Protect Coatings)*	*1,000.00*	0%	0.00	100%	1,000.00	0%	0.00	0%	0.00
3420/3	*Peel/Bub/Crack(Stl Protect Coat)*	*1,000.00*	0%	0.00	100%	1,000.00	0%	0.00	0%	0.00
1000/3	Corrosion	10.00	0%	0.00	100%	10.00	0%	0.00	0%	0.00
7000/3	Damage	8.00	0%	0.00	100%	8.00	0%	0.00	0%	0.00
215/3	**Re Conc Abutment**	**223.00**	**69%**	**154.00**	**26%**	**58.00**	**5%**	**11.00**	**0%**	**0.00**
1080/3	Delamination/Spall/Patched Area	33.00	0%	0.00	85%	28.00	15%	5.00	0%	0.00
1090/3	Exposed Rebar	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
1111/3	Scaling	20.00	0%	0.00	100%	20.00	0%	0.00	0%	0.00
1120/3	Efflorescence/Rust Staining	10.00	0%	0.00	50%	5.00	50%	5.00	0%	0.00
1130/3	Cracking (RC and Other)	5.00	0%	0.00	80%	4.00	20%	1.00	0%	0.00
8368/3	Graffiti	1,650.00	0%	0.00	100%	1,650.00	0%	0.00	0%	0.00
300/3	**Strip Seal Exp Joint**	**104.00**	**52%**	**54.00**	**48%**	**50.00**	**0%**	**0.00**	**0%**	**0.00**
2350/3	Debris Impaction	50.00	0%	0.00	100%	50.00	0%	0.00	0%	0.00
301/3	**Pourable Joint Seal**	**104.00**	**100%**	**104.00**	**0%**	**0.00**	**0%**	**0.00**	**0%**	**0.00**
311/3	**Moveable Bearing**	**18.00**	**0%**	**0.00**	**0%**	**0.00**	**72%**	**13.00**	**28%**	**5.00**
515/3	Steel Protective Coating	36.00	100%	36.00	0%	0.00	0%	0.00	0%	0.00
1000/3	Corrosion	2.00	0%	0.00	0%	0.00	100%	2.00	0%	0.00
1020/3	Connection	5.00	0%	0.00	0%	0.00	0%	0.00	100%	5.00
2220/3	Alignment	11.00	0%	0.00	0%	0.00	100%	11.00	0%	0.00
313/3	**Fixed Bearing**	**18.00**	**22%**	**4.00**	**6%**	**1.00**	**72%**	**13.00**	**0%**	**0.00**
515/3	Steel Protective Coating	36.00	50%	18.00	50%	18.00	0%	0.00	0%	0.00
3420/3	*Peel/Bub/Crack(Stl Protect Coat)*	*18.00*	0%	0.00	100%	18.00	0%	0.00	0%	0.00
1000/3	Corrosion	12.00	0%	0.00	0%	0.00	100%	12.00	0%	0.00

RIDOT Bridge Inspection Report

024301
Lafayette RR

Inspected By AECOM
Inspector: CALEIGH DUFFY
Inspection Date 12/11/2023

Bridge Condition Fair

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
1020/3	Connection	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	100%	1.00	0%	0.00	0%	0.00
321/3	**Re Conc Approach Slab**	**2,674.00**	**100%**	**2,674.00**	**0%**	**0.00**	**0%**	**0.00**	**0%**	**0.00**
510/3	Wearing Surfaces	2,581.00	100%	2,581.00	0%	0.00	0%	0.00	0%	0.00
331/3	**Re Conc Bridge Railing**	**126.00**	**0%**	**0.00**	**95%**	**120.00**	**5%**	**6.00**	**0%**	**0.00**
521/3	Conc Prot Coating	672.00	70%	472.00	30%	200.00	0%	0.00	0%	0.00
3510/3	*Wear (Concrete Protect Coat)*	*200.00*	0%	0.00	100%	200.00	0%	0.00	0%	0.00
1080/3	Delamination/Spall/Patched Area	6.00	0%	0.00	0%	0.00	100%	6.00	0%	0.00
1111/3	Scaling	20.00	0%	0.00	100%	20.00	0%	0.00	0%	0.00
1130/3	Cracking (RC and Other)	100.00	0%	0.00	100%	100.00	0%	0.00	0%	0.00
8107/3	**Steel Opn Girder/Beam END**	**180.00**	**58%**	**105.00**	**28%**	**50.00**	**14%**	**25.00**	**0%**	**0.00**
515/3	Steel Protective Coating	1,348.00	78%	1,048.00	22%	300.00	0%	0.00	0%	0.00
3410/3	*Chalk(Steel Protect Coatings)*	*150.00*	0%	0.00	100%	150.00	0%	0.00	0%	0.00
3420/3	*Peel/Bub/Crack(Stl Protect Coat)*	*150.00*	0%	0.00	100%	150.00	0%	0.00	0%	0.00
1000/3	Corrosion	70.00	0%	0.00	71%	50.00	29%	20.00	0%	0.00
1020/3	Connection	5.00	0%	0.00	0%	0.00	100%	5.00	0%	0.00
8213/3	**R/C Return Wall**	**100.00**	**69%**	**69.00**	**31%**	**31.00**	**0%**	**0.00**	**0%**	**0.00**
1080/3	Delamination/Spall/Patched Area	10.00	0%	0.00	100%	10.00	0%	0.00	0%	0.00
1111/3	Scaling	10.00	0%	0.00	100%	10.00	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)	10.00	0%	0.00	100%	10.00	0%	0.00	0%	0.00
8368/3	Graffiti	50.00	100%	50.00	0%	0.00	0%	0.00	0%	0.00
8218/3	**Backwall, All Types**	**223.00**	**50%**	**112.00**	**48%**	**107.00**	**2%**	**4.00**	**0%**	**0.00**
1080/3	Delamination/Spall/Patched Area	50.00	0%	0.00	100%	50.00	0%	0.00	0%	0.00
1111/3	Scaling	10.00	0%	0.00	60%	6.00	40%	4.00	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)	50.00	0%	0.00	100%	50.00	0%	0.00	0%	0.00
8335/3	**Guardrail, Vehicular**	**100.00**	**49%**	**49.00**	**26%**	**26.00**	**25%**	**25.00**	**0%**	**0.00**
1000/3	Corrosion	20.00	0%	0.00	100%	20.00	0%	0.00	0%	0.00
1020/3	Connection	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
7000/3	Damage	30.00	0%	0.00	17%	5.00	83%	25.00	0%	0.00
8370/3	**Steel Diaphragms**	**80.00**	**25%**	**20.00**	**70%**	**56.00**	**5%**	**4.00**	**0%**	**0.00**
515/3	Steel Protective Coating	1,921.00	90%	1,721.00	10%	200.00	0%	0.00	0%	0.00
3420/3	*Peel/Bub/Crack(Stl Protect Coat)*	*200.00*	0%	0.00	100%	200.00	0%	0.00	0%	0.00
1000/3	Corrosion	56.00	0%	0.00	98%	55.00	2%	1.00	0%	0.00
1020/3	Connection	3.00	0%	0.00	0%	0.00	100%	3.00	0%	0.00
1900/3	Distortion	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
8426/3	**Concrete median barrier**	**63.00**	**81%**	**51.00**	**3%**	**2.00**	**16%**	**10.00**	**0%**	**0.00**
521/3	Conc Prot Coating	336.00	70%	236.00	30%	100.00	0%	0.00	0%	0.00
3510/3	*Wear (Concrete Protect Coat)*	*100.00*	0%	0.00	100%	100.00	0%	0.00	0%	0.00
1080/3	Delamination/Spall/Patched Area	2.00	0%	0.00	100%	2.00	0%	0.00	0%	0.00
1120/3	Efflorescence/Rust Staining	10.00	0%	0.00	0%	0.00	100%	10.00	0%	0.00
8428/3	**Pro Screen Barrier**	**126.00**	**83%**	**105.00**	**15%**	**19.00**	**2%**	**2.00**	**0%**	**0.00**
1020/3	Connection	4.00	0%	0.00	50%	2.00	50%	2.00	0%	0.00
2210/3	Movement	6.00	0%	0.00	100%	6.00	0%	0.00	0%	0.00
2220/3	Alignment	6.00	0%	0.00	100%	6.00	0%	0.00	0%	0.00
7000/3	Damage	5.00	0%	0.00	100%	5.00	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	6,241.00	sq.ft	6,218.00	17.00	6.00	0.00

There is a reinforced concrete deck overlaid with a bituminous concrete wearing surface (see photos 5 - 9). Bay 'I' has active leakage adjacent to the median joint (see photo 33).

510	Wearing Surfaces	3	5,790.00	sq.ft	5,790.00	0.00	0.00	0.00

The wearing surface typically has ponding water, light sand and debris accumulation with minor vegetation growth along the shoulders (see photos 8, 9, 18 & 19).

1080	Delamination/Spall/Patched Are	3	3.00	sq.ft	0.00	2.00	1.00	0.00

Bay 'A' near South Abutment #1 has two (2) up to 8" diameter spalls (see photo 31).

Bay 'J' near South Abutment #1 has a full height x 18" long x 1-1/2" deep haunch spall.

Bay 'N' near South Abutment #1 has two (2) up to 8" diameter x 2" deep spalls.

Bay 'O' near South Abutment #1 has two (2) up to 8" diameter x 2" deep spalls.

Bay 'P' near South Abutment #1 has two (2) up to 8" diameter x 2" deep spalls.

Bay 'Q' near South Abutment #1 has two (2) up to 8" diameter x 2" deep spalls (see photo 32).

Bay 'N' near North Abutment #2 has two (2) up to 20" long haunch spalls (see photo 34).

1120	Efflorescence/Rust Staining	3	20.00	sq.ft	0.00	15.00	5.00	0.00

The underside of the deck has scattered hairline cracks with efflorescence and there is isolated hairline map cracking with rust staining along the haunches. Locations of specific deficiencies are as follows:

- Throughout Bay 'A' there are transverse and diagonal hairline cracks with efflorescence (see photo 31).
- Bay 'C' near North Abutment #2 has transverse and diagonal hairline cracks with efflorescence.
- Bay 'Q' between South Abutment #1 and the 1st interior diaphragm has transverse and diagonal hairline cracks with efflorescence (see photo 32).

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ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
107	Steel Opn Girder/Beam	3	906.00	ft	896.00	10.00	0.00	0.00

There are eighteen (18) steel girders labeled 'A' through 'R' from West to East (see photos 5 - 7). The cover plates of Girders "A" and "R" near South Abutment 1 have been retrofitted with bolted steel repair plates. A few girders have manufacturing defects and arc damage on the underside of the bottom flange (see photo 37).

515	Steel Protective Coating	3	6,786.00	sq.ft	4,786.00	2,000.00	0.00	0.00

The girders have a painted steel protective coating (see photos 5 - 7).

The Girder "R" cover plate repair near South Abutment 1 is unpainted (see photo 54).

The Girder "A" cover plate repair near South Abutment 1 has incomplete paint.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
3410	*Chalk(Steel Protect Co*	*3*	*1,000.00*	*sq.ft*	*0.00*	*1,000.00*	*0.00*	*0.00*

The girders have areas of fading and chalking paint (see photos 5 - 7).

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*	*1,000.00*	*sq.ft*	*0.00*	*1,000.00*	*0.00*	*0.00*

The girders have areas of peeling, delaminated and gouged paint with exposed primer.

1000	Corrosion	3	10.00	ft	0.00	10.00	0.00	0.00

The girders typically have light to moderate rust and a 10'-0" long x 3" wide area of heavy rust on the West leg of the top flange of Girder 'J' (see photo 33). There is up to 1/2" thick pack rust and up to 1/16" high gaps between the girder bottom flanges and the cover plates at isolated locations. Refer to the attached document "243_Girder Charts.pdf" for locations of specific deficiencies.

The bottom flange repair plate at Girder "A" at South Abutment 1 is bent with minor rust staining (see photos 35 & 36).

The Girder "A" cover plate near North Abutment 2 has 4" high x 30" long area of heavy rust to the lower web and 45" long of heavy rust to bottom flange/cover plate with up to 3/8" thick pack rust between the cover plate and bottom flange.

The Girder "R" repair plate near North Abutment 2 has a gap up to 1/4" high between the repair plate and bottom flange due to pack rust (see photo 55).

7000	Damage	3	8.00	ft	0.00	8.00	0.00	0.00

Girders 'A' and 'B' have arc damage on the underside of the bottom flange above Tracks #1 and #2 (see photo 37).

Girder 'C' has arc damage on the underside of the bottom flange above Track #1.

Girder 'C' has a 4'-0" long manufacturing defect on the underside of the bottom flange between North Abutment #2 and the 1st interior diaphragm.

Girder 'D' has a 1'-0" long manufacturing defect on the West leg of the bottom flange located approximately 7'-6" South of North Abutment #2.

Girder 'D' has a 1'-10" long manufacturing defect on the underside of the bottom flange near North Abutment #2.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
215	**Re Conc Abutment**	**3**	**223.00**	**ft**	**154.00**	**58.00**	**11.00**	**0.00**

There are two reinforced concrete abutments labeled South Abutment #1 and North Abutment #2 (see photos 67 & 68). Pigeon nesting and guano was observed on the beam seat at random locations (see photo 73).

1080	Delamination/Spall/Patched Are	3	33.00	ft	0.00	28.00	5.00	0.00

Both abutments have scattered hollow areas and spalls (see photos 39, 69 - 76). Refer to the attached document "243_Abutment Sketches.pdf" for locations of specific deficiencies.

1090	Exposed Rebar	3	1.00	ft	0.00	1.00	0.00	0.00

There are isolated spalls with exposed rebar. Refer to the attached document "243_Abutment Sketches.pdf" for locations of specific deficiencies.

1111	Scaling	3	20.00	ft	0.00	20.00	0.00	0.00

Both abutments have areas of light scaling. Refer to the attached document "243_Abutment Sketches.pdf" for locations of specific deficiencies.

1120	Efflorescence/Rust Staining	3	10.00	ft	0.00	5.00	5.00	0.00

Both abutments have horizontal and diagonal hairline cracks with efflorescence and rust staining (see photos 75 & 76). Refer to the attached document “243_Abutment Sketches.pdf” for locations of specific deficiencies.

1130	Cracking (RC and Other)	3	5.00	ft	0.00	4.00	1.00	0.00

Both abutments have horizontal and diagonal cracks up to 1/4” wide (see photos 75 & 76). Refer to the attached document “243_Abutment Sketches.pdf” for locations of specific deficiencies.

8368	Graffiti	3	1,650.00	ft	0.00	1,650.00	0.00	0.00

South Abutment #1 has a full width x 8’-0” high area of moderate graffiti along the base (see photo 67).

North Abutment #2 has a full width x 8’-0” high area of moderate graffiti along the base (see photo 68).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
300	Strip Seal Exp Joint	3	104.00	ft	54.00	50.00	0.00	0.00

There are strip seal expansion joints in both lanes at North Abutment #2 (see photos 12 & 13).

2350	Debris Impaction	3	50.00	ft	0.00	50.00	0.00	0.00

The strip seal is partially filled with sand and debris up to full width in both lanes (see photos 12 & 13).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
301	Pourable Joint Seal	3	104.00	ft	104.00	0.00	0.00	0.00

There are pourable joint seals in both lanes at South Abutment #1 (see photos 10 & 11).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
311	Moveable Bearing	3	18.00	each	0.00	0.00	13.00	5.00

There are moveable bearings at North Abutment 2. The moveable bearings have isolated areas of section loss to the bearing components and anchor bolt nuts, areas of pack rust between the girder bottom flange, sole plate, and masonry plate, isolated sheared-off anchor bolts and isolated cracked welds between the girder bottom flange and sole plate. The bearings were observed to be over-expanded to the north at the time of inspection (between 28 and 36 degrees Fahrenheit ambient temperature) (Photos 58 to 65).

515	Steel Protective Coating	3	36.00	sq.ft	36.00	0.00	0.00	0.00

The moveable bearings at North Abutment 2 have been repainted and the paint is in good condition see photos 58 to 65).

1000	Corrosion	3	2.00	each	0.00	0.00	2.00	0.00

The moveable bearings have up to 1/8” deep section loss to the bearing components, up to 100% section loss to the anchor bolt nuts and up to 1/2” thick pack rust between the girder bottom flange, sole plate, and masonry plate (see photo 59-62 & 64).

Refer to the attached document labeled “Moveable Bearing Chart.pdf” for specific comments and conditions.

1020	Connection	3	5.00	each	0.00	0.00	0.00	5.00

The bearings have an isolated sheared-off anchor bolt and isolated cracked welds between the girder bottom flange and sole plate (see photos 58 - 65).

Refer to the attached document labeled “Moveable Bearing Chart.pdf” for specific comments and conditions.

2220	Alignment	3	11.00	each	0.00	0.00	11.00	0.00

The bearings were over-expanded up to 2-3/4” at between 28 and 36 degrees Fahrenheit (see photos 58 to 65).

Refer to the attached document labeled “Moveable Bearing Chart.pdf” for specific comments and conditions.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
313	**Fixed Bearing**	**3**	**18.00**	**each**	**4.00**	**1.00**	**13.00**	**0.00**

There are fixed bearings at South Abutment 1 (see photos 38 - 53, 56 & 57).

515	Steel Protective Coating	3	36.00	sq.ft	18.00	18.00	0.00	0.00

Bearings “A” through “N” at Abutment 1 have incomplete painting with only the primer coat painted (see photos 38 - 50).

Bearings “O” through “R” at Abutment 1 have peeling/faded paint with moderate surface rust throughout (see photos 51 - 53).

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*	*18.00*	*sq.ft*	*0.00*	*18.00*	*0.00*	*0.00*

Bearings “O” through “R” at Abutment 1 have peeling/faded paint with moderate surface rust throughout (Photos 51-53).

1000	Corrosion	3	12.00	each	0.00	0.00	12.00	0.00

The fixed bearings have isolated areas of moderate rust, up to 1/2” thick pack rust between the girder bottom flange, sole plate and masonry plate, and up to 100% section loss to the anchor bolt nuts. The locations of specific deficiencies are as follows:

- Bearing “A” has up to 1/2” thick pack rust between the sole plate and masonry plate (see photo 56).
- Bearing “B” has up to 1/4” thick pack rust between the sole plate and masonry plate (see photo 57).
- Bearing “E” has up to 1/4” thick pack rust between the sole plate and masonry plate (see photo 40).
- Bearing “I” has up to 1/4” thick pack rust between the girder bottom flange and sole plate, and up to 1/8” thick pack rust between the sole plate and masonry plate (see photo 44).
- Bearing “J” has up to 1/4” thick pack rust between the sole plate and masonry plate.
- Bearing "K" has 1/2" thick pack rust between the sole plate and masonry plate.
- Bearing "M" has 1/4" thick pack rust between sole plate and girder bottom flange and between the sole plate and masonry plate (see photo 48).
- Bearing “N” has 1/2” thick pack rust between the sole plate and masonry plate with up to 100% section loss to the anchor bolt nuts (see photos 49 & 50).
- Bearing “O” has up to 25% section loss to the east anchor bolt nut.
- Bearing “P” has up to 50% section loss to the west anchor bolt nut.
- Bearing "R" has 1/2" thick pack rust between the sole plate and masonry plate.

1020	Connection	3	1.00	each	0.00	0.00	1.00	0.00

Bearing “I” has a full-length broken weld between the bottom flange and sole plate on the west side (see photo 44).

Bearing “J” has a full-length cracked weld between the bottom flange and sole plate on the west side.

Bearing “M” has a full-length cracked weld between the bottom flange and sole plate on the east side (see photo 48).

Bearing “N” has a full-length cracked weld between the bottom flange and sole plate on the east side (see photo 50).

2240	Loss of Bearing Area	3	1.00	each	0.00	1.00	0.00	0.00

Bearing “A” is undermined 9” long x 2” wide x 1-1/2” deep due to poorly consolidated concrete on the beam seat (Photo 56).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
321	Re Conc Approach Slab	3	2,674.00	sq.ft	2,674.00	0.00	0.00	0.00

The reinforced concrete approach slabs are concealed from view by a bituminous concrete wearing surface (see photos 14 - 17).

510	Wearing Surfaces	3	2,581.00	sq.ft	2,581.00	0.00	0.00	0.00

The approach roadways typically have minor wear, wheel line rutting, light sand and debris accumulation along the shoulders and minor vegetation growth along the curbs (see photos 14 - 17).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
331	Re Conc Bridge Railing	3	126.00	ft	0.00	120.00	6.00	0.00

There are reinforced concrete bridge railings along both sides of the bridge and both approaches (see photos 18, 23 - 27, 29 & 30). The curbs have rust staining and minor scrapes (see photos 18 & 23). The northeast approach curb is settled 2" (see photo 27).

521	Conc Prot Coating	3	672.00	sq.ft	472.00	200.00	0.00	0.00

The bridge and approach railings have a concrete protective coating (see photos 18, 23 - 27, 29 & 30).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
3510	*Wear (Concrete Protec*	*3*	*200.00*	*sq.ft*	*0.00*	*200.00*	*0.00*	*0.00*

The concrete protective coating is peeling at random locations (see photo 19).

1080	Delamination/Spall/Patched Are	3	6.00	ft	0.00	0.00	6.00	0.00

The bridge railing has spalls at the following locations:

- The West face of West bridge railing has a 2’-0” long x 6” high x up to 3” deep spall at the North end.
- The east face of the west bridge railing has a 9" long x 3" high x 1" deep spall at South Abutment 1.

- The West face of the east railing near the north end has a 4" long x 4" high x 1-1/2" deep spall (see photo 19).
- The Northeast endpost has a 2’-6” long x 5” high x 2” deep spall (see photo 27).
- The Northeast approach railing has an 11” long x 8” high x 1” deep spall located approximately 15’-0” North of the bridge (see photo 25).

1111	Scaling	3	20.00	ft	0.00	20.00	0.00	0.00

The bridge and approach railings have light scaling throughout (see photos 18, 19, 23 - 27, 29 & 30).

1130	Cracking (RC and Other)	3	100.00	ft	0.00	100.00	0.00	0.00

The bridge and approach railings have scattered vertical hairline cracks (see photo 19, 25-27 & 30).

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**	**180.00**	**ft**	**105.00**	**50.00**	**25.00**	**0.00**

This element quantifies the end 5'-0" of the girders (see photos 5 - 7). Girder "A" at South Abutment 1 and several girder ends at North Abutment 2 have been retrofitted with bolted steel repair plates (see photos 35, 36, 55, 56, 61). The remaining girder ends at both abutments have isolated areas of deteriorated paint, scattered areas of up to 100% section loss, isolated corrosion cracks and areas of pack rust between the girder webs and the end diaphragm connection plates. Refer to the attached document labeled "Girder Charts.pdf" for specific comments and conditions.

515	Steel Protective Coating	3	1,348.00	sq.ft	1,048.00	300.00	0.00	0.00

At South Abutment 1, Girders "A" through "N" have incomplete painting and Girders "O" through "R" have peeling/faded paint with moderate to heavy rust throughout (see photos 35 - 53). The girder ends with incomplete painting typically are unpainted behind the diaphragms.

The girder ends at North Abutment 2 have been repainted except for the west face of Girder "A" which has been primed only and the east face of Girder "R" where the painting is incomplete with areas of active corrosion above the repair plate (see photos 55, 58-66).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
3410	*Chalk(Steel Protect Co*	*3*	*150.00*	*sq.ft*	*0.00*	*150.00*	*0.00*	*0.00*

The east face of Girder "N" and Girders "O" through "R" at South Abutment 1 have areas of fading and chalking paint (see photos 50 & 51).

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*	*150.00*	*sq.ft*	*0.00*	*150.00*	*0.00*	*0.00*

The east face of Girder "N" and Girders "O" through "R" at South Abutment 1 have areas of peeling paint (see photos 50 & 51).

1000	Corrosion	3	70.00	ft	0.00	50.00	20.00	0.00

Girder ends have been repaired with bolted steel plates to the webs and bottom flanges at the following locations:

- At South Abutment 1: Girder "A" (see photos 35 & 36).
- At North Abutment 2: Girders "A", "I", "J" & "R".

In addition, the Girder to diaphragm connections have been repaired with new bolted connections or replaced as per plans at the following locations:

- At South Abutment 1: Girders "A", "B", "D", "F", "P" & "R".
- At North Abutment 2: Girders "A", "B", "D", "H", "I", J", "K", "M", "O", "P", "Q" & "R".

There are a few scattered locations where there is pack rust and/or cracked welds along the original connections (see photos 38, 40, 42 - 45, 52).

The steel repair plates at Girder "A" east face and bottom flange at North Abutment 2 are larger than plan specifications at 5'-10" x 3/8" (2'-10" x 3/8" per plans) and 4'-6" x 5/8" (1'-9-1/2" x 1/2" per plans), respectively.

The steel repair plate at the bottom flange of Girder "I" at North Abutment 2 has two (2) less connection bolts (8 out of 10) than in the plan specifications.

The majority of the girder ends at South Abutment 1 have extensive areas of active corrosion beyond the end diaphragms with numerous large holes (see photos 44 - 53). The girder end areas that are beyond the diaphragms are very difficult to access due to the location of the electrification wires along the face of South Abutment 1.

Refer to the attached document labeled "Girder Charts.pdf" for additional comments and conditions.

1020	Connection	3	5.00	ft	0.00	0.00	5.00	0.00

The girder ends have isolated cracked welds between the girder web and the end diaphragm connection plate, some which have been repaired (see photos 38, 42 - 45, 52).

Refer to the attached document labeled "Girder Charts.pdf" for additional comments and conditions.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8213	R/C Return Wall	3	100.00	ft	69.00	31.00	0.00	0.00

There are reinforced concrete return walls at all four (4) corners of the bridge (see photos 78 - 81). The return walls have up to heavy vegetation growth. The Southwest and Northwest return walls were inaccessible due to the presence of a chain-link fence (see photos 78 & 79).

1080	Delamination/Spall/Patched Are	3	10.00	ft	0.00	10.00	0.00	0.00

The return walls have scattered concrete patches (see photos 78 - 81). Refer to the attached document "243_Abutment Sketches.pdf" for locations of specific deficiencies and repairs.

1111	Scaling	3	10.00	ft	0.00	10.00	0.00	0.00

The return walls have light scaling throughout (see photos 78 - 81).

1120	Efflorescence/Rust Staining	3	1.00	ft	0.00	1.00	0.00	0.00

The return walls have isolated hairline cracks with efflorescence. Refer to the attached document "243_Abutment Sketches.pdf" for locations of specific deficiencies.

1130	Cracking (RC and Other)	3	10.00	ft	0.00	10.00	0.00	0.00

The return walls have isolated hairline cracks.

8368	Graffiti	3	50.00	ft	50.00	0.00	0.00	0.00

The return walls typically have light to moderate graffiti along the base (see photos 78 - 81).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8218	Backwall, All Types	3	223.00	ft	112.00	107.00	4.00	0.00

There are reinforced concrete backwalls at both abutments (see photos 67, 68, 72, 73 & 77). There are isolated areas of leakage at the backwalls.

1080	Delamination/Spall/Patched Are	3	50.00	ft	0.00	50.00	0.00	0.00

The backwalls have concrete repairs. Refer to the attached document “243_Abutment Sketches.pdf” for locations of specific deficiencies.

1111	Scaling	3	10.00	ft	0.00	6.00	4.00	0.00

The backwalls have light scaling and isolated heavy scaling. Refer to the attached document “243_Abutment Sketches.pdf” for locations of specific deficiencies.

1120	Efflorescence/Rust Staining	3	1.00	ft	0.00	1.00	0.00	0.00

See Defect 1130 - Cracking (RC and Other) and refer to the attached document “243_Abutment Sketches.pdf” for locations of specific deficiencies.

1130	Cracking (RC and Other)	3	50.00	ft	0.00	50.00	0.00	0.00

The backwalls have scattered hairline cracks, some with efflorescence (see photos 73 & 77). Refer to the attached document “243_Abutment Sketches.pdf” for locations of specific deficiencies.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8335	Guardrail, Vehicular	3	100.00	ft	49.00	26.00	25.00	0.00

There are steel W-beam approach guardrail at all four (4) corners of the bridge (see photos 25 - 30).

1000	Corrosion	3	20.00	ft	0.00	20.00	0.00	0.00

The approach guardrails have scattered areas of light rust (see photos 25 - 30).

1020	Connection	3	1.00	ft	0.00	1.00	0.00	0.00

Southeast approach guardrail has an isolated anchor bolt nut with exposed threads at the connection to the endpost (see photo 26).

7000	Damage	3	30.00	ft	0.00	5.00	25.00	0.00

The guardrails have minor scrapes and dents (see photos 25 - 30).

The northeast guardrail approximately 30'-0" from the endpost has 25'-0" of impact damage with 3'-0" pushed to the east (see photo 28).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8370	Steel Diaphragms	3	80.00	each	20.00	56.00	4.00	0.00

There are steel intermediate and end diaphragms throughout the bridge (see photos 5 - 7). The end diaphragms have been replaced as per plans at the following locations: - At South Abutment 1: Bay "A". - At North Abutment 2: Bays "A", "H", "J" & "Q" (see photo 76). The end diaphragm to beam connections have been repaired as per plans with a bolted steel connection at the following locations: - At South Abutment 1: Girders "D", "F", "P" & "R" (see photos 38, 41, 42 & 52). - At North Abutment 2: Girders "D", "M", "O" & "P" (see photo 66). There are a few scattered locations where there is pack rust and/or cracked welds along the original connections (see photos 40 & 52). There are isolated locations of leakage and rust staining on the end diaphragms (see photos 38 & 47).

515	Steel Protective Coating	3	1,921.00	sq.ft	1,721.00	200.00	0.00	0.00

The end diaphragms at South Abutment 1 at Bays "N" through "R" have peeling/faded paint (Photos 50 to 53).

The end diaphragms at North Abutment 2 have been repainted (Photo 66).

The diaphragms have a painted steel protective coating. Numerous end diaphragms at South Abutment 1 have been primed and all end diaphragms at North Abutment 2 have been repainted with no defects noted.

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*	*200.00*	*sq.ft*	*0.00*	*200.00*	*0.00*	*0.00*

The end diaphragms at South Abutment 1 at Bays "N" through "R" have peeling/faded paint (Photos 50 to 53).

The remaining end diaphragms at South Abutment 1 and all intermediate diaphragms have scattered areas of peeling paint.

1000	Corrosion	3	56.00	each	0.00	55.00	1.00	0.00

Random end diaphragms at South Abutment 1 and all intermediate diaphragms have moderate to heavy rust (see photo 38).

There are a few scattered locations where there is pack rust and/or cracked welds along the original connections (see photos 40 & 52). For notes on welds between diaphragm connection plates and girder webs see Element 8107.

1020	Connection	3	3.00	each	0.00	0.00	3.00	0.00

The end diaphragm in Bay "E" at South Abutment 1 has a 10" long vertical crack in the weld between the diaphragm and connection angle (see photo 40).

The end diaphragm in Bay "P" at South Abutment 1 has a 7-1/2" long vertical crack in the weld between the diaphragm and connection angle (see photo 52).

The end diaphragm in Bay “G” at North Abutment 2 has a 6” long cracked weld with 3/4” thick pack rust between the diaphragm and the connection plate on the west face of Girder “H”.

The end diaphragm in Bay “O” at North Abutment 2 has a 5” long cracked weld between the diaphragm web and the connection plate on the west face of Beam “P” (see photo 66).

Refer to Defect 1000 for additional comments and conditions.

1900	Distortion	3	1.00	each	0.00	1.00	0.00	0.00

The connection plate on the east face of Girder “B” at the 2nd intermediate diaphragm in Bay “B” is bent 2” high x 1” out of plane to the north.

Refer to Defect 1000 for additional comments and conditions.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8426	Concrete median barrier	3	63.00	ft	51.00	2.00	10.00	0.00

There is a concrete median barrier with sloped granite curbs on the bridge which extends on to both approaches (see photos 8, 9, 14-17). The barriers have random tire marks and light to moderate vegetation growth between sections. The curbs have minor scrapes and rust staining (see photos 8, 9, 14-17).

521	Conc Prot Coating	3	336.00	sq.ft	236.00	100.00	0.00	0.00

The bridge and approach median barriers have a concrete protective coating (see photos 8, 9, 14-17).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
3510	*Wear (Concrete Protec*	*3*	*100.00*	*sq.ft*	*0.00*	*100.00*	*0.00*	*0.00*

The concrete protective coating is peeling at random locations.

1080	Delamination/Spall/Patched Are	3	2.00	ft	0.00	2.00	0.00	0.00

The West face of the North approach median barrier has a 2'-0" long x 8" high x 2" deep spall with several adjacent shallow spalls along the base (see photo 16).

1120	Efflorescence/Rust Staining	3	10.00	ft	0.00	0.00	10.00	0.00

The bridge and approach median barriers have scattered hairline map cracking with rust staining (see photos 15 & 16).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8428	**Pro Screen Barrier**	**3**	**126.00**	**ft**	**105.00**	**19.00**	**2.00**	**0.00**

There are electrification barriers mounted on top of the reinforced concrete bridge railings along both sides of the bridge with scattered loose and missing connection bolts, minor impact damage and scrapes, and isolated loose and misaligned panels (see photos 18 & 23). Both barriers have a painted steel protective coating with no defects noted. The "Electrocution Hazard" sign located at the North end of the West fence is missing (see photo 23).

1020	Connection	3	4.00	ft	0.00	2.00	2.00	0.00

The West barrier has one (1) missing connection bolt between the 5th and 6th panel from South Abutment #1 (see photo 24).

The East barrier has scattered loose bolts throughout (see photo 20). The 6th post from the north has a loose bolt that has 2" of thread exposed (see photo 21).

2210	Movement	3	6.00	ft	0.00	6.00	0.00	0.00

The West barrier has a slightly loose panel between the 6th and 7th posts from North Abutment #2 (see photo 24).

2220	Alignment	3	6.00	ft	0.00	6.00	0.00	0.00

The East barrier has a slightly loose panel at the North end that is misaligned up to 1" into the roadway at the base (see photo 22).

7000	Damage	3	5.00	ft	0.00	5.00	0.00	0.00

The East barrier has minor impact damage with a 6" long crack in the base at the South end and the scrapes have been painted over (see photo 20).

The west barrier has minor impact damage between the first three (3) posts from the north (see photo 23).

Work History

From completed work candidates.

Completion Date	Action	Notes

Work Candidates

Assigned to To be assigned

Status	Priority	Action	Date Proposed	Notes
Under Review	0	Bridge Rail Repair	10/27/2021	[AECOM 12/11/23] The previously noted work candidate has not been addressed. The electrification barrier has (1) loose panel which is misaligned up to 1” into the roadway on the East side near North Abutment #2. The West electrification barrier also has (1) loose panel between the 6th and 7th posts from North Abutment #2. Both sides have isolated loose or missing connection bolts. [Steere] The electrification barrier has (1) loose panel which is misaligned up to 1-1/2” into the roadway on the East side near North Abutment #2. The West electrification barrier also has (1) loose panel between the 6th and 7th posts from North Abutment #2. Both sides have isolated loose or missing connection bolts.
Under Review	1	Bearings-Reset	10/27/2021	[AECOM 12/11/23] The previously noted work candidate has not been addressed. Several of the movable bearings are over-expanded by up to 2-3/4" between 28 and 36 degrees F. [Steere] Several of the movable bearings are over-expanded by up to 2-1/8" at 48 degrees F.

RIDOT Bridge Inspection Report

024301
Lafayette RR

Inspected By AECOM
Inspector: CALEIGH DUFFY
Inspection Date 12/11/2023

Bridge Condition Fair

Equipment

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

Poison Ivy	☐
Heavy Vegetation	☐
Hurricane Evac Route ?	☑

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

Speed Limit	55.00
Prep Time	4
Crew Slize	3
Under Insp Vehicle Time	0
Traffic Control Time	0
Mile Post	2.852
Crew Days	2.5
Time Report Time	48
Bucket Truck Time	2

Site Access Notes

Equipment to access AMTRAK property off of Hatchery Road. Both Elliot lift truck and bucket truck can be positioned off to the north side of Track 1.

Avg Curb Reveal North/East	2.00
Avg Curb Reveal South/West	2.00
Posted Weight Limit	
Posting Sign ?	☐
Post Signs Legible	-1
Post Sign Rec	-1
Adv Min Vert Clear Sign	-1
Min Ver tClear Signs Leg	-1
Min Vert Clear Post Vales	
Min Vert Clear Sign Rec	-1
Old Rating and Postings	
RR Mile Post	165.46
US DOT/AAR No.	537-085R

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

2/14/2024

Bat and Bird Observations

Bats:

BATS_OBSERVED	BATS_VISUAL	BAT_DROPPINGS	BAT_STAINING	BAT_SOUNDS	BAT_PHOTOS
No	☐	☐	☐	☐	☐

BATS_NOTES

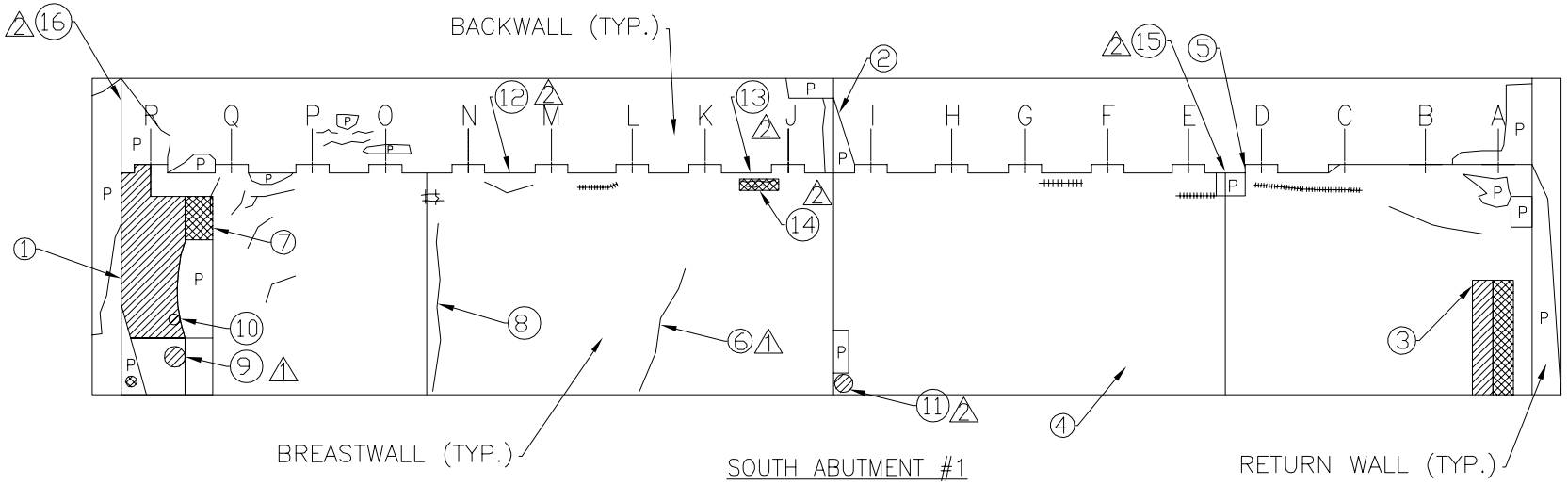
Bats were not observed at the time of inspection.

Birds

BIRDS_OBSERVED	BIRD_PHOTOS	BIRDS_SPECIES_IDENTIFIED
Yes	☐	☒

BIRD_NOTES

Light to heavy bird guano was observed on the structure during the inspection. Bird species identified as Rock Dove (aka Pigeon) (see photo 73).



LEGEND

- TIMBER FORMWORK
- SPALL/SCALE
- DELAMINATION
- HAIRLINE CRACK (U.O.N.)
- HAIRLINE CRACK W/ EFFLORESCENCE (U.O.N)
- P – CONCRETE PATCH

CHANGES:

△1 INDICATES A CHANGE IN A PREVIOUSLY DOCUMENTED CONDITION (ROUTINE & SPECIAL INSPECTION 10/27/2021)

△2 INDICATES A NEWLY DOCUMENTED CONDITION (ROUTINE & SPECIAL INSPECTION 12/11/2023)

DRAWN BY:	DATE DRAWN:			INSPECTED BY:	DATE INSPECTED:
TVF	2/3/16	AECOM	NOT TO SCALE	JAS, CLD, MP, MJA	12/11/2023

SOUTH ABUTMENT #1 CONDITIONS:

1. FULL HEIGHT x FULL WIDTH DELAMINATION WITH 3" DEEP SCALE (EAST FACE).
2. 8" WIDE x 2.0' HIGH x 3-1/2" DEEP SCALE.
3. 13.0' HIGH x UP TO 11" WIDE x 2" DEEP SPALL. WITH AN ADJACENT DELAMINATION, UP TO 12" WIDE.
4. MODERATE GRAFFITI LOWER 8.0' (TYP.).
5. PEDESTAL 'D' EAST FACE: PARTIALLY PATCHED UP TO 4" DEEP SPALLS. 9" LONG x 8" WIDE X FULL HEIGHT x UP TO 4" DEEP SOUTHEAST CORNER SPALL.
6. (1) 56" LONG HAIRLINE DIAGONAL CRACK.
7. 16" WIDE x 40" HIGH AREA OF SCATTERED UP TO 1/4" DEEP SCALE.
8. CRACK AT CONSTRUCTION JOINT.
9. (1) 3.0' HIGH X 4.0' WIDE HOLLOW AREA WITH A 5" HIGH x 3" WIDE x 1/2" DEEP SPALL BELOW.
10. 1.0' DIAMETER HOLLOW AREA.
11. (2) 18" DIAMETER x 1" DEEP HOLLOW AREA/SPALL WITH ACTIVE LEAKAGE.
12. (2) 18" LONG x 12" WIDE x 2" DEEP SPALL ON BEAM SEAT.
13. (2) 3'-0" LONG x 14" WIDE x 2" DEEP SPALL ON BEAM SEAT.
14. (2) 18" HIGH x $\frac{1}{4}$" DEEP SCALE.
15. (2) FULL WIDTH x 10" LONG HOLLOW AREA WITH $\frac{1}{2}$" DEEP SPALLING ON BEAM SEAT.
16. (2) ACTIVE LEAKAGE.

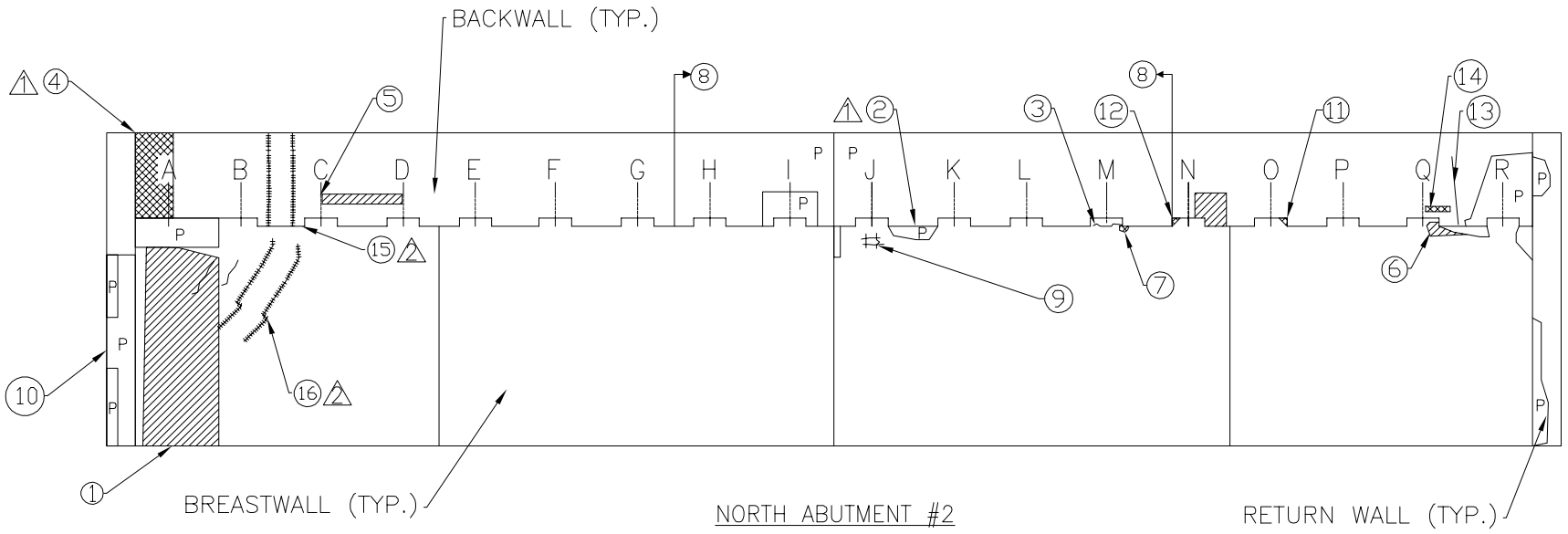
GENERAL NOTES:
- SCATTERED AREAS OF PIGEON DEBRIS THROUGHOUT BEAM SEAT
- MODERATE GRAFFITI ALONG LOWER 8'-0"
- NUMEROUS REPAIRS WERE COMPLETED IN THE PAST.
- THE ABUTMENT STEM HAS CONCRETE PATCHES TROUGHOUT DESIGNATED WITH "P" ON THE SKETCH.

CHANGES:

(1) INDICATES A CHANGE IN A PREVIOUSLY DOCUMENTED CONDITION (ROUTINE & SPECIAL INSPECTION 10/27/2021)

(2) INDICATES A NEWLY DOCUMENTED CONDITION (ROUTINE & SPECIAL INSPECTION 12/11/2023)

DRAWN BY:	DATE DRAWN:		NOT TO SCALE	INSPECTED BY:	DATE INSPECTED:
TVF	2/3/16	AECOM		JAS, CLD, MP, MJA	12/11/2023



NORTH ABUTMENT #2

LEGEND

- SPALL/SCALE
- DELAMINATION
- HAIRLINE CRACK (U.O.N.)
- HAIRLINE CRACK W/ EFFLORESCENCE (U.O.N)
- P — CONCRETE PATCH
- BACKWALL DEMOLITION

CHANGES:

△1 INDICATES A CHANGE IN A PREVIOUSLY DOCUMENTED CONDITION (ROUTINE & SPECIAL INSPECTION 10/27/2021)

△2 INDICATES A NEWLY DOCUMENTED CONDITION (ROUTINE & SPECIAL INSPECTION 12/11/2023)

DRAWN BY:	DATE DRAWN:			INSPECTED BY:	DATE INSPECTED:
TVF	2/3/16	AECOM	NOT TO SCALE	JAS, CLD, MP, MJA	12/11/2023

NORTH ABUTMENT #2 CONDITIONS:

1. PARTIALLY REPAIRED WITH ISOLATED MAP CRACKING REMAINING: UP TO 6.0' WIDE x FULL HEIGHT DELAMINATION.
1. 2. REPAIRED WITH MINOR $\frac{1}{2}$" DEEP PERIMETER SPALLS.
3. PEDESTAL 'M': 1/4" WIDE CRACK x FULL WIDTH OF PEDESTAL CONTINUES FULL LENGTH OF WEST FACE WITH 2" DIAMETER SPALL IN SOUTHEAST CORNER.
1. 4. 2.5' WIDE x FULL HEIGHT x UP TO 10" DEEP SCALE WITH ACTICE LEAKAGE, RUST STAINING AND EFFLORESCENCE.
5. HALF WIDTH OF BAY x 16" HIGH CRACKED DELAMINATION WITH RUST STAIN.
6. DELAMINATION 22" WIDE x 12" HIGH WITH ADJACENT HAIRLINE CRACKS.
7. 2" DIAMETER x $\frac{3}{4}$" DEEP SPALL.
8. BACKWALL REPAIR LIMITS.
1. 9. 2' LONG x 2' HIGH x UP TO $\frac{1}{16}$" WIDE CRACKS WITH EFFLORESCENCE AND RUST STAINING.
10. 2' LONG HAIRLINE CRACKS WITH EFFLORESCENCE.
11. PEDESTAL 'O' EAST FACE: 12" LONG X UP TO FULL HEIGHT X UP TO 2" DEEP SPALL WITH EXPOSED REBAR.
12. PEDESTAL 'N' WEST FACE: 6" LONG X 5" WIDE x UP TO FULL HEIGHT X UP TO 3" DEEP SPALL WITH EXPOSED REBAR.
13. VERTICAL HAIRLINE CRACK WITH EFFLORESCENCE.
14. 6" LONG SHALLOW REBAR SPALL.
2. 15. PONDING WATER ON BEAM SEAT IN BAYS 'B' & 'C'.
2. 16. AREA OF DIAGONAL CRACKS, HEAVY EFFLORESCENCE, RUST STAINING AND LEAKAGE.

GENERAL NOTES:
- SCATTERED AREAS OF PIGEON DEBRIS THROUGHOUT BEAM SEAT
- MODERATE GRAFFITI ALONG LOWER 8'-0"
- NUMEROUS REPAIRS WERE COMPLETED IN THE PAST.
- THE ABUTMENT STEM HAS CONCRETE PATCHES TROUGHOUT DESIGNATED WITH "P" ON THE SKETCH.

CHANGES:

1 INDICATES A CHANGE IN A PREVIOUSLY DOCUMENTED CONDITION (ROUTINE & SPECIAL INSPECTION 10/27/2021)

2 INDICATES A NEWLY DOCUMENTED CONDITION (ROUTINE & SPECIAL INSPECTION 12/11/2023)

DRAWN BY:	DATE DRAWN:			INSPECTED BY:	DATE INSPECTED:
TVF	2/3/16	AECOM	NOT TO SCALE	JAS, CLD, MP, MJA	12/11/2023

Bridge No. 024301: North Kingstown: RI 4 (Colonel Rodman Highway) over AMTRAK
Routine & Special Inspection Date: 12/11/2023
Inspected By: AECOM
Elements 107 & 8107 - Steel Open Girder & Steel Open Girder End Comments

At South Abutment 1

Girder	Elevation	2022 Conditions	2023 Conditions	Photo(s)
All	Both	The beam ends beyond the end diaphragms typically have extensive section loss and areas of active corrosion with numerous large holes in the upper webs. These areas are difficult to access for detailed measurements due to the location of the electrification wires along the face of South Abutment 1.	No Change.	38-53
A	West	**Repaired With New Bolted Steel Plates at Web and Bottom Flange**	No Change.	
	East	**Repaired With New Bolted Steel Plates at Web and Bottom Flange**	No Change.	56
		Repaired with New Diaphragm	No Change.	
	-	**- Repaired With New Bolted Steel Plates at Web and Bottom Flange** - Bottom flange repair plate is bent; 2-3/4" crack at the end of the cover plate weld on the east and west faces below the repair plates.	**- Repaired With New Bolted Steel Plates at Web and Bottom Flange** - Bottom flange repair plate is bent; 3" long crack at the end of the cover plate weld on the west face and 5" long on the east face below the repair plates.	35, 36
B	West	**Repaired with New Diaphragm**	No Change.	
		1/8" deep pitting x 4.0' long x up to 4" high.	No Change.	
D	West	5/8" pack rust between web and diaphragm connection plate with two (2) fully cracked intermittent welds - **Existing diaphragm connection plate with new bolts**.	No Change.	38
		Lower web - 1/16" section loss x 1" high x 1.0' long.	No Change.	38
	East	Lower web - up to 1/8" section loss x 1-1/2" high x 2.0' long.	No Change.	39
E	West	Girder end -1/8" section loss x 3" long x 5" high with 1/2" diameter hole at lower web.	No Change.	
	East	1/8" section loss x full height x up to 10" long.	No Change.	40

Bridge No. 024301: North Kingstown: RI 4 (Colonel Rodman Highway) over AMTRAK
Routine & Special Inspection Date: 12/11/2023
Inspected By: AECOM
Elements 107 & 8107 - Steel Open Girder & Steel Open Girder End Comments

At South Abutment 1

Girder	Elevation	2022 Conditions	2023 Conditions	Photo(s)
F	West	Lower web - 1/8" section loss x 1-1/2" high x 4" long.	No Change.	
		3/8" pack rust between web and diaphragm connection plate with fully cracked middle and missing top intermittent welds - **Existing diaphragm connection plate with new bolts**	3/8" pack rust between web and diaphragm connection plate with fully cracked middle and missing top intermittent welds and 1/2" long cracked bottom weld - **Existing diaphragm connection plate with new bolts**	42
	East	Lower web - 1/8" section loss x 2" high x 8" long.	No Change.	41
G	West	Girder End - 1/16" section loss x 2" high x 4" long.	No Change.	41
	East	Girder End - 1/16" section loss x full height x 4" long.	No Change.	
H	West	3/8" pack rust between web and diaphragm connection plate.	No Change.	43
	East	1/8" section loss x 2" high x 1.0' long (Painted Over).	No Change.	
I	West	Lower web - 1/4" rem. x 1-1/2" high x 6" long (Painted Over).	No Change.	44
		1/16" deep pitting x 8" long x 1" high (Painted Over).	No Change.	
		Girder end - 100% loss x 2-1/2" high x 1" long (Upper web).	No Change.	
		1/4" pack rust and cracked weld between web and diaphragm connection plate.	No Change.	44
	East	1/8" section loss x 1" high x 5" long (Painted Over).	No Change.	
J	West	Girder end - 1/4" section loss x full height x up to 2" long (Painted Over).	No Change.	
	East	Girder end - 1/8" section loss x full height x 4" long (Painted Over).	No Change.	

Bridge No. 024301: North Kingstown: RI 4 (Colonel Rodman Highway) over AMTRAK
Routine & Special Inspection Date: 12/11/2023
Inspected By: AECOM
Elements 107 & 8107 - Steel Open Girder & Steel Open Girder End Comments

AECOM

At South Abutment 1

Girder	Elevation	2022 Conditions	2023 Conditions	Photo(s)
K	West	Lower web - 3/16" section loss x 2" high x 10" long (Painted Over).	No Change.	45
		1/2" pack rust between web and diaphragm connection plate with middle weld cracked through (Painted Over).	No Change.	45
	East	Lower web - 1/8" section loss x 1-1/2" high x 12" long and a hole, 2" high x 1-1/2" long (Painted Over).	No Change.	
L	West	Lower web - Corrosion hole/crack, 7-1/2" long x up to 5" high with surrounding 9" long x 2" high x 3/16" deep section loss; 1" long x full height x knife's edge remaining with pinholes at end.	Lower web - Corrosion hole/crack, 8" long x up to 5" high with surrounding 9" long x 2" high x 3/16" deep section loss; 1" long x full height x knife's edge remaining with pinholes at end.	46
	East	Lower web - 1/8" section loss x 3" high x 2.0' long.	No Change.	47
M	East	Lower web - 1/8" section loss x 3" high x 18" long (before the bearing) and a hole, 1" long x 1-1/4" high at end.	No Change.	48
		Girder end - 3/16" section loss x full height x up to 10" long.	No Change.	
N	East	Up to 1/8" section loss x 10" long x full height at end.	No Change.	50
		Bottom flange - 1/16" section loss x 10" long x up to full width	2'-0" long x down to 5/8" remaining on bottom flange.	
		Up to 1/8" deep x 2" high section loss in web in front of cover plate	2'-0" long x 2" high x 1/8" section loss on web.	
	West	Bottom flange beyond bearing - up to 1/4" section loss x 8" long (Painted Over).	No Change.	49
		Lower web - 7-1/4" long x 1/4" high corrosion crack and a hole, 4" high x 2" long.	Lower web - 12" long x up to 2" high hole/crack (Painted Over).	49, 50

Bridge No. 024301: North Kingstown: RI 4 (Colonel Rodman Highway) over AMTRAK
Routine & Special Inspection Date: 12/11/2023
Inspected By: AECOM
Elements 107 & 8107 - Steel Open Girder & Steel Open Girder End Comments

At South Abutment 1

Girder	Elevation	2022 Conditions	2023 Conditions	Photo(s)
O	East	1/8" section loss x 10" long x full height	No Change.	
		1-1/2" diameter hole in web end	2" long x 2" high hole in web end.	51
	West	Bottom flange - 7/8" remaining section x 10" long x up to full width	No Change.	51
		Web end - 1/8" section loss x 10" long x up to 2" high	No Change.	
P	East	Fully cracked intermittent weld at bottom of web and diaphragm connection plate with pack rust - **Existing diaphragm connection plate with new bolts**	No Change.	52
		Girder end - up to 1/8" section loss x 14" long x full height.	No Change.	
	West	2" cracked intermittent weld at top of web and diaphragm connection plate, **Existing diaphragm connection plate with new bolts.**	No Change.	
		Web end - 1/8" section loss x 4" long x up to 2" high	Web end - 1/8" section loss x 8" long x up to 2" high and 1-1/2" diameter hole at end.	
Q	West	Lower web - 3/16" average section loss x 5" high x 10" long with 100% loss x 2" high x 3" long.	Lower web - 3/16" average section loss x 5" high x 10" long with 100% loss x 3" high x 3" long.	53
R	East	Girder end - 1/8" section loss x full height x 2-1/2" long	No Change.	
	West	Girder end - 1/8" section loss x 13" long x full height.	Girder end - 1/8" section loss x 14" long x full height.	
		3/4" pack rust between girder web and diaphragm connection plate with fully cracked intermittent welds - **Existing diaphragm connection plate with new bolts**	No Change.	
	-	**South end of cover plate repaired with retrofitted cover plate**	No Change.	54

Bridge No. 024301: North Kingstown: RI 4 (Colonel Rodman Highway) over AMTRAK
Routine & Special Inspection Date: 12/11/2023
Inspected By: AECOM
Elements 107 & 8107 - Steel Open Girder & Steel Open Girder End Comments

AECOM

At North Abutment 2				
Girder	Elevation	2022 Conditions	2023 Conditions	Photo(s)
A	West	**Web and bottom flange steel repairs.**	No Change.	
		14" long x 6" high x 1/8" deep painted section loss above repair plate.	No Change.	
	East	Web and bottom flange steel repairs.	No Change.	
		3" high x up to 12" long x 1/16" to 1/8" deep scattered areas of minor painted over section loss on lower web beyond repairs.	No Change.	
	-	1/16" gap between the bottom flange and the north end of the cover plate	No Change.	
B	East	1/16" section loss x 2" high x 1.0' long at web end base	No Change.	
	West	Girder end - 1/8" section loss x full height x 3" long	No Change.	
		Lower web, before the bearing - up to 1/4" section loss x 4-1/2" high x 7.0' long with 1/16" section loss x remaining height (painted)	No Change.	
		Bottom Flange - 5/8" remaining x 2.0' long x 6" wide	No Change.	
		Bolted connection plate and girder end painted	No Change.	
D	East	1/4" pack rust between girder web and diaphragm connection plate with small cracks in intermittent welds - **Existing diaphragm connection plate with new bolts**	No Change.	

Bridge No. 024301: North Kingstown: RI 4 (Colonel Rodman Highway) over AMTRAK
Routine & Special Inspection Date: 12/11/2023
Inspected By: AECOM
Elements 107 & 8107 - Steel Open Girder & Steel Open Girder End Comments

AECOM

At North Abutment 2				
Girder	Elevation	2022 Conditions	2023 Conditions	Photo(s)
H	West	Lower web - Up to 1/16" section loss x up to full height x up to 8.0' long (painted) with active corrosion below the connection **(Active corrosion painted over)**	No Change.	
		Up to 1/4" wide gaps and pack rust between connection plate and web between intermittent welds	No Change.	
		6-1/2" long cracked weld with pack rust up to 3/4" thick between diaphragm web & connection plate.	7-3/8" long cracked weld with pack rust up to 3/4" thick between diaphragm web & connection plate.	
	East	There is a new bolted end diaphragm connection plate	No Change.	
		Lower web - 1/8" section loss x up to full height x up to 4.0' long (painted).	No Change.	
I	West	Lower web has pitting in front of the repair plate, 28" long x up to 4" high x 1/16" deep; Upper web has pitting in front of the repair plate, 3.0' long x up to 10" high x 1/8" deep; Up to 2" thick pack rust between bottom flange and repair plates.	No Change.	
	East	Up to 1/2" thick pack rust between bottom flange and repair plates	No Change.	
J	West	Lower web - Up to 1/16" deep pitting x 3" high x 28" long. Bottom Flange - Up to 1/16" deep pitting x full width x 28" long.	No Change.	
		Girder end, lower web and bottom flange steel repairs.	No Change.	
	East	Pitting above lover web repair plate, up to 4.0' long x remaining height x 1/16" to 1/8" deep.	No Change.	
		Bottom flange and lower web steel repairs.	No Change.	
		In front of repair, east leg of bottom flange has section loss, full width x 31" long x down to 11/16" remaining at the edge and the lower web has section loss, 34" long x up to 8" high x 1/16" to 1/8" deep (Painted Over).	No Change	

Bridge No. 024301: North Kingstown: RI 4 (Colonel Rodman Highway) over AMTRAK
Routine & Special Inspection Date: 12/11/2023
Inspected By: AECOM
Elements 107 & 8107 - Steel Open Girder & Steel Open Girder End Comments

AECOM

At North Abutment 2				
Girder	Elevation	2022 Conditions	2023 Conditions	Photo(s)
M	East	5/16" pack rust between girder web and diaphragm connection plate with fully cracked intermittent welds - **Bolts in existing connection plate have been replaced**	No Change.	
N	West	Lower web has section loss, 31" long x 3" high x 1/16" deep (Painted Over).	No Change.	
O	East	1/2" pack rust between girder web and diaphragm connection plate with small cracks intermittent welds - **Bolts in existing connection plate have been replaced**	No Change.	
P	West	5" long crack in weld between diaphragm web & connection angle - Bolts in existing connection plate have been replaced	No Change.	
		1" long crack with pack rust up to 3/8" thick on bottom weld between diaphragm connection angle & girder web.	No Change.	
R	-	1/4" gap between the bottom flange and the north end of the cover plate	1/4" gap x 16" long between the bottom flange and the north end of the cover plate	55
	East	**Girder end steel repair.**	No Change.	55
	West	4-0" long x up to 7" high x up to 1/8" deep section loss in front of repair plate on lower web (Painted Over).	No Change.	
		Girder web steel repair.	No Change.	

Bridge No. 024301: North Kingstown: RI 4 (Colonel Rodman Highway) over AMTRAK
Routine & Special Inspection Date: 12/11/2023; Temperature: 28 to 36 Degrees Fahrenheit
Inspected By: AECOM
Element 311 - Moveable Bearings
***X indicates a change in previous condition or newly documented condition**

Bearing Over Expansion and Conditions at North Abutment 2

Girder	East	West	Conditions	2023*	Photo(s)
A	0"	0"	- Section loss 1/8" deep throughout with active corrosion. - East side weld between sole plate and bottom flange are cracked for the full length of the bearing - 1/4" pack rust between sole plate and masonry plate.	X	
B	2"	2"	Pack rust between the sole plate and masonry plate 3/4" thick. Rust painted over (typical).		
C	1-3/4"	1-3/4"	Moderate abrasion dust between masonry plate and sole plate (recurring).		
D	1"	1"	- Weld between sole plate and bottom flange cracked for the full length of the bearing on both sides. - 7/16" gap between the bottom flange and sole plate on the north side and 1/2" thick pack rust between the masonry plate and pedestal on the front side.	X	
E	1-1/8"	7/8"	- Weld between sole plate and bottom flange are cracked for the full length of the bearing on both sides. - Gap up to 1/4" high between the masonry plate and pedestal.		
F	3/4"	5/8"	- Weld between sole plate and bottom flange are cracked for the full length of the bearing on both sides with minor fretting rust.		58
G	1-1/2"	1-1/2"	- Weld between sole plate and bottom flange are cracked for the full length of the bearing on both sides and a 1/8" high gap between the bottom flange and sole plate at the north end. - Anchor bolt at the west side is sheared off. - South face at west end of sole plate in contact with masonry plate		59
H	2-1/16"	1-15/16"	- Weld between sole plate and bottom flange are cracked for the full length of the bearing on both sides. There is a 3/4" gap between the bottom flange and sole plate. - 50% and 75% loss to the east and west anchor bolt nuts, respectively. - Pack rust between the sole plate and masonry plate 1/2" thick and between the bottom flange and sole plate 3/8" thick.		60
I	1-7/8"	2"	- 1/8" section loss on all bearing components. -100% loss to east and west anchor bolt nuts. Pack rust between the bottom flange and sole plate 1/2" thick and between the sole plate and masonry plate 1/4" thick.		
J	2-3/4"	1-3/4"	- 1/8" section loss on all bearing components. 50% and 75% loss to the east and west anchor bolt nuts, respectively. - East side weld between sole plate and bottom flange cracked for the full length of the bearing. - West side weld between sole plate and bottom flange cracked 1" at north edge. - 1/8" thick pack rust between masonry plate and sole plate.	X	61, 62
K	2-1/8"	2-1/8"	1/4" thick pack rust between sole plate and masonry plate.		
L	1-3/4"	1-7/8"			
M	1"	1-3/16"	- East side weld between sole plate and bottom flange cracked for the full length of the bearing on the east side. - West side weld between sole plate and bottom flange cracked 4-1/2" long.	X	63
N	1-1/8"	1-1/8"	Pack rust between sole plate and masonry plate 1/4" thick. 10% loss to east anchor bolt nut. Weld between sole plate and bottom flange are cracked for the full length of the bearing on both sides with minor fret staining.		64
O	1"	1"	Weld between sole plate and bottom flange are cracked for the full length of the bearing on both sides.		65
P	1-1/4"	1-1/4"	25% loss to west anchor bolt nut.	X	
Q	1-1/2"	1-1/2"			
R	0"	0"			

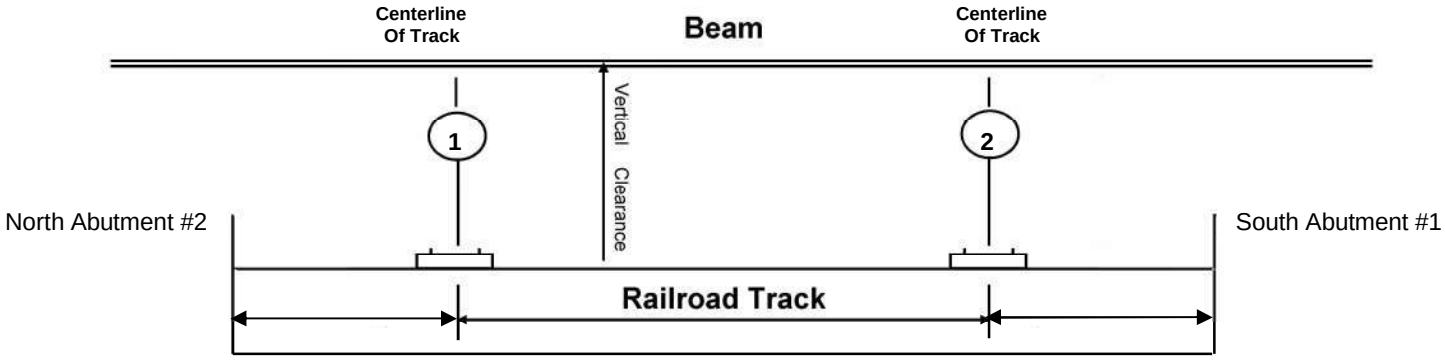
RIDOT

BRIDGE VERTICAL CLEARANCE
INVENTORY DATA SHEET
For Railroad

Inspection Group	AECOM
Team Leader	Caleigh Duffy, E.I.T.
Date	12/11/2023
Posted Clearance Sign	N/A

Bridge Number:	024301
Facility Carried:	RI 4 (Colonel Rodman Highway)
Feature Intersected:	AMTRAK
Minimum Clearance:	18.33’ (18’-3”)
Span Number:	1
Number of Beams:	18
Route Sub:	Choose (A B C D E F)
Direction of Travel of Tracks Under:	West/East

Instructions:
1. Measure and record vertical under-clearances at each beam starting from the right hand side of the railway in the direction of travel at the following locations:
    a. Top of Rail #1
    b. Top of Rail #2
2. For bridges intersecting a divided railway, use a separate sheet for each direction



Beam	Track Delineator			
	Track 1		Track 2	
	West Rail	East Rail	West Rail	East Rail
A	18.40’	**18.33’**	18.55’	18.52’
E	18.94’	18.93’	19.14’	19.19’
I	19.05’	19.05’	19.26’	19.29’
J	18.92’	18.92’	19.18’	19.20’
N	19.25’	19.24’	19.46’	19.49’
R	18.98’	18.92’	19.19’	19.19’

PHOTO #1

ROUTINE AND SPECIAL INSPECTION

SOUTH APPROACH
(LOOKING NORTH)

BRIDGE #024301

12/11/2023

PHOTO #2

ROUTINE AND SPECIAL INSPECTION

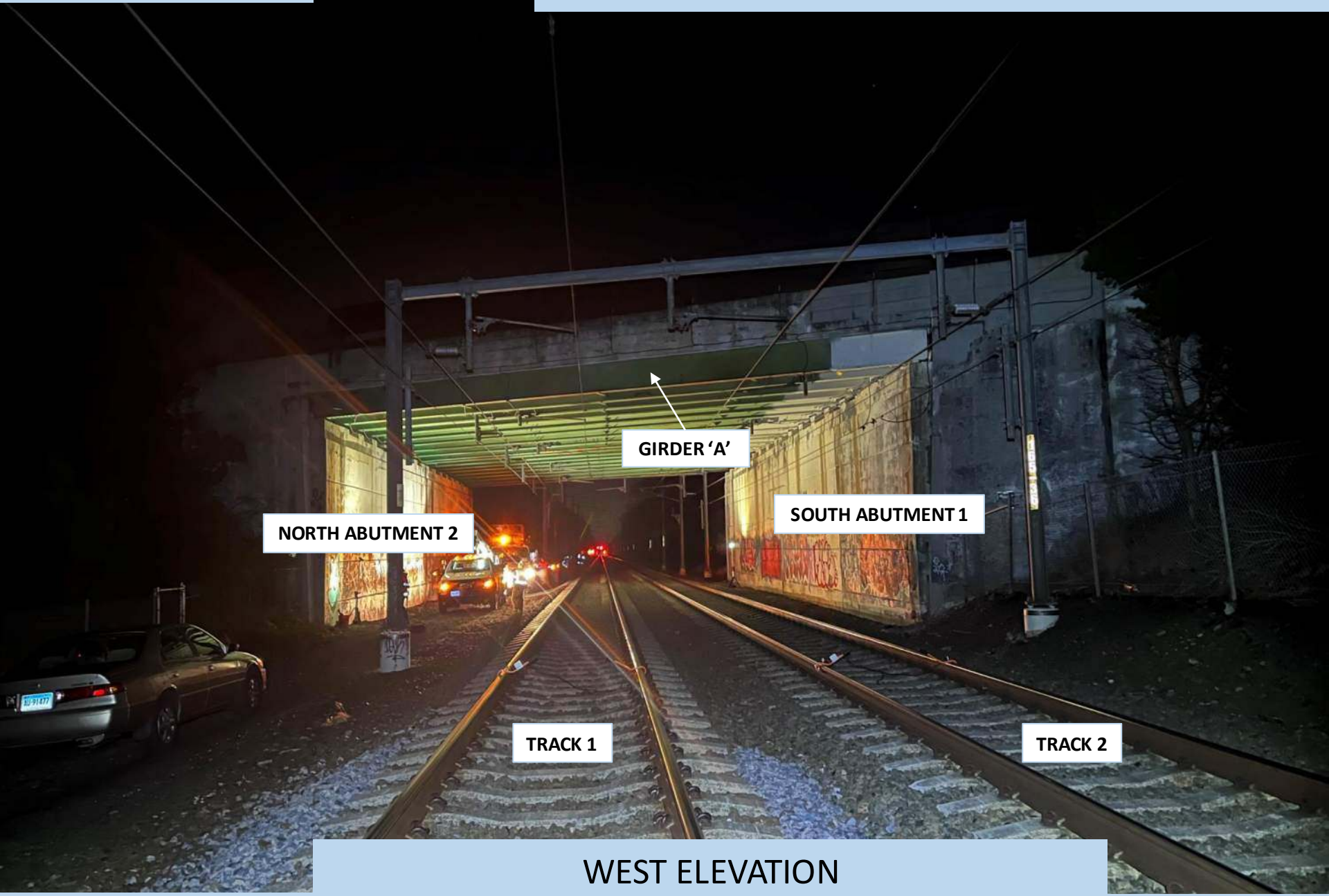
NORTH APPROACH
(LOOKING SOUTH)

BRIDGE #024301

12/11/2023

PHOTO #3

ROUTINE AND SPECIAL INSPECTION



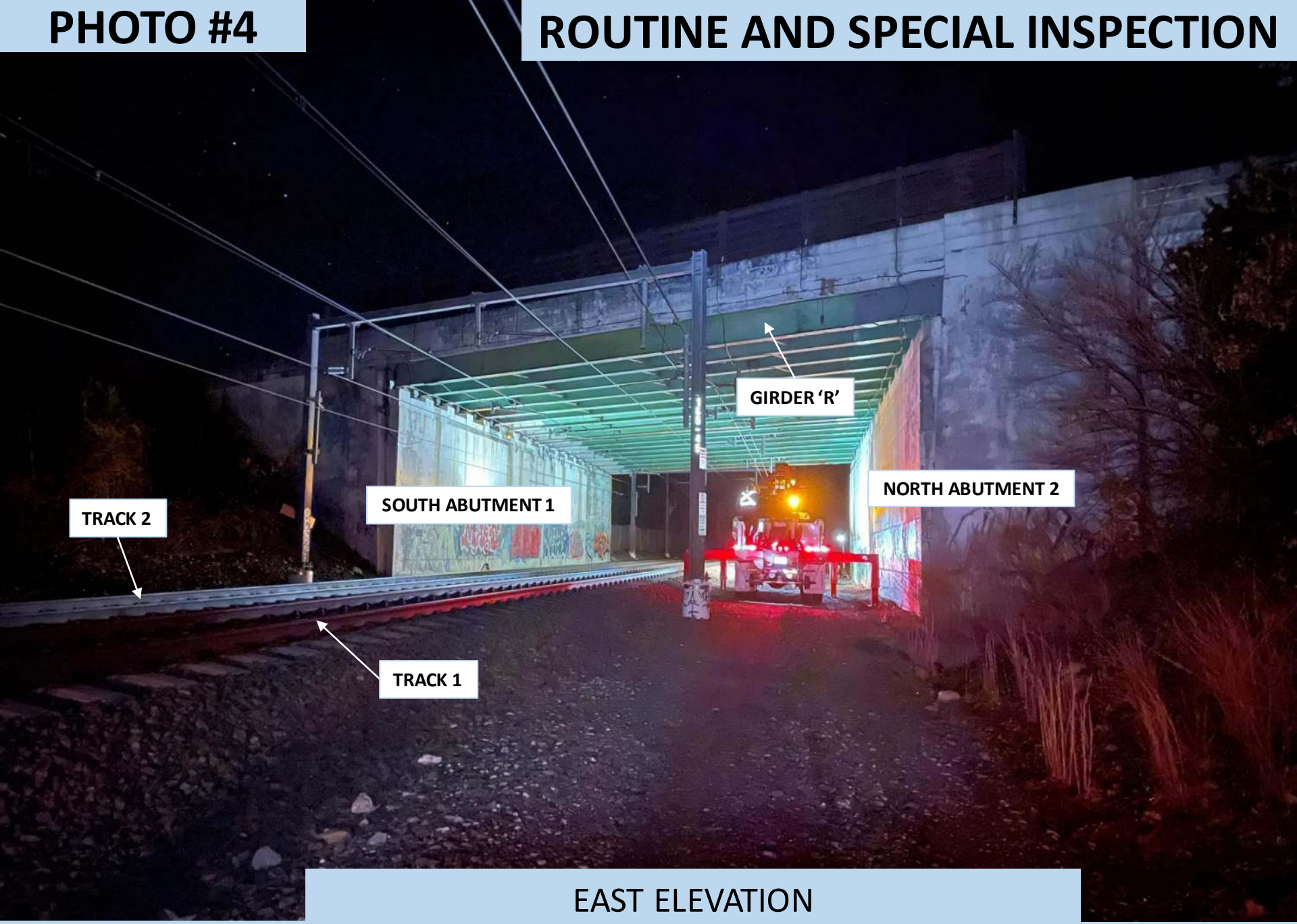
WEST ELEVATION
(LOOKING EAST)

BRIDGE #024301

12/11/2023

PHOTO #4

ROUTINE AND SPECIAL INSPECTION



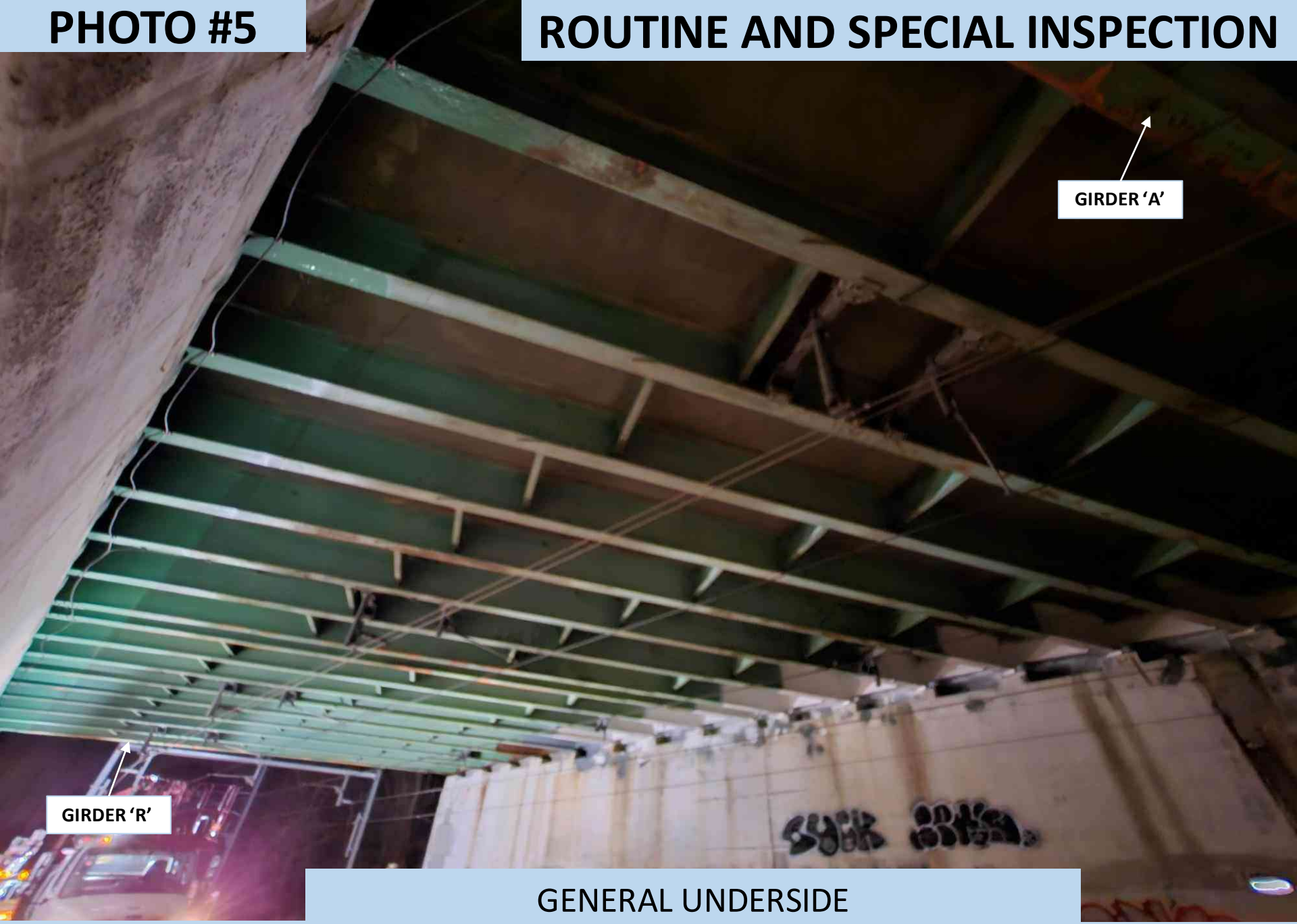
EAST ELEVATION
(LOOKING WEST)

BRIDGE #024301

12/11/2023

PHOTO #5

ROUTINE AND SPECIAL INSPECTION



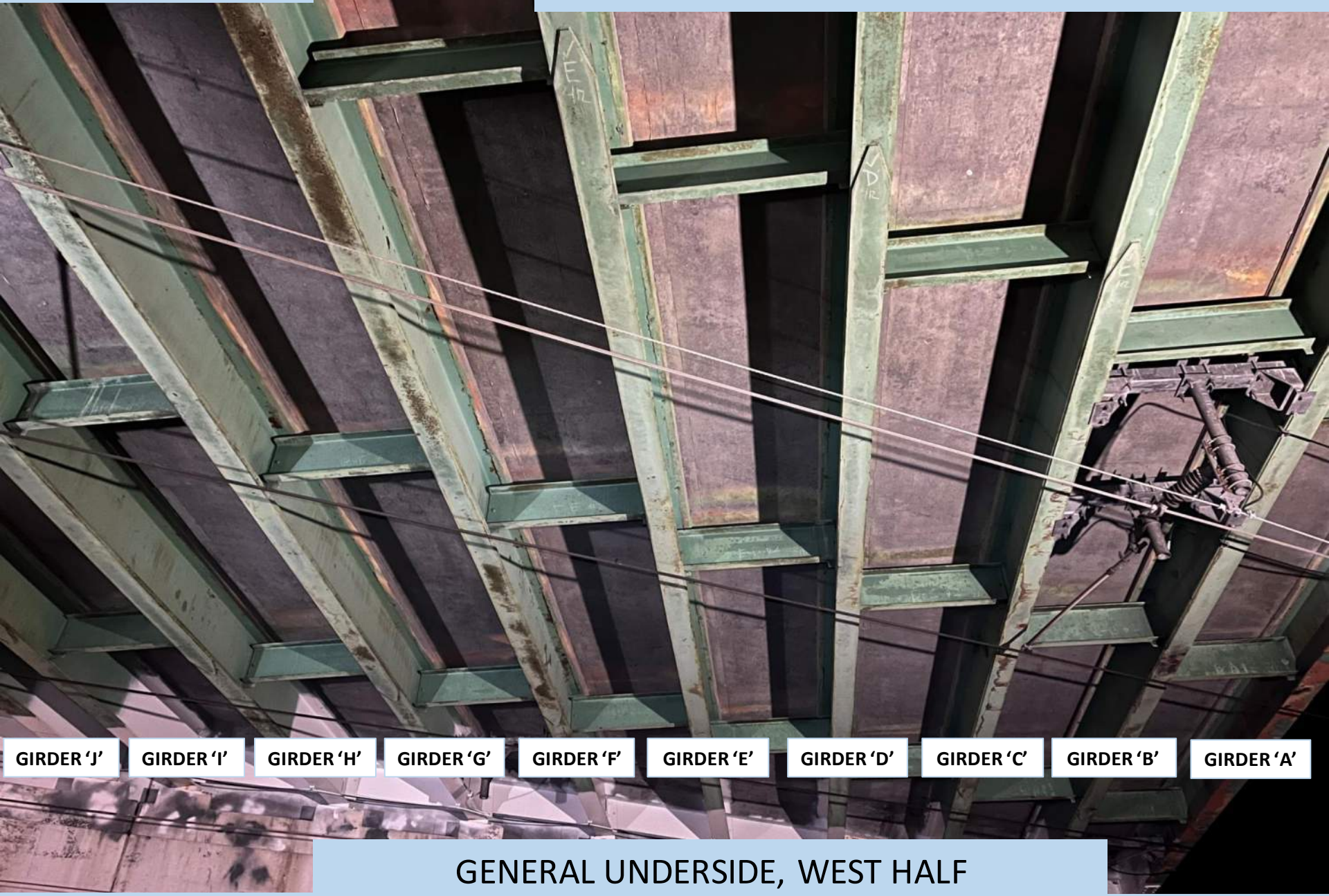
GENERAL UNDERSIDE
(LOOKING SOUTH EAST)

BRIDGE #024301

12/11/2023

PHOTO #6

ROUTINE AND SPECIAL INSPECTION



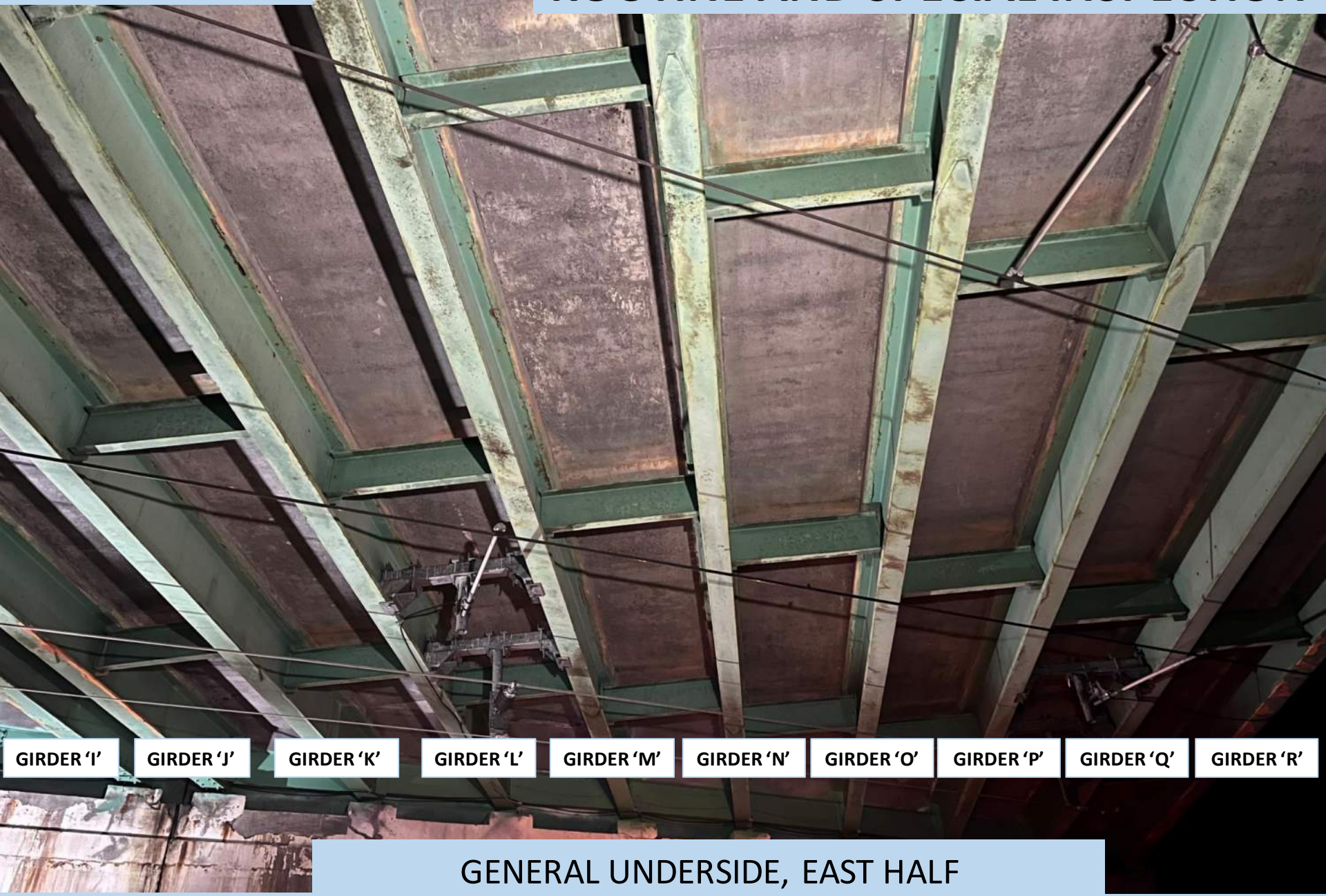
GENERAL UNDERSIDE, WEST HALF
(LOOKING SOUTH)

BRIDGE #024301

12/11/2023

PHOTO #7

ROUTINE AND SPECIAL INSPECTION



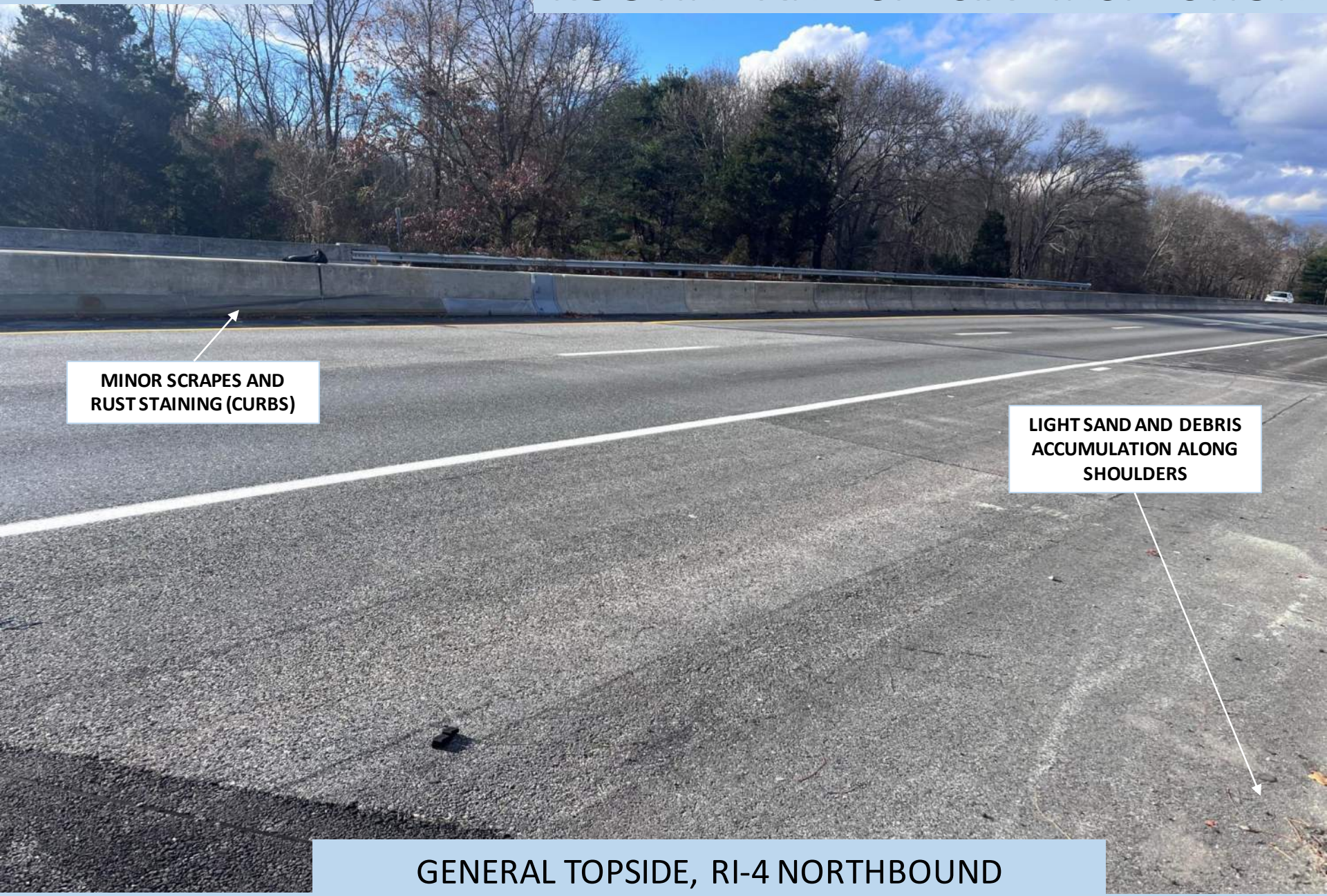
GENERAL UNDERSIDE, EAST HALF
(LOOKING NORTH)

BRIDGE #024301

12/11/2023

PHOTO #8

ROUTINE AND SPECIAL INSPECTION



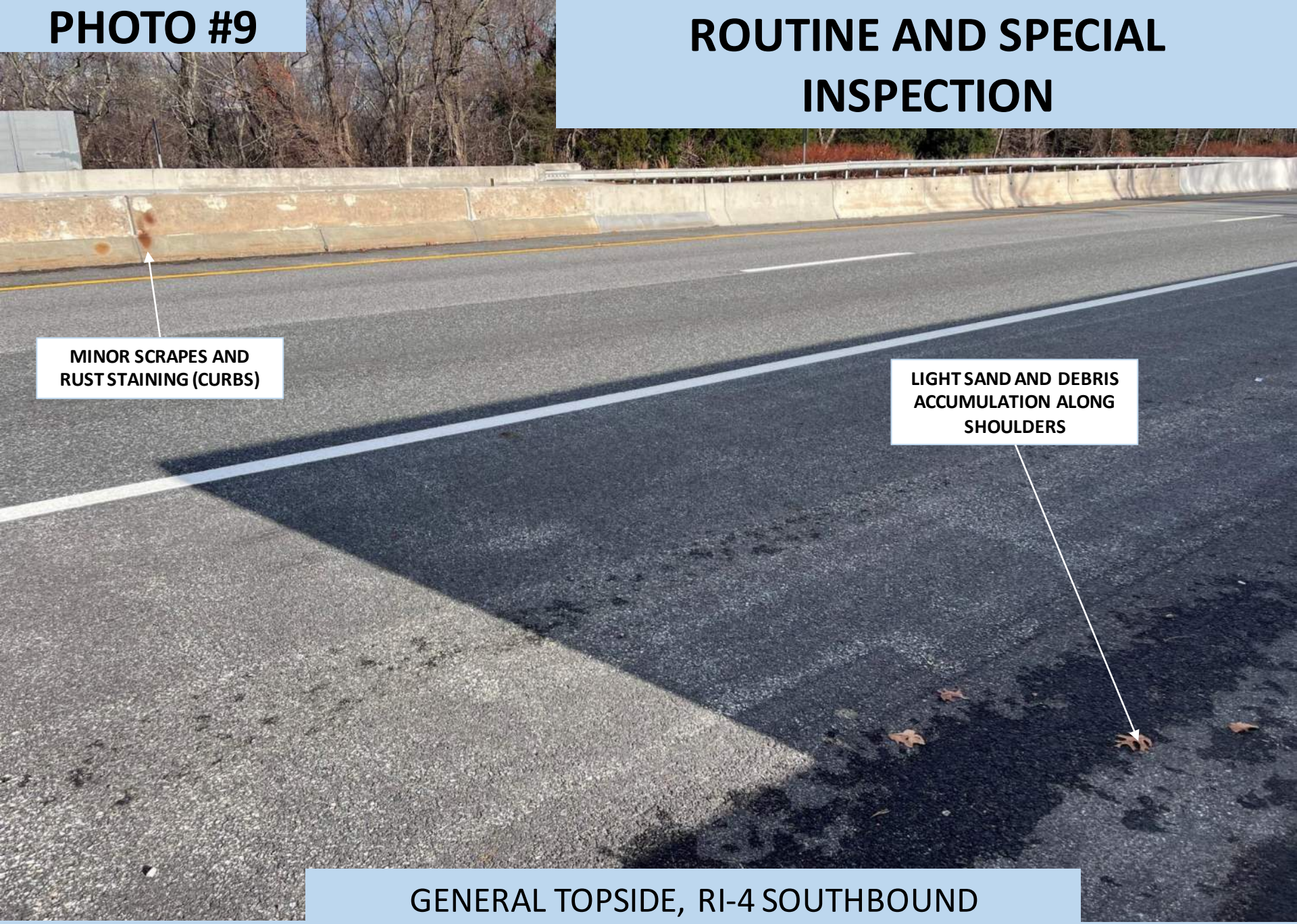
GENERAL TOPSIDE, RI-4 NORTHBOUND
(LOOKING NORTH WEST)

BRIDGE #024301

12/11/2023

PHOTO #9

ROUTINE AND SPECIAL INSPECTION



GENERAL TOPSIDE, RI-4 SOUTHBOUND (LOOKING SOUTH EAST)

BRIDGE #024301

12/11/2023

PHOTO #10

ROUTINE AND SPECIAL INSPECTION

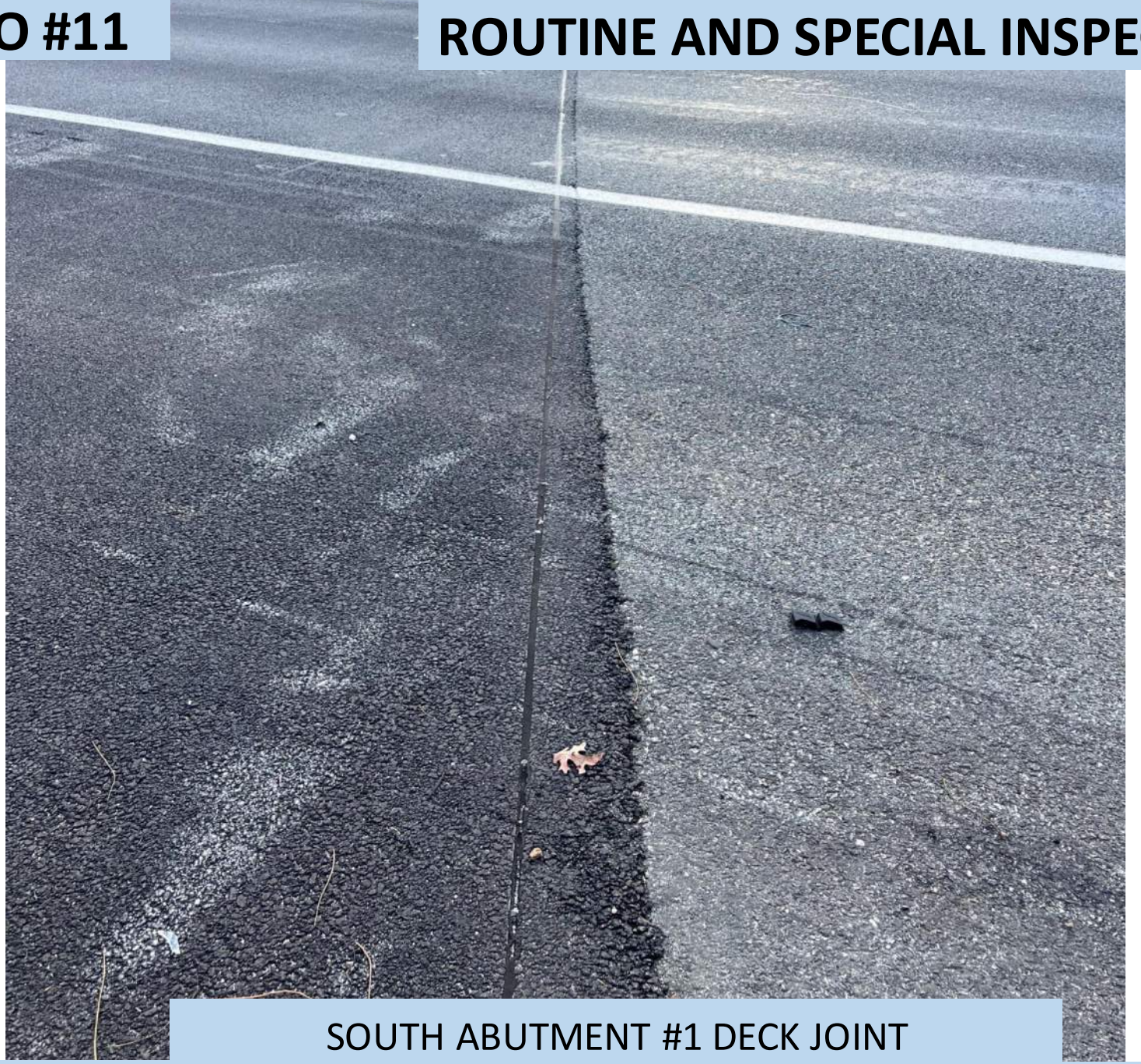
SOUTH ABUTMENT #1 DECK JOINT
(RI-4 SOUTHBOUND)(LOOKING EAST)

BRIDGE #024301

12/11/2023

PHOTO #11

ROUTINE AND SPECIAL INSPECTION



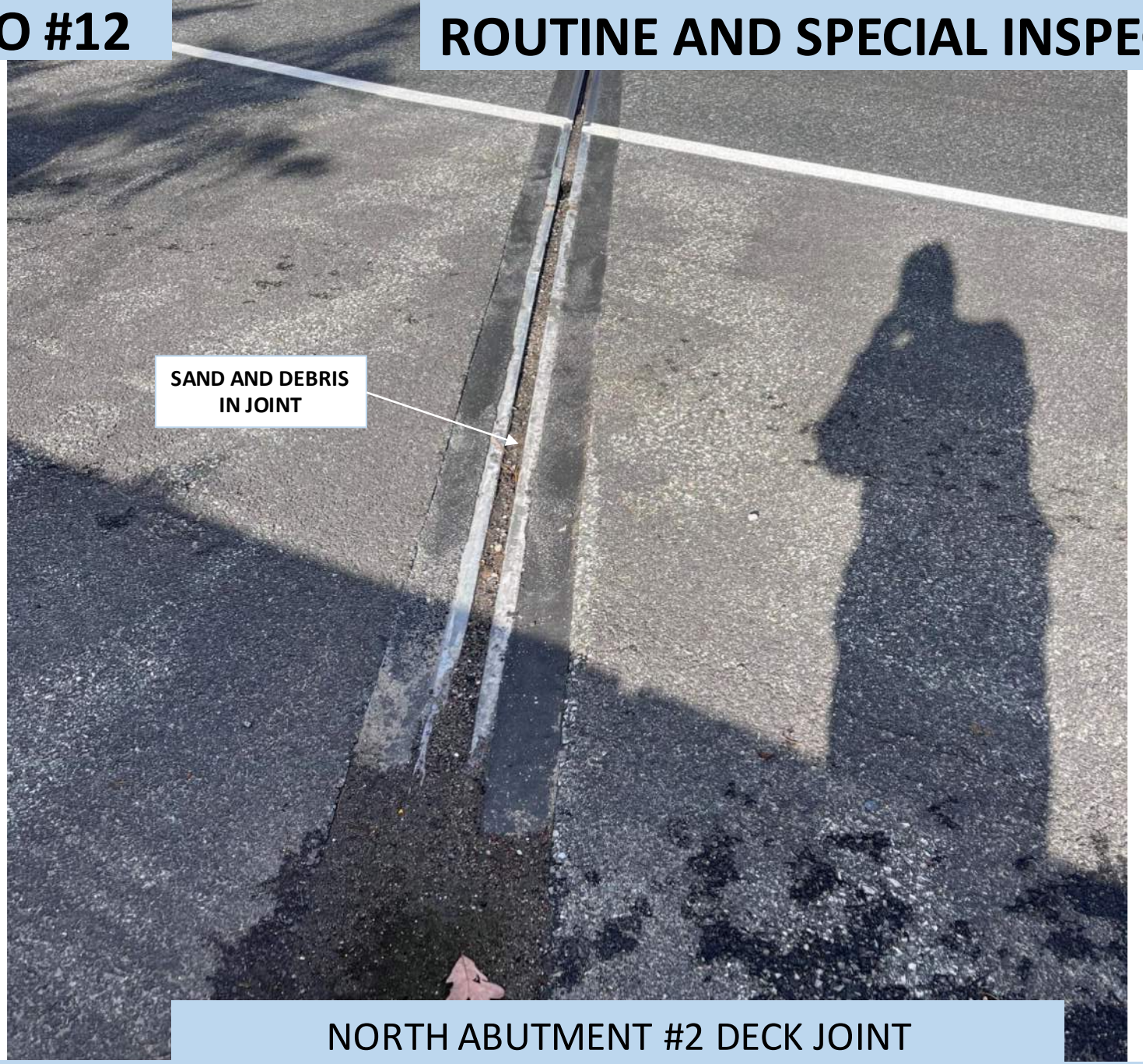
SOUTH ABUTMENT #1 DECK JOINT
(RI-4 NORTHBOUND) (LOOKING WEST)

BRIDGE #024301

12/11/2023

PHOTO #12

ROUTINE AND SPECIAL INSPECTION



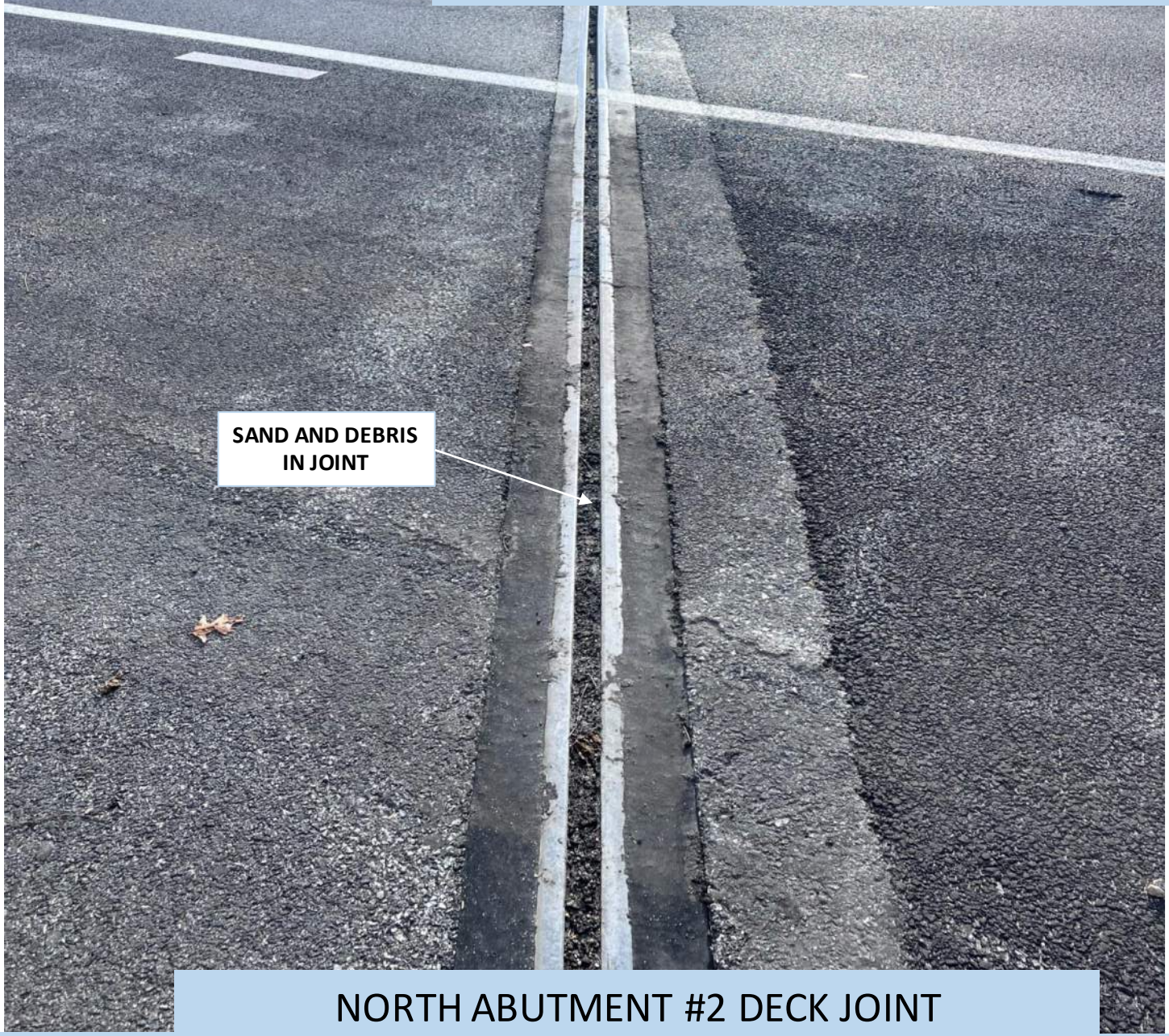
NORTH ABUTMENT #2 DECK JOINT
(RI-4 SOUTHBOUND) (LOOKING EAST)

BRIDGE #024301

12/11/2023

PHOTO #13

ROUTINE AND SPECIAL INSPECTION



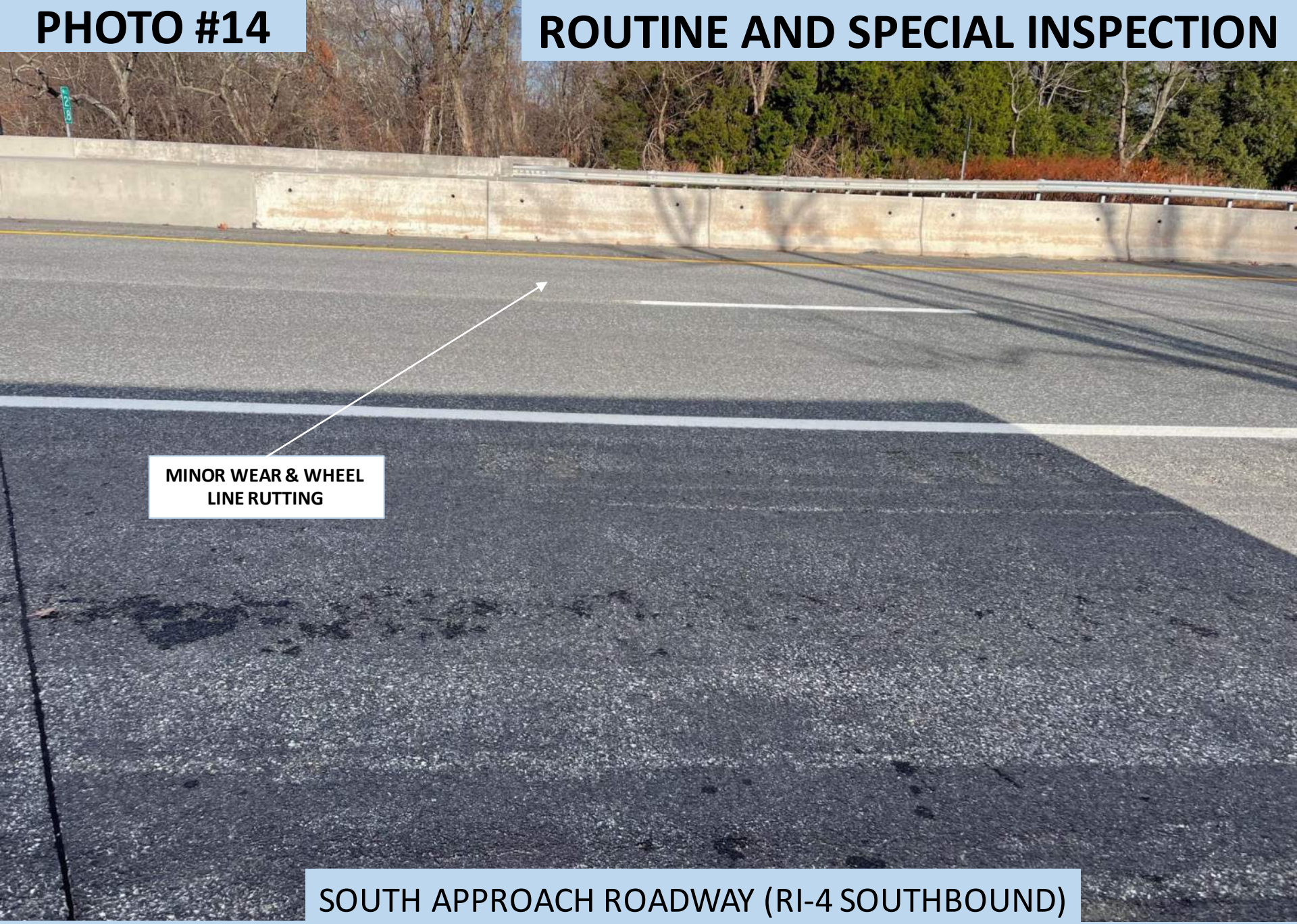
NORTH ABUTMENT #2 DECK JOINT
(RI-4 NORTHBOUND) (LOOKING WEST)

BRIDGE #024301

12/11/2023

PHOTO #14

ROUTINE AND SPECIAL INSPECTION



SOUTH APPROACH ROADWAY (RI-4 SOUTHBOUND)
(LOOKING EAST)

BRIDGE #024301

12/11/2023

PHOTO #15

ROUTINE AND SPECIAL INSPECTION

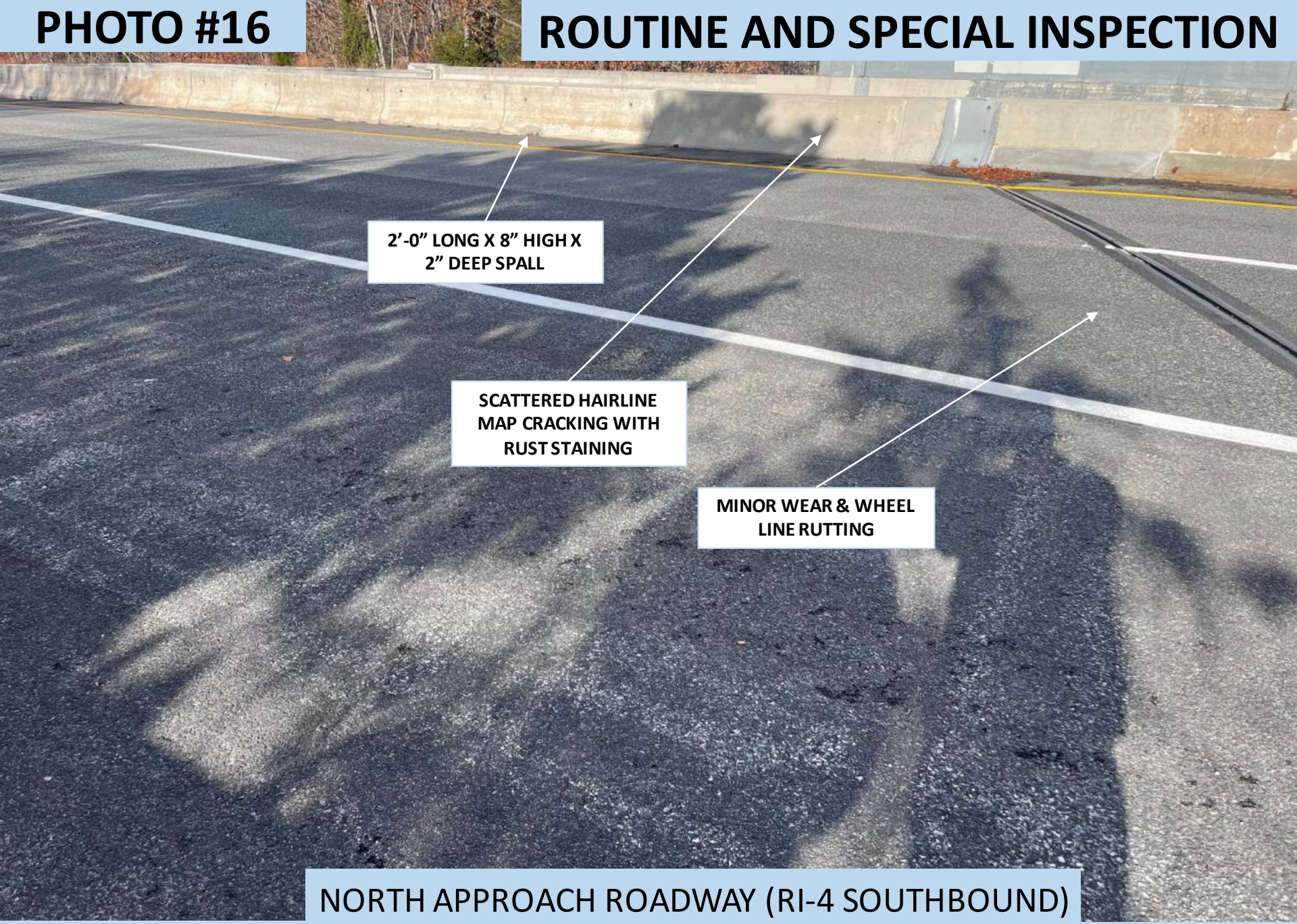
SOUTH APPROACH ROADWAY (RI-4 NORTHBOUND)
(LOOKING WEST)

BRIDGE #024301

12/11/2023

PHOTO #16

ROUTINE AND SPECIAL INSPECTION



NORTH APPROACH ROADWAY (RI-4 SOUTHBOUND)
(LOOKING EAST)

BRIDGE #024301

12/11/2023

PHOTO #17

ROUTINE AND SPECIAL INSPECTION

NORTH APPROACH ROADWAY
(RI-4 NORTHBOUND) (LOOKING WEST)

BRIDGE #024301

12/11/2023

PHOTO #18

ROUTINE AND SPECIAL INSPECTION

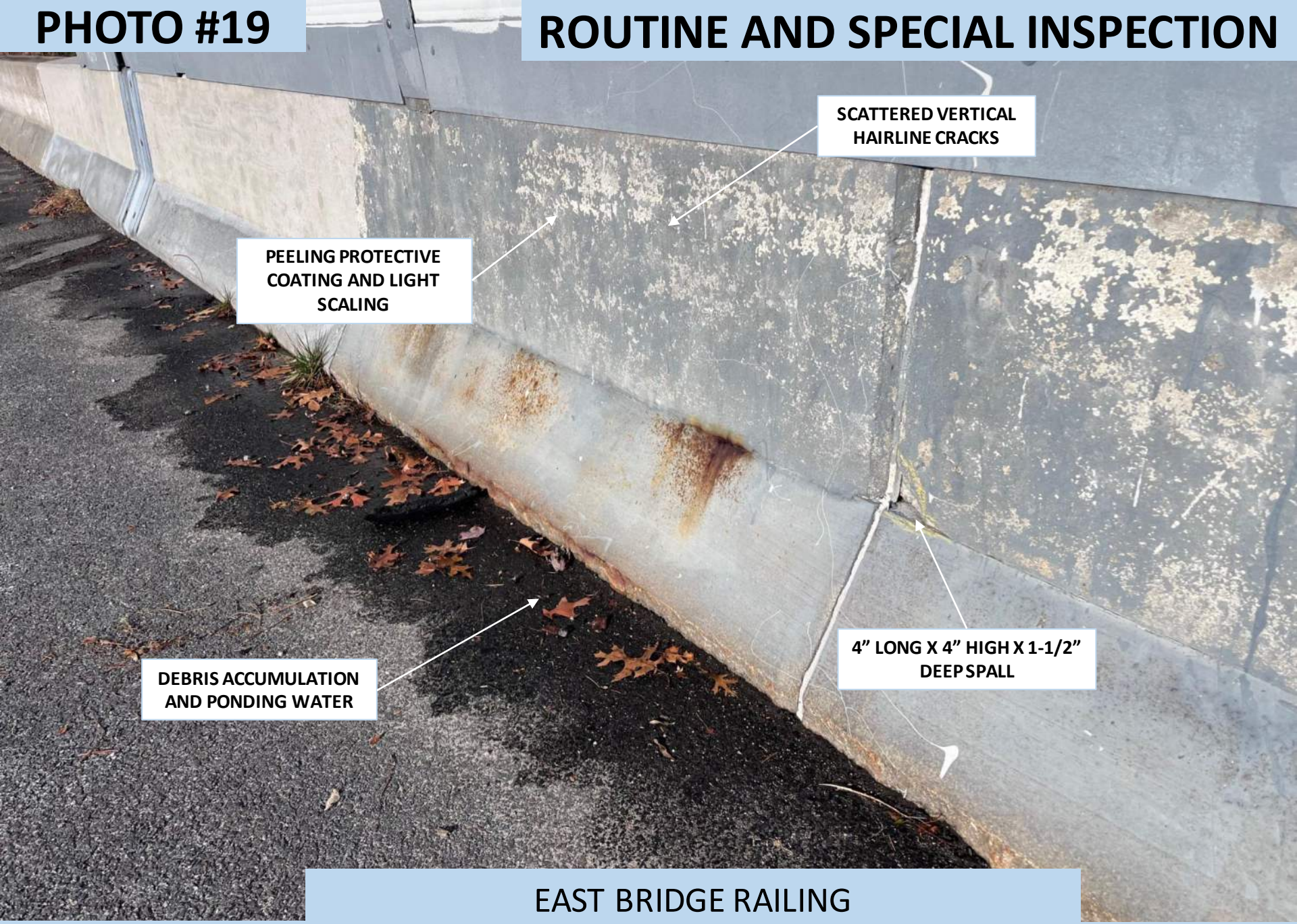
EAST BRIDGE RAILING AND ELECTRIFICATION BARRIER (WEST FACE, LOOKING NORTH EAST)

BRIDGE #024301

12/11/2023

PHOTO #19

ROUTINE AND SPECIAL INSPECTION



EAST BRIDGE RAILING
(WEST FACE, LOOKING NORTH)

BRIDGE #024301

12/11/2023

PHOTO #20

ROUTINE AND SPECIAL INSPECTION

EAST ELECTRIFICATION BARRIER, SOUTH END
(WEST FACE, LOOKING NORTH EAST)

BRIDGE #024301

12/11/2023

PHOTO #21

ROUTINE AND SPECIAL INSPECTION

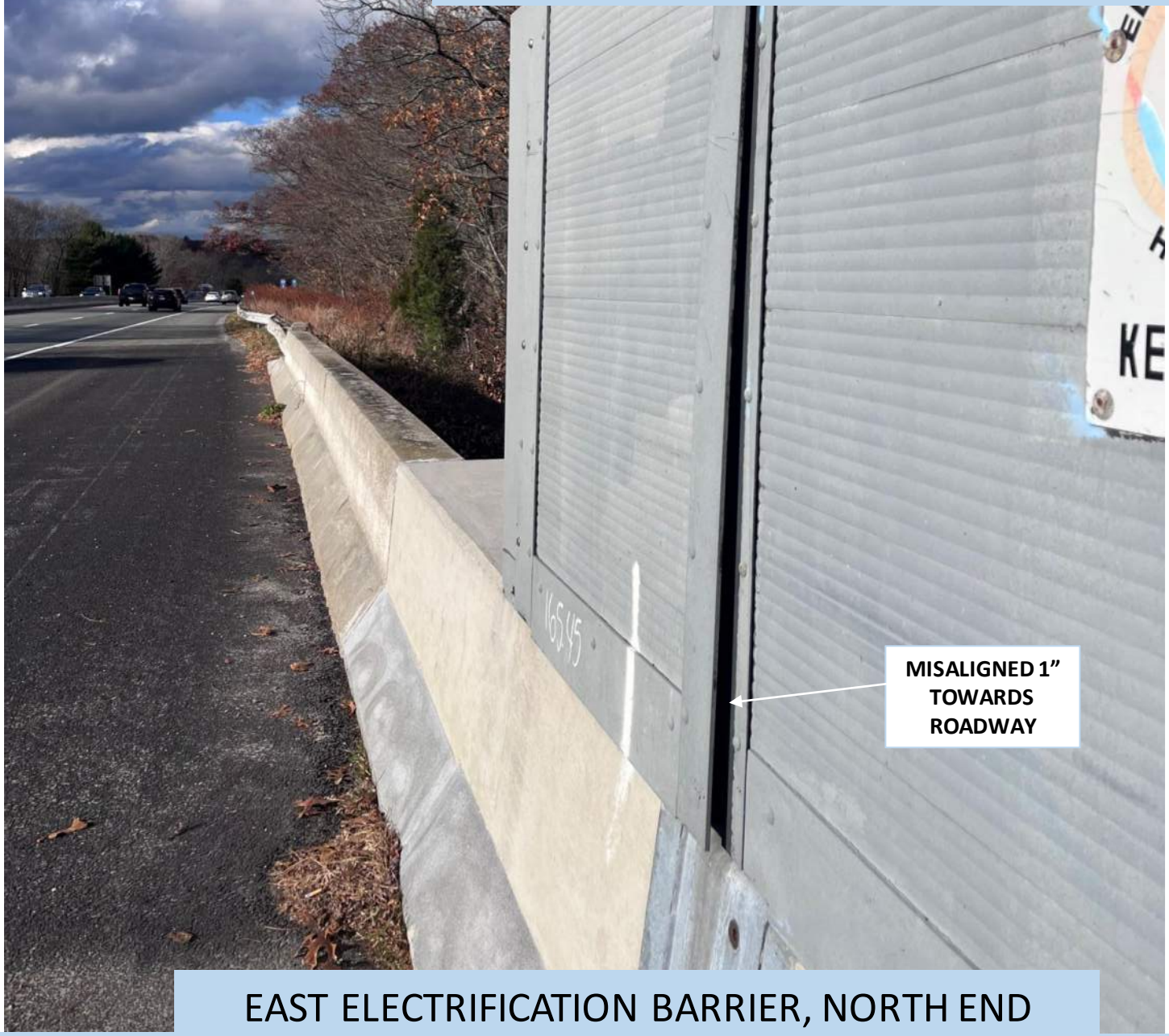
EAST ELECTRIFICATION BARRIER, 6TH POST FROM NORTH (WEST FACE, LOOKING NORTH EAST)

BRIDGE #024301

12/11/2023

PHOTO #22

ROUTINE AND SPECIAL INSPECTION



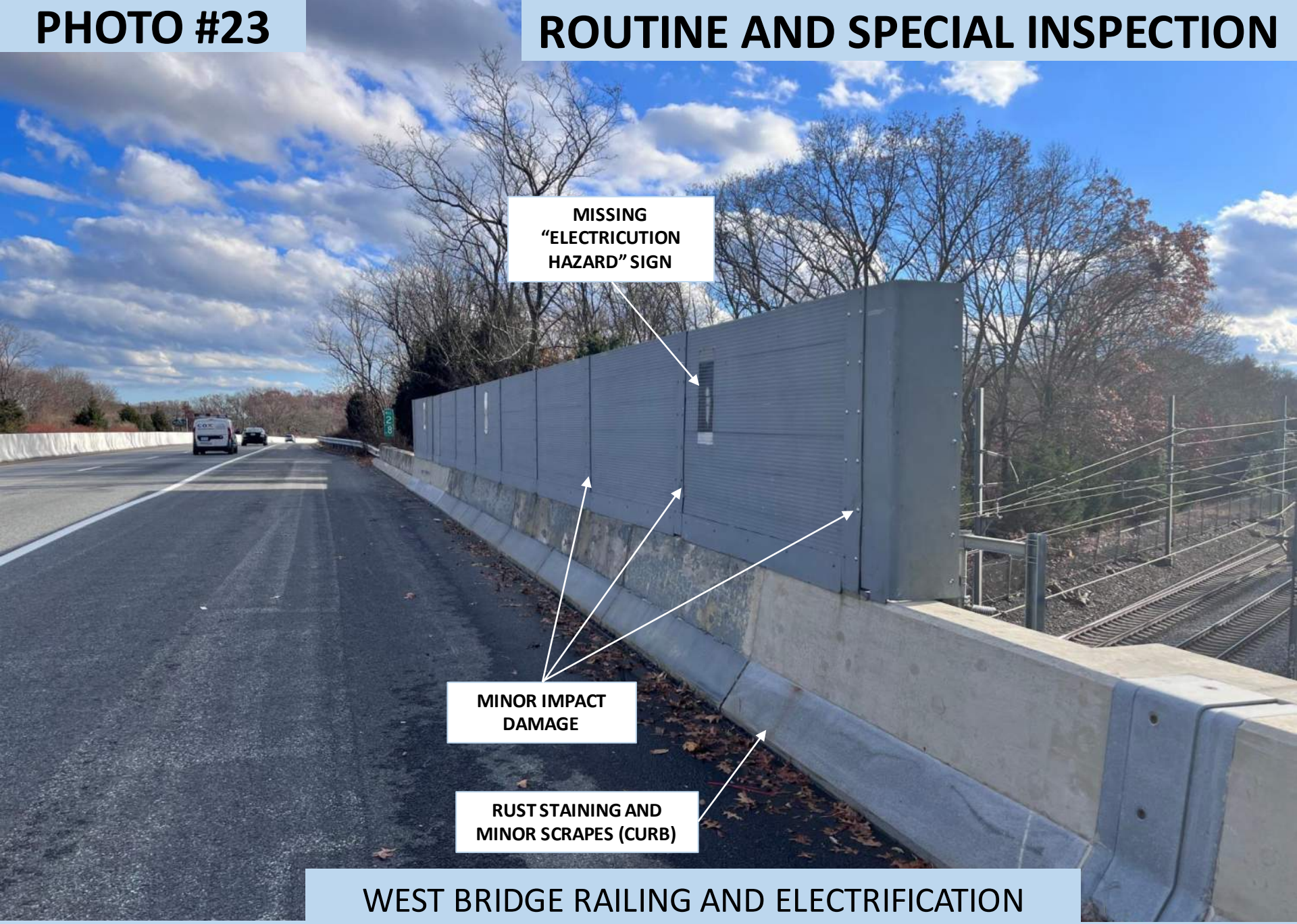
EAST ELECTRIFICATION BARRIER, NORTH END
(WEST FACE, LOOKING NORTH)

BRIDGE #024301

12/11/2023

PHOTO #23

ROUTINE AND SPECIAL INSPECTION



WEST BRIDGE RAILING AND ELECTRIFICATION BARRIER (EAST FACE, LOOKING SOUTH WEST)

BRIDGE #024301

12/11/2023

PHOTO #24

ROUTINE AND SPECIAL INSPECTION

WEST ELECTRIFICATION BARRIER, 6TH POST FROM SOUTH (EAST FACE, LOOKING SOUTH WEST)

BRIDGE #024301

12/11/2023

PHOTO #25

ROUTINE AND SPECIAL INSPECTION

NORTH EAST APPROACH GUARDRAIL/BRIDGE RAIL
(WEST FACE, LOOKING NORTH)

BRIDGE #024301

12/11/2023

PHOTO #26

ROUTINE AND SPECIAL INSPECTION

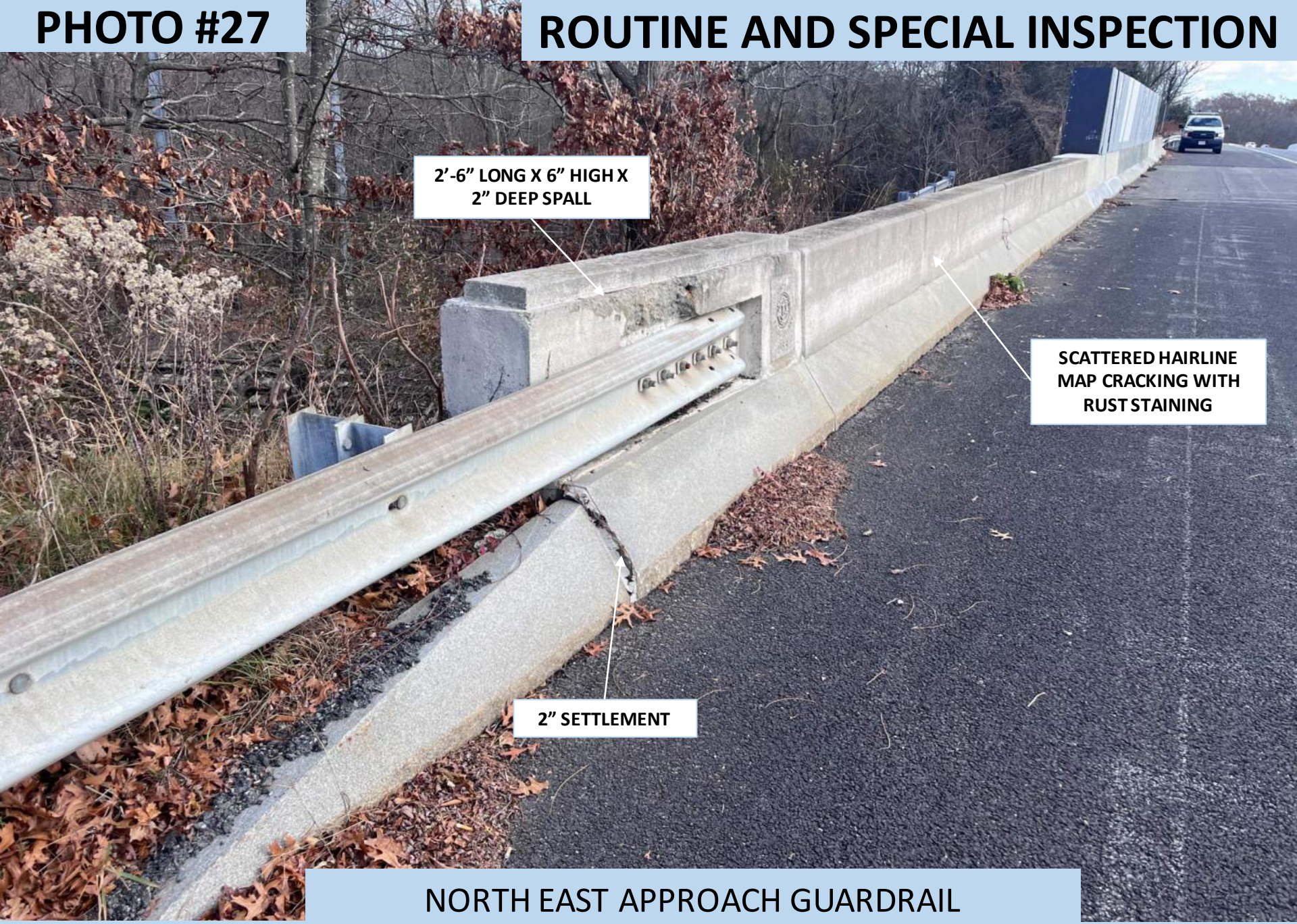
SOUTH EAST APPROACH GUARDRAIL/BRIDGE RAIL
(WEST FACE, LOOKING NORTH EAST)

BRIDGE #024301

12/11/2023

PHOTO #27

ROUTINE AND SPECIAL INSPECTION



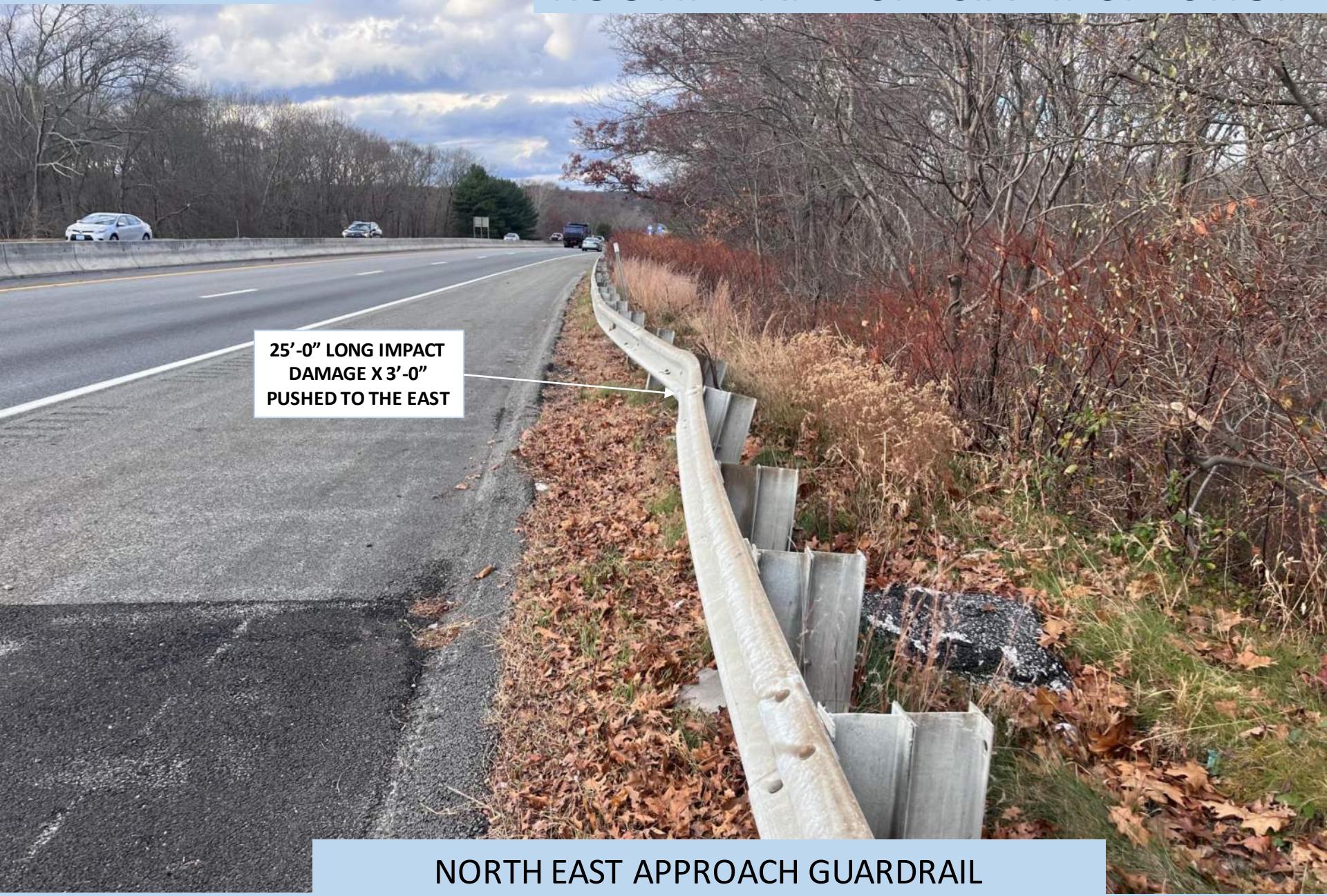
NORTH EAST APPROACH GUARDRAIL
(WEST FACE, LOOKING SOUTH)

BRIDGE #024301

12/11/2023

PHOTO #28

ROUTINE AND SPECIAL INSPECTION



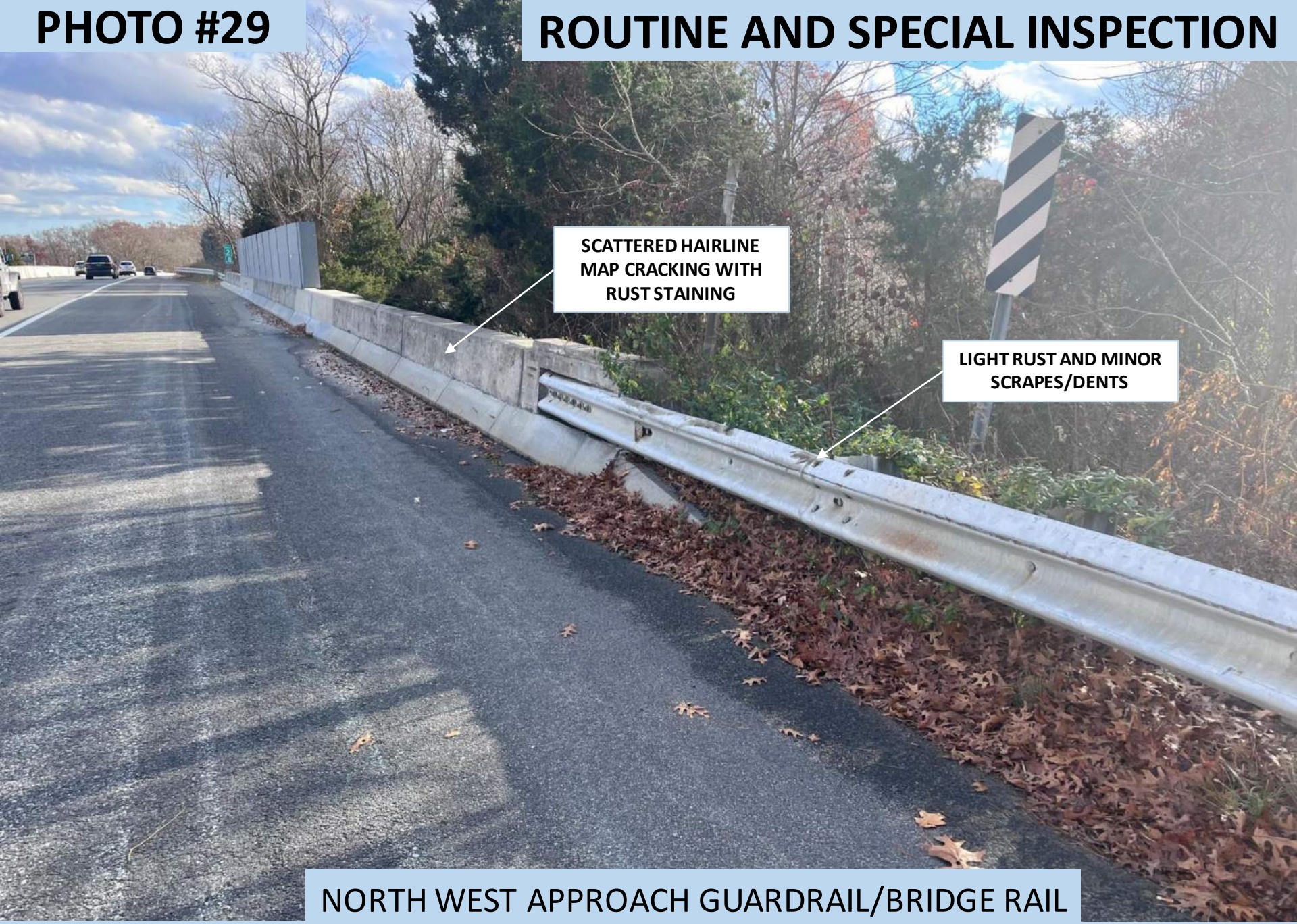
NORTH EAST APPROACH GUARDRAIL
(LOOKING NORTH)

BRIDGE #024301

12/11/2023

PHOTO #29

ROUTINE AND SPECIAL INSPECTION



NORTH WEST APPROACH GUARDRAIL/BRIDGE RAIL
(EAST FACE, LOOKING SOUTH WEST)

BRIDGE #024301

12/11/2023

PHOTO #30

ROUTINE AND SPECIAL INSPECTION

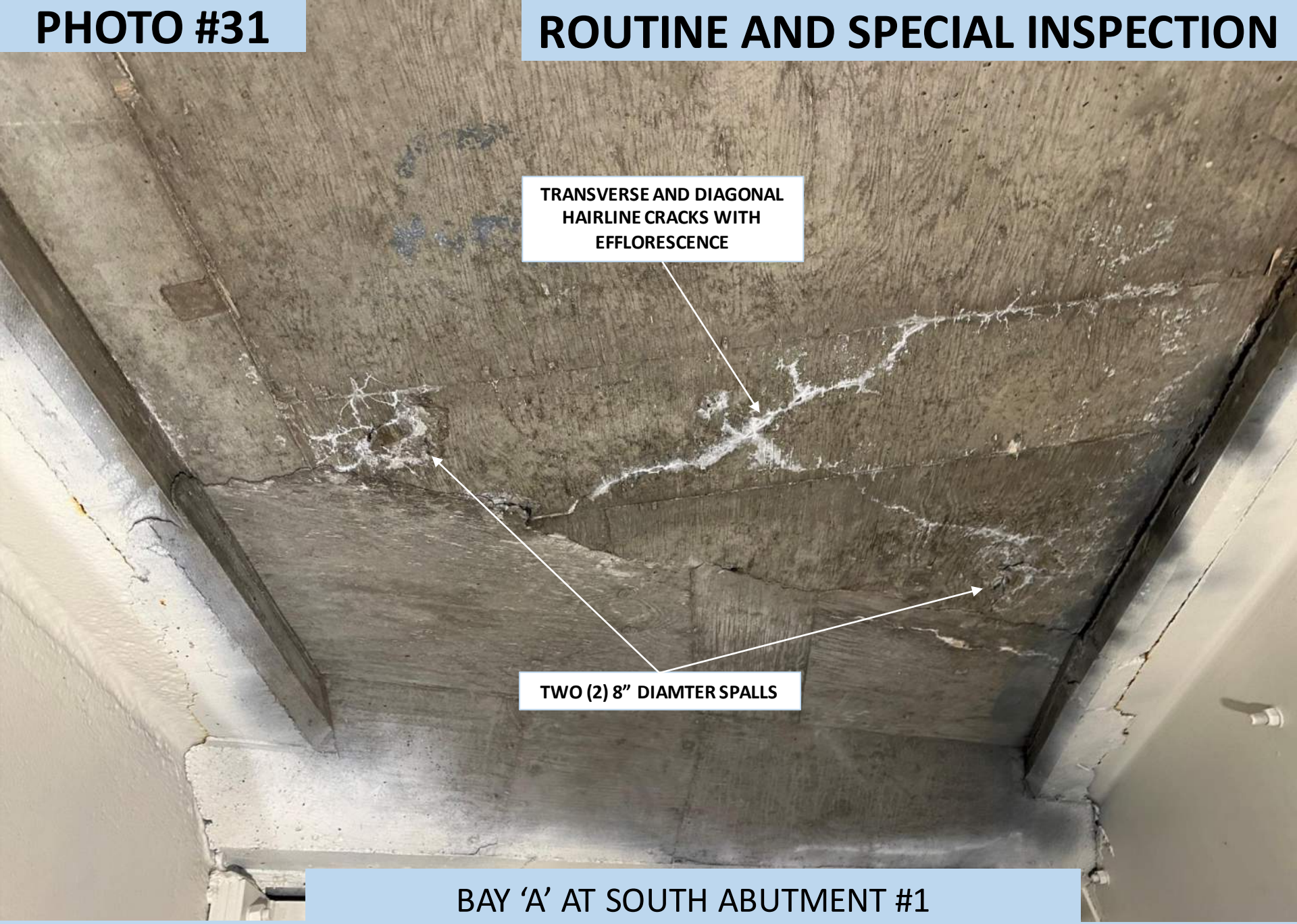
SOUTH WEST APPROACH GUARDRAIL/BRIDGE RAILING (EAST FACE, LOOKING NORTH WEST)

BRIDGE #024301

12/11/2023

PHOTO #31

ROUTINE AND SPECIAL INSPECTION



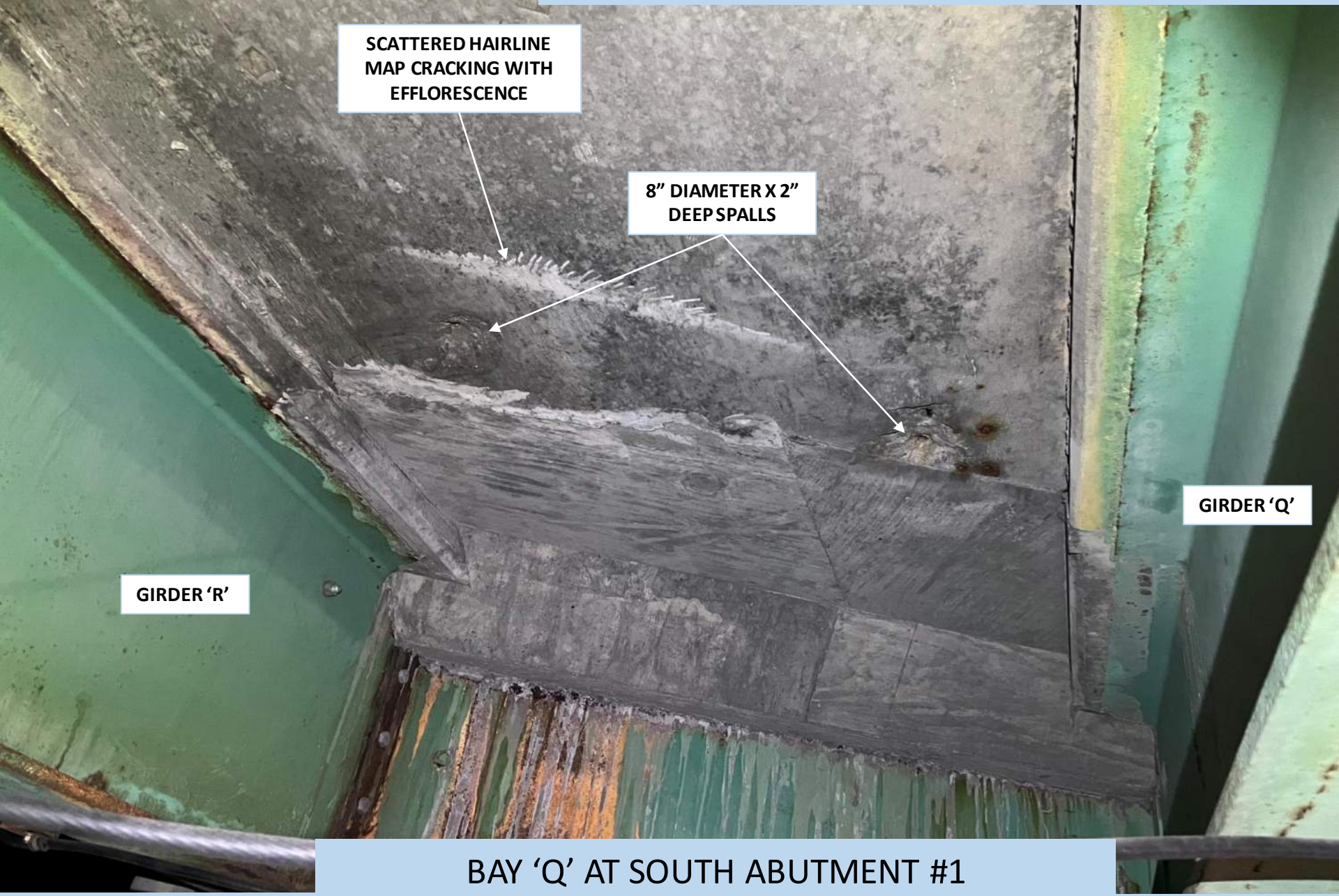
BAY 'A' AT SOUTH ABUTMENT #1
(LOOKING SOUTH)

BRIDGE #024301

12/11/2023

PHOTO #32

ROUTINE AND SPECIAL INSPECTION



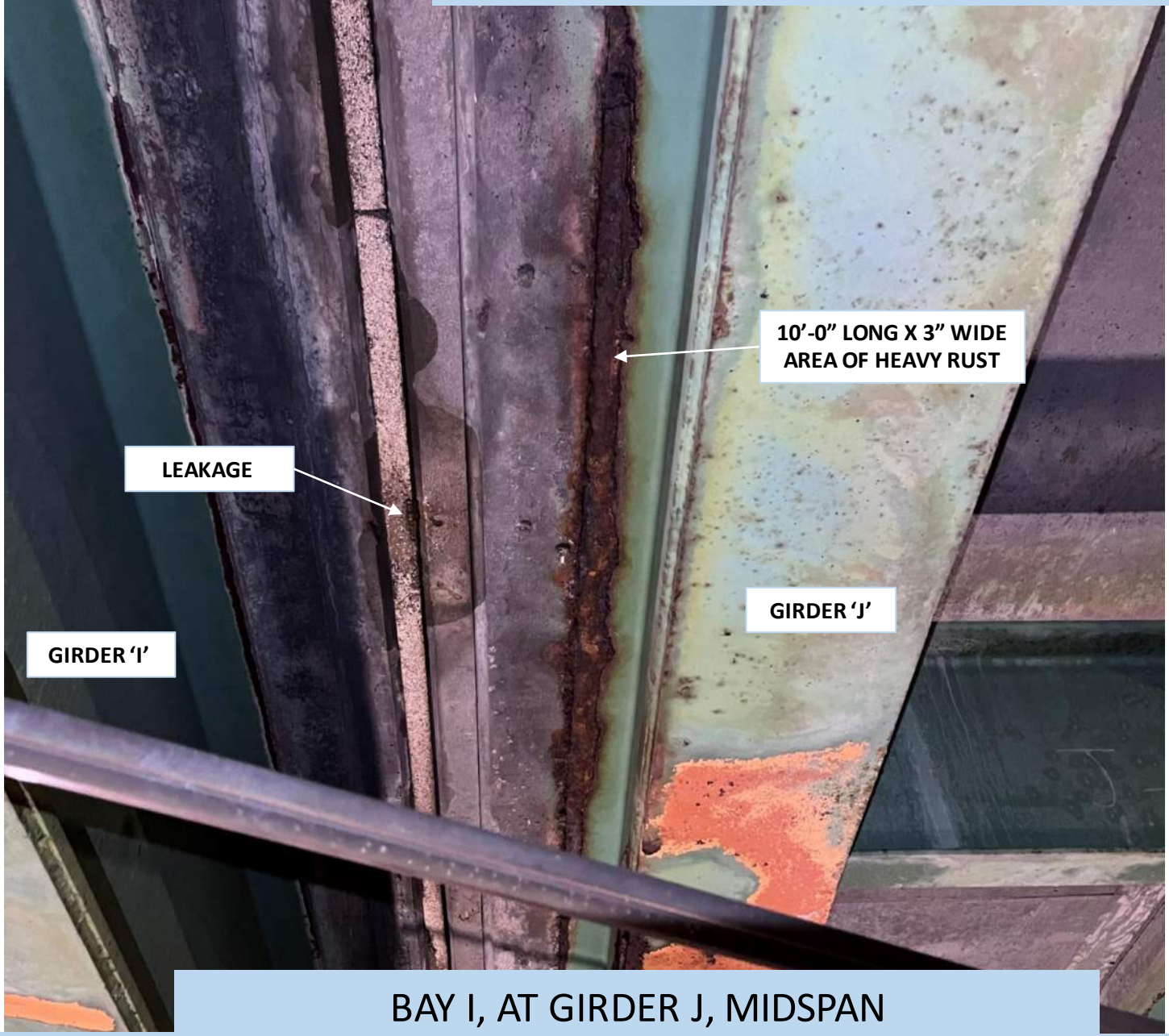
BAY 'Q' AT SOUTH ABUTMENT #1
(LOOKING SOUTH)

BRIDGE #024301

12/11/2023

PHOTO #33

ROUTINE AND SPECIAL INSPECTION



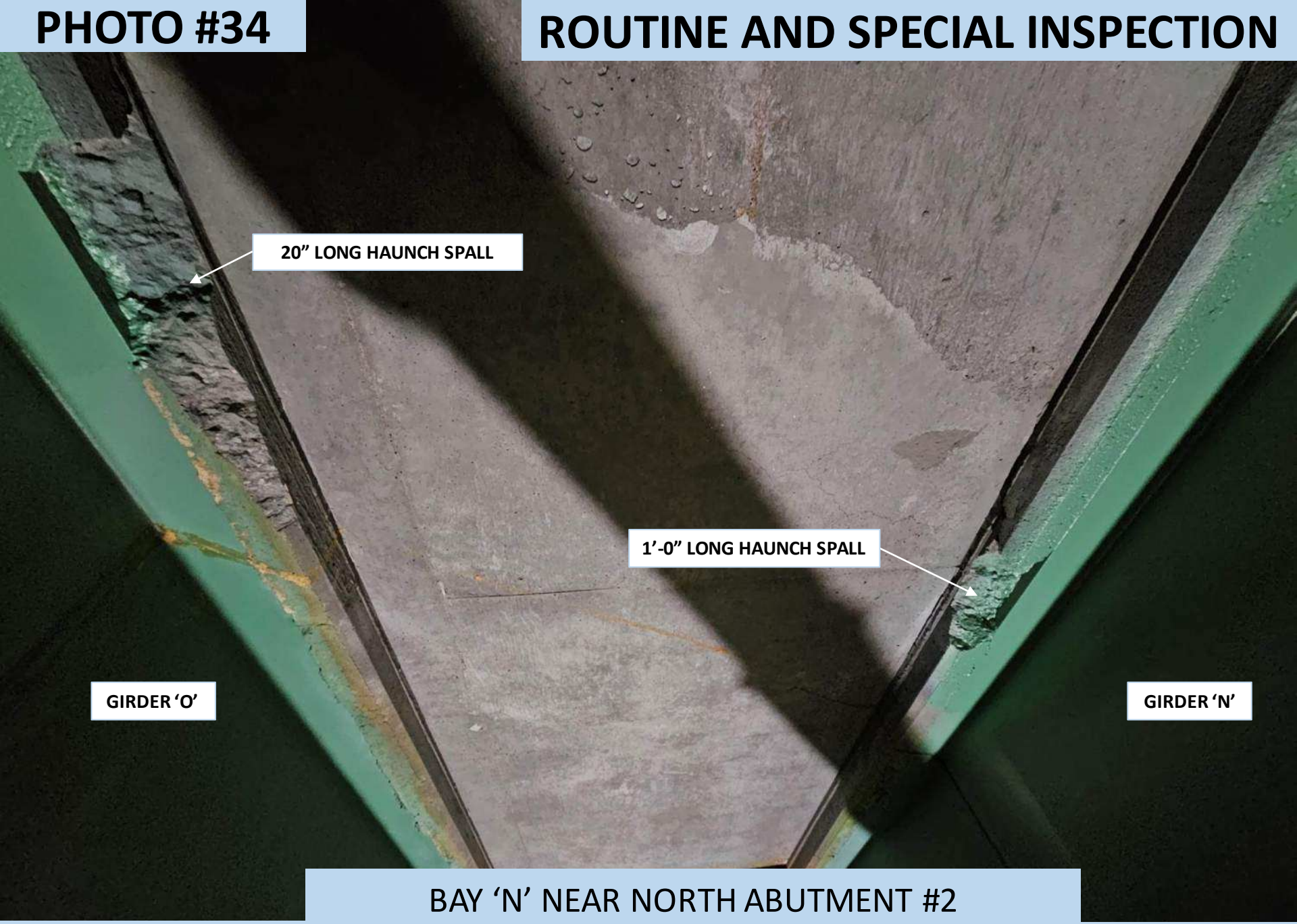
BAY I, AT GIRDER J, MIDSPAN
(LOOKING NORTH)

BRIDGE #024301

12/11/2023

PHOTO #34

ROUTINE AND SPECIAL INSPECTION



BAY ‘N’ NEAR NORTH ABUTMENT #2
(LOOKING SOUTH)

BRIDGE #024301

12/11/2023

PHOTO #35

ROUTINE AND SPECIAL INSPECTION

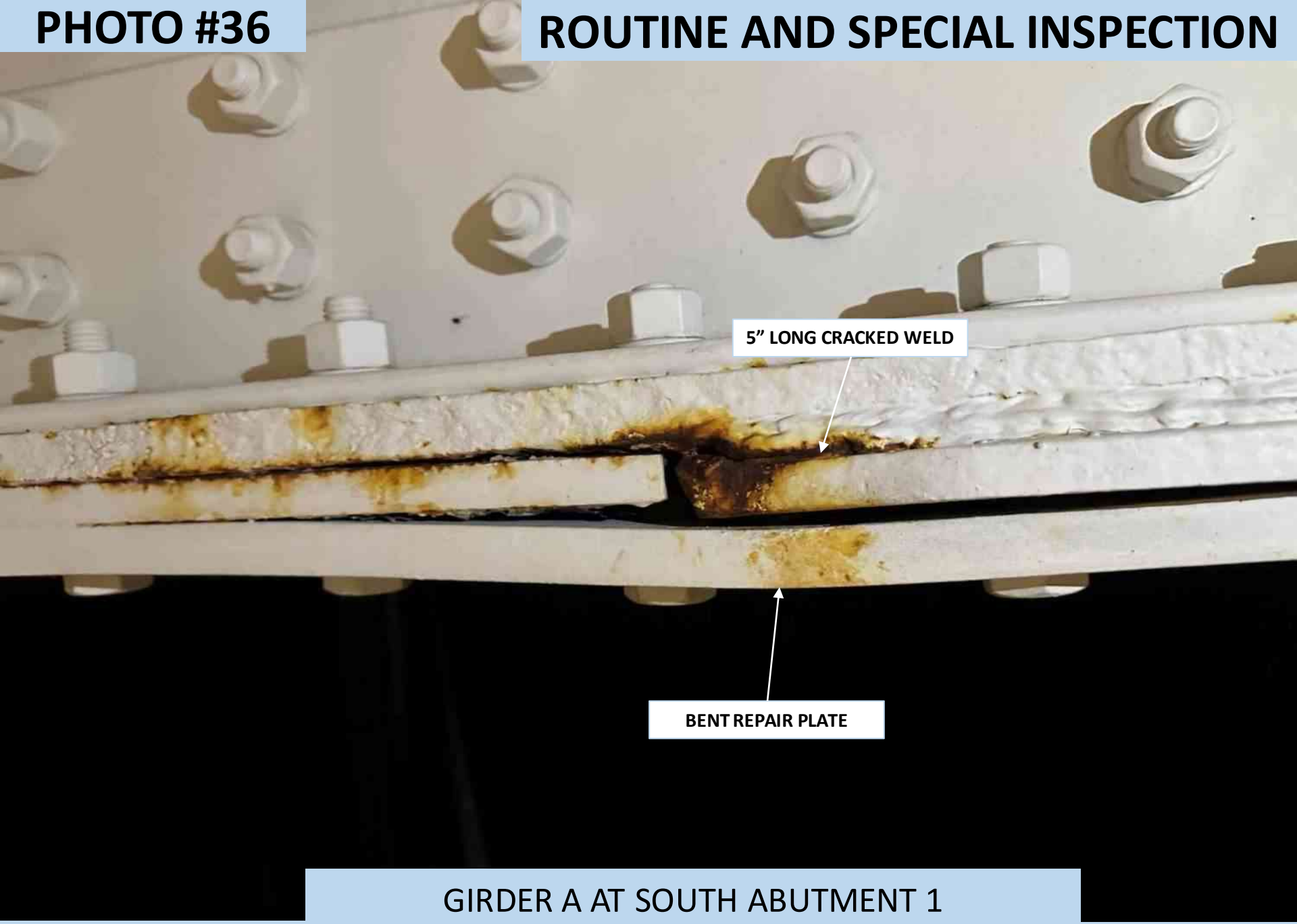
GIRDER A, AT SOUTH ABUTMENT 1
(WEST FACE, LOOKING EAST)

BRIDGE #024301

12/11/2023

PHOTO #36

ROUTINE AND SPECIAL INSPECTION



GIRDER A AT SOUTH ABUTMENT 1
(EAST FACE, LOOKING WEST)

BRIDGE #024301

12/11/2023

PHOTO #37

ROUTINE AND SPECIAL INSPECTION

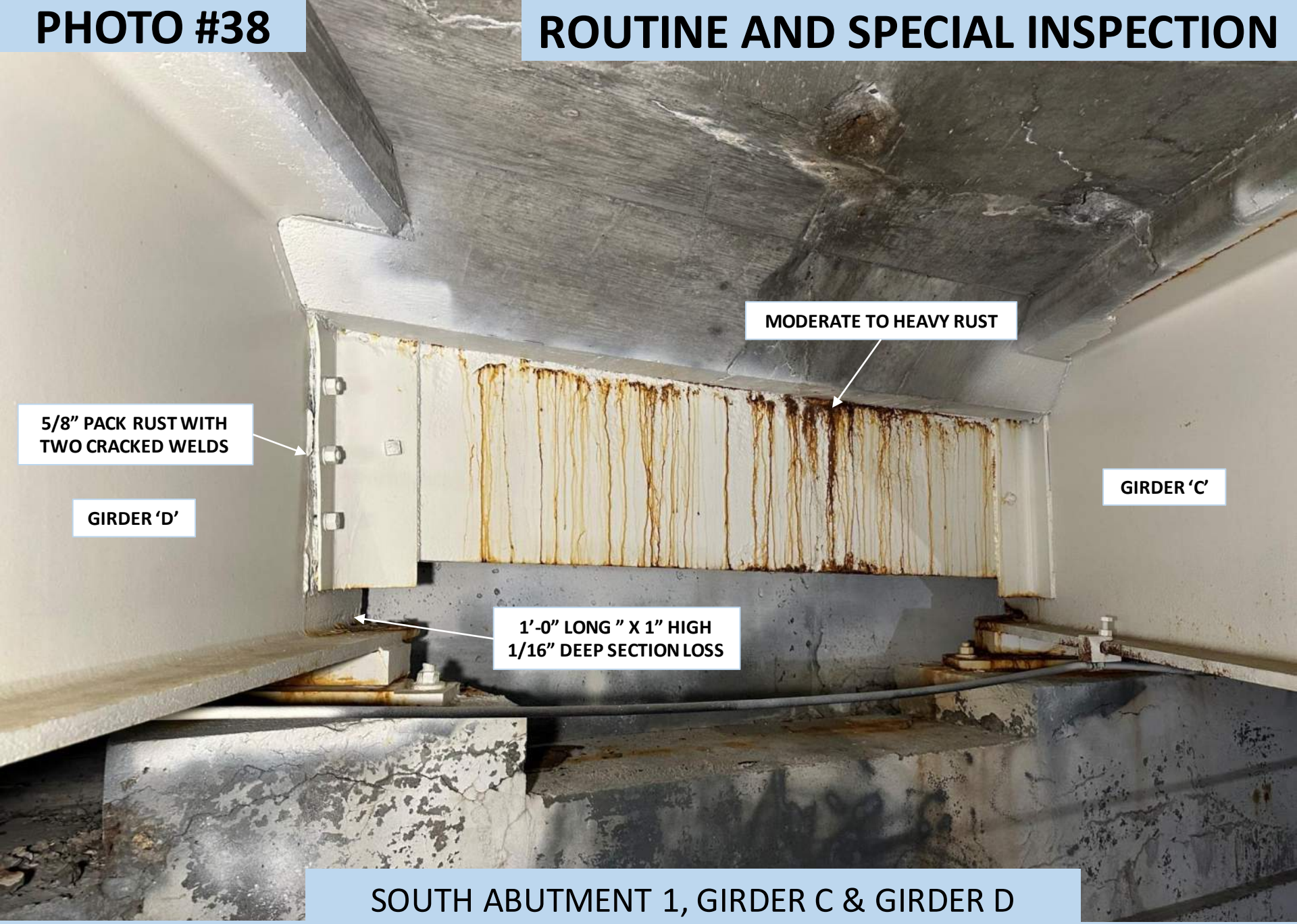
GIRDERS A AND B, UNDERSIDE NEAR SOUTH ABUTMENT 1 (LOOKING NORTH)

BRIDGE #024301

12/11/2023

PHOTO #38

ROUTINE AND SPECIAL INSPECTION



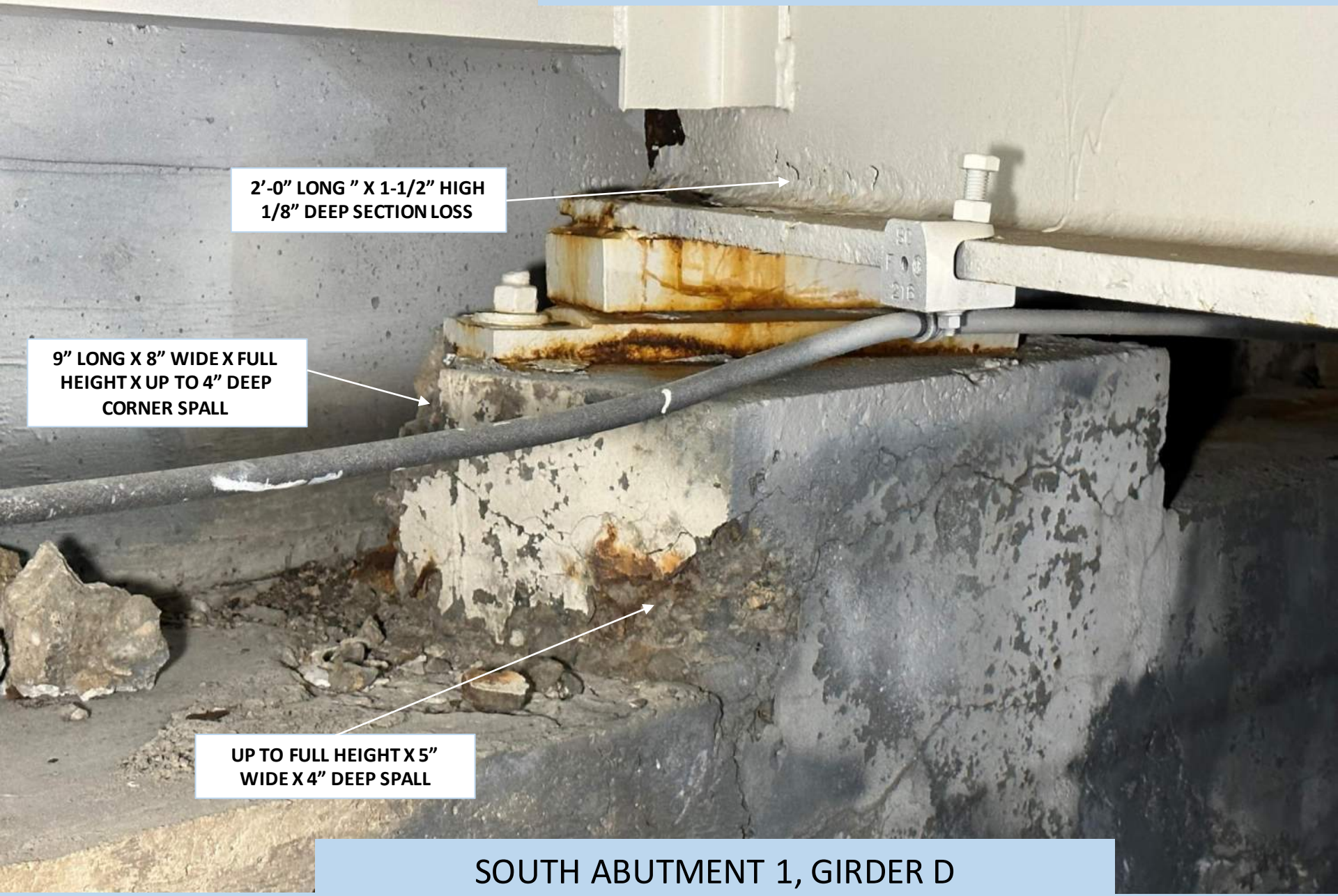
SOUTH ABUTMENT 1, GIRDER C & GIRDER D (LOOKING SOUTH)

BRIDGE #024301

12/11/2023

PHOTO #39

ROUTINE AND SPECIAL INSPECTION



SOUTH ABUTMENT 1, GIRDER D
(EAST FACE, LOOKING SOUTH WEST)

BRIDGE #024301

12/11/2023

PHOTO #40

ROUTINE AND SPECIAL INSPECTION

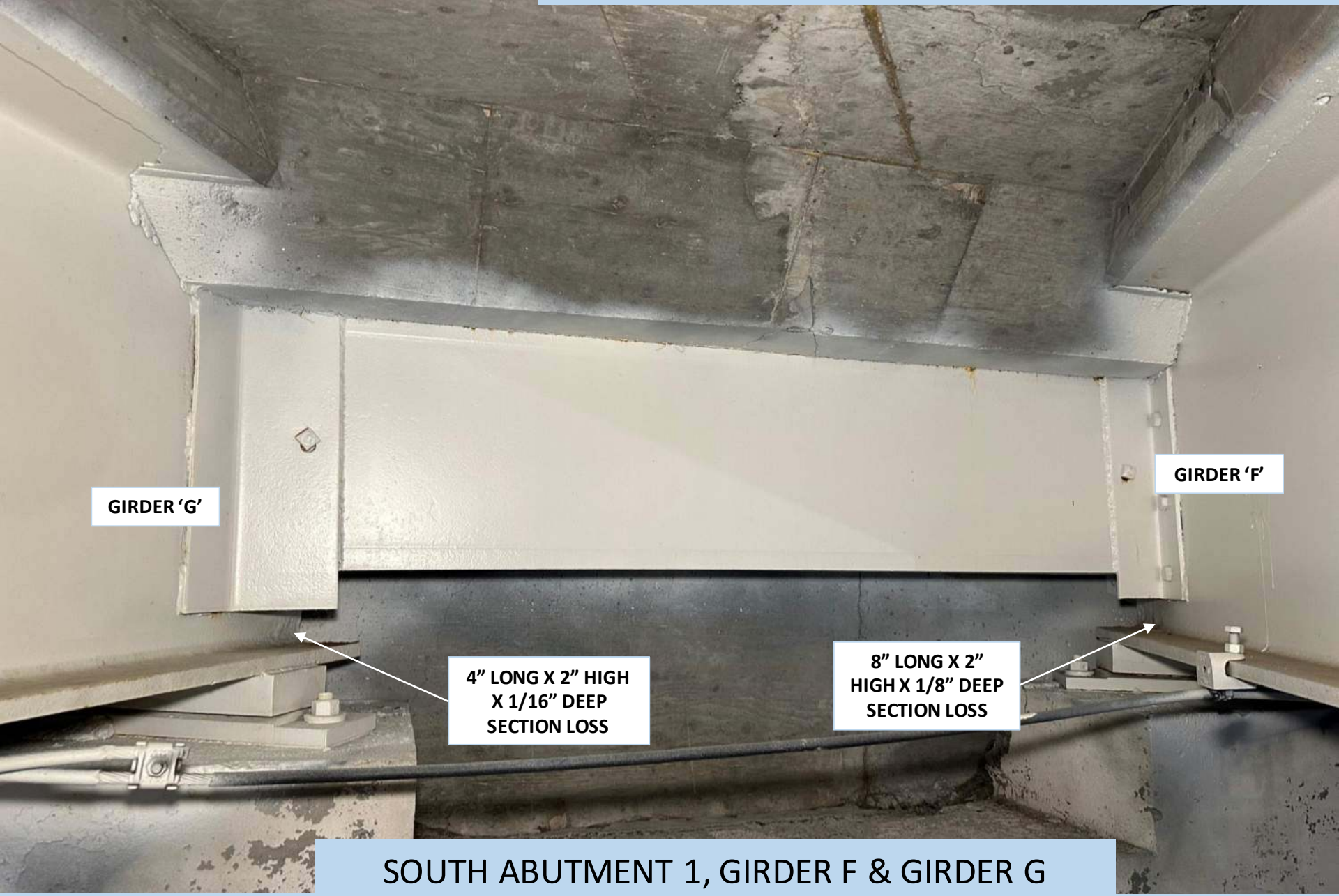
SOUTH ABUTMENT 1, GIRDER E
(EAST FACE, LOOKING SOUTH WEST)

BRIDGE #024301

12/11/2023

PHOTO #41

ROUTINE AND SPECIAL INSPECTION



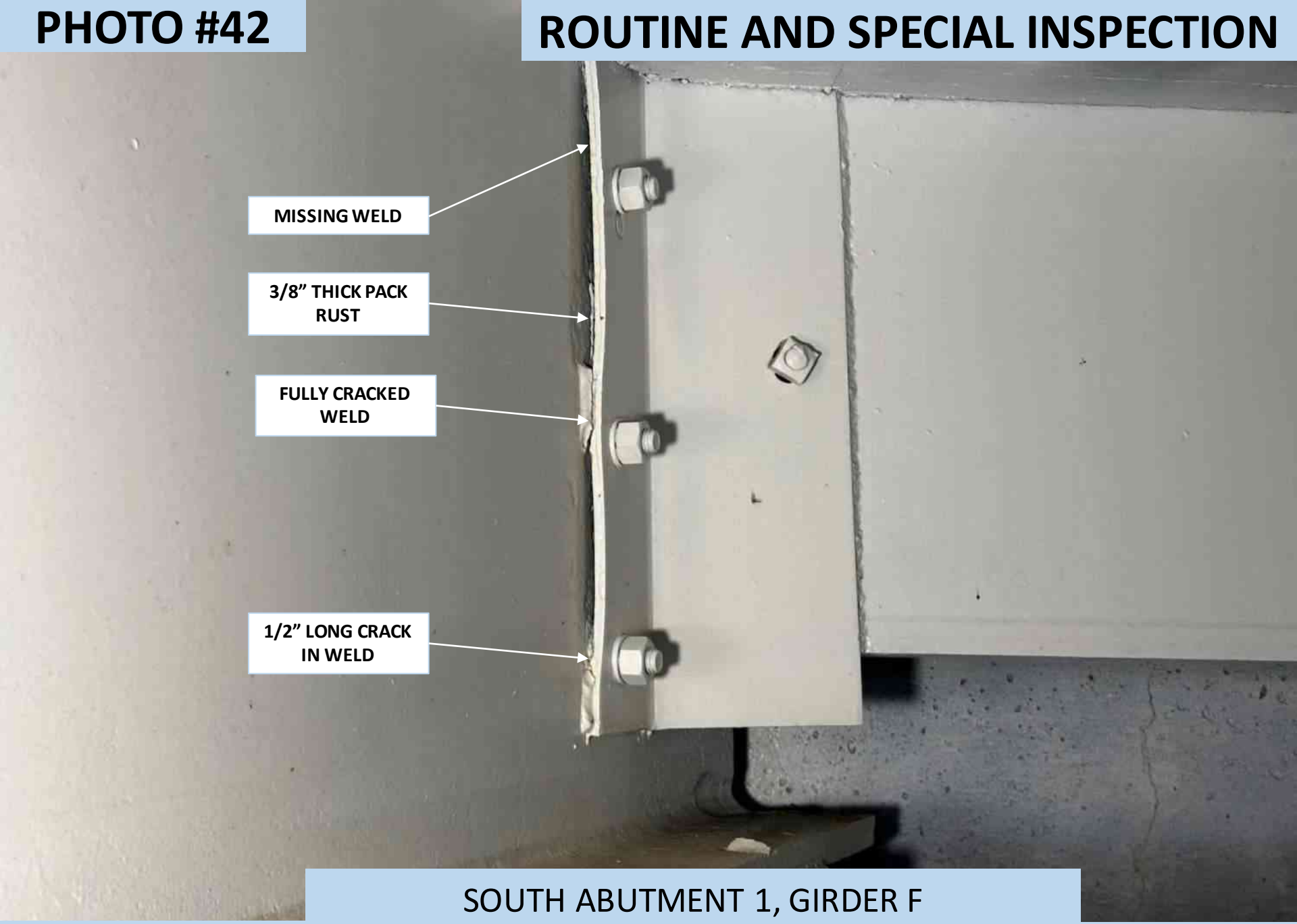
SOUTH ABUTMENT 1, GIRDER F & GIRDER G
(LOOKING SOUTH)

BRIDGE #024301

12/11/2023

PHOTO #42

ROUTINE AND SPECIAL INSPECTION



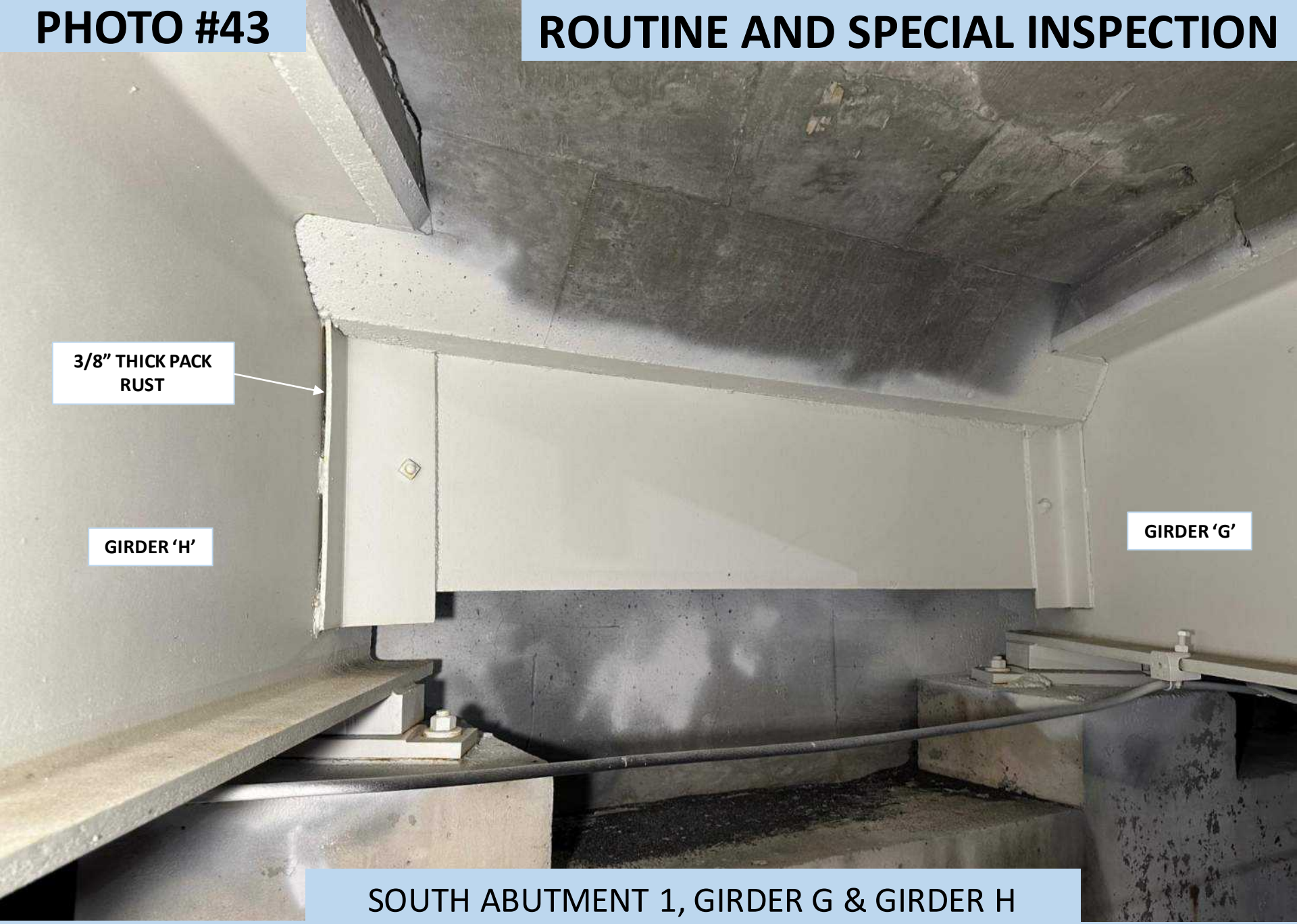
SOUTH ABUTMENT 1, GIRDER F
(WEST FACE, LOOKING SOUTH EAST)

BRIDGE #024301

12/11/2023

PHOTO #43

ROUTINE AND SPECIAL INSPECTION



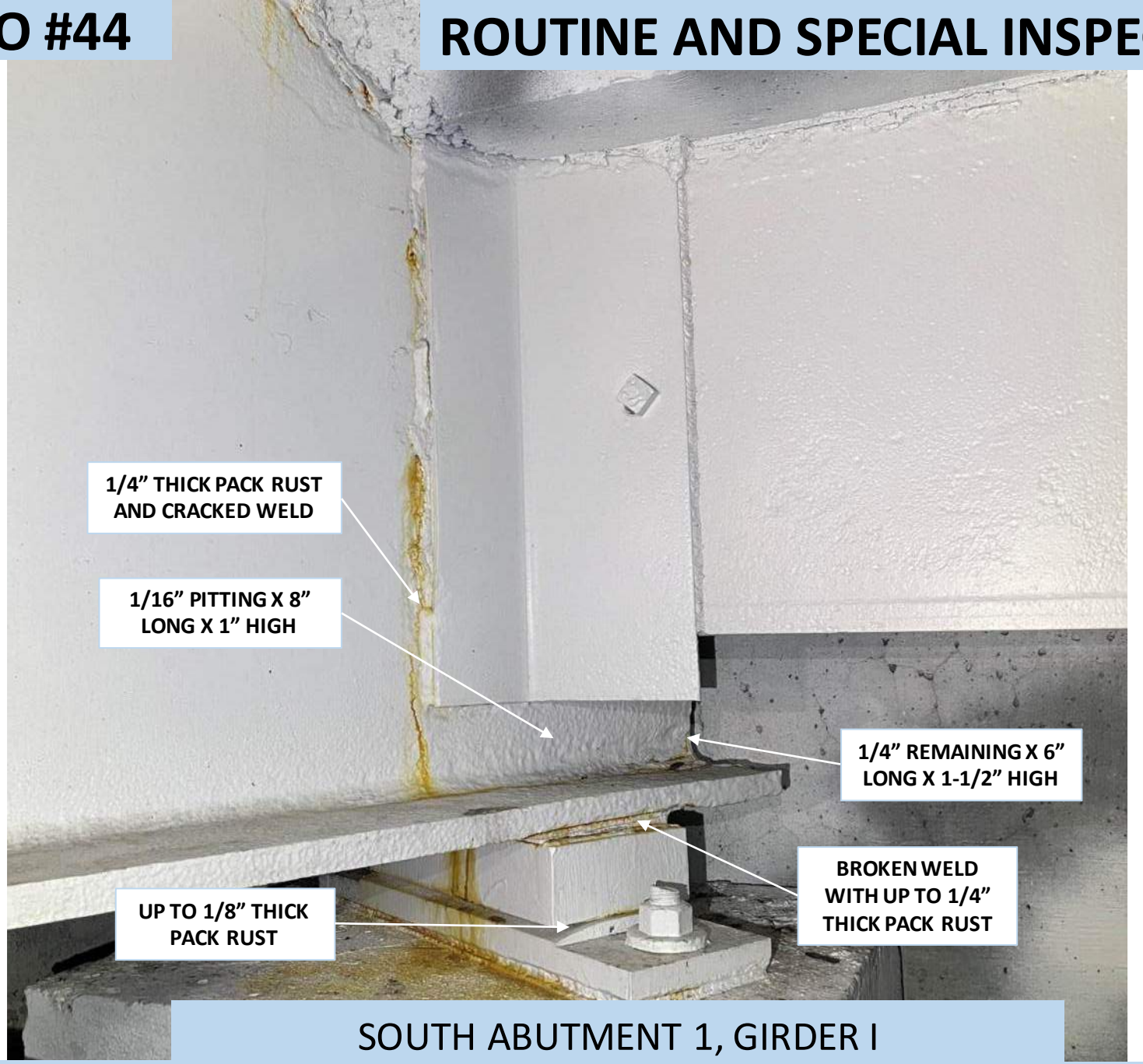
SOUTH ABUTMENT 1, GIRDER G & GIRDER H
(LOOKING SOUTH)

BRIDGE #024301

12/11/2023

PHOTO #44

ROUTINE AND SPECIAL INSPECTION



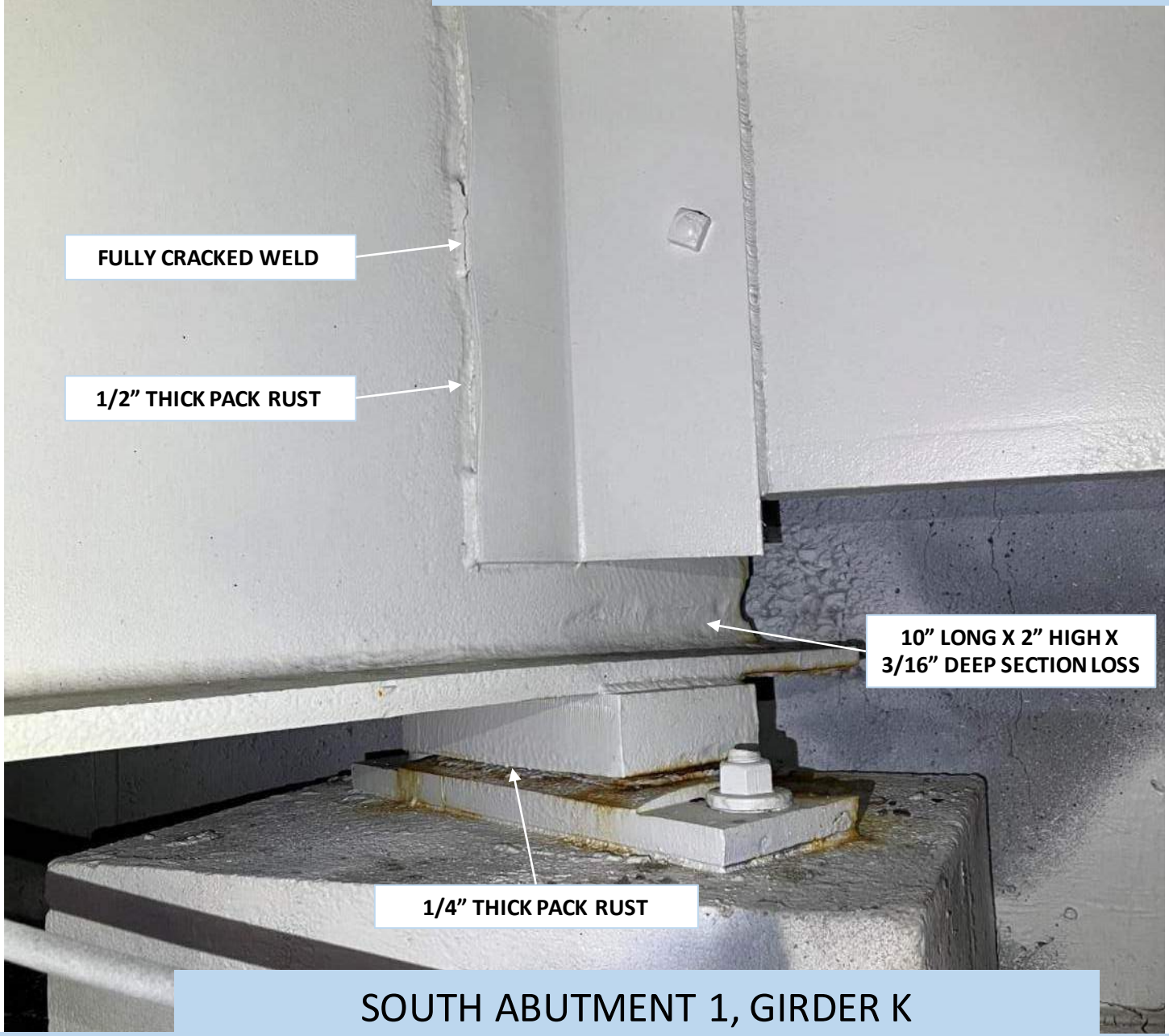
SOUTH ABUTMENT 1, GIRDER I
(WEST FACE, LOOKING EAST)

BRIDGE #024301

12/11/2023

PHOTO #45

ROUTINE AND SPECIAL INSPECTION



SOUTH ABUTMENT 1, GIRDER K
(WEST FACE, LOOKING EAST)

BRIDGE #024301

12/11/2023

PHOTO #46

ROUTINE AND SPECIAL INSPECTION

SOUTH ABUTMENT 1, GIRDER L
(WEST FACE, LOOKING EAST)

BRIDGE #024301

12/11/2023

PHOTO #47

ROUTINE AND SPECIAL INSPECTION

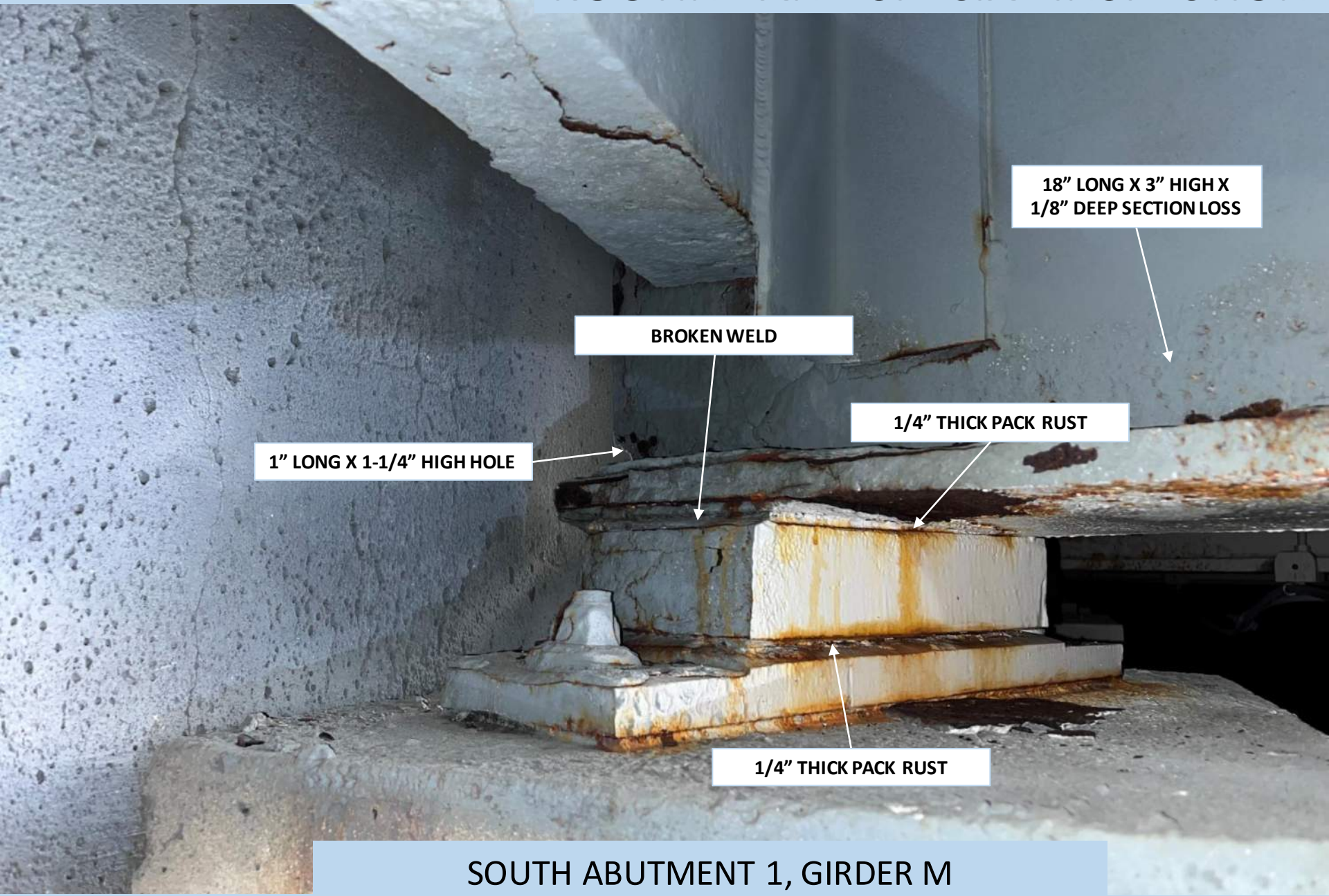
SOUTH ABUTMENT 1, GIRDER L
(EAST FACE, LOOKING SOUTH WEST)

BRIDGE #024301

12/11/2023

PHOTO #48

ROUTINE AND SPECIAL INSPECTION



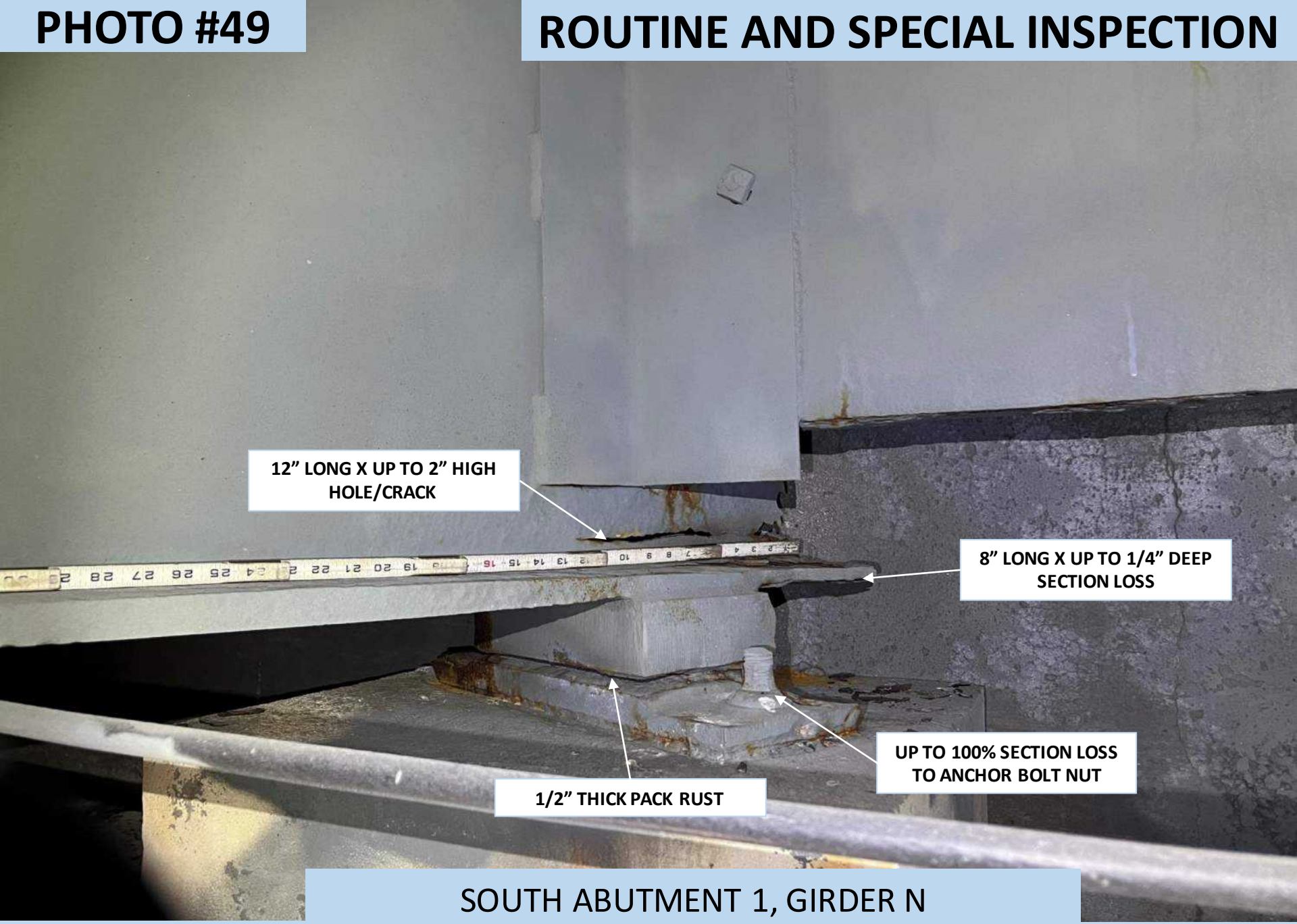
SOUTH ABUTMENT 1, GIRDER M
(EAST FACE, LOOKING WEST)

BRIDGE #024301

12/11/2023

PHOTO #49

ROUTINE AND SPECIAL INSPECTION



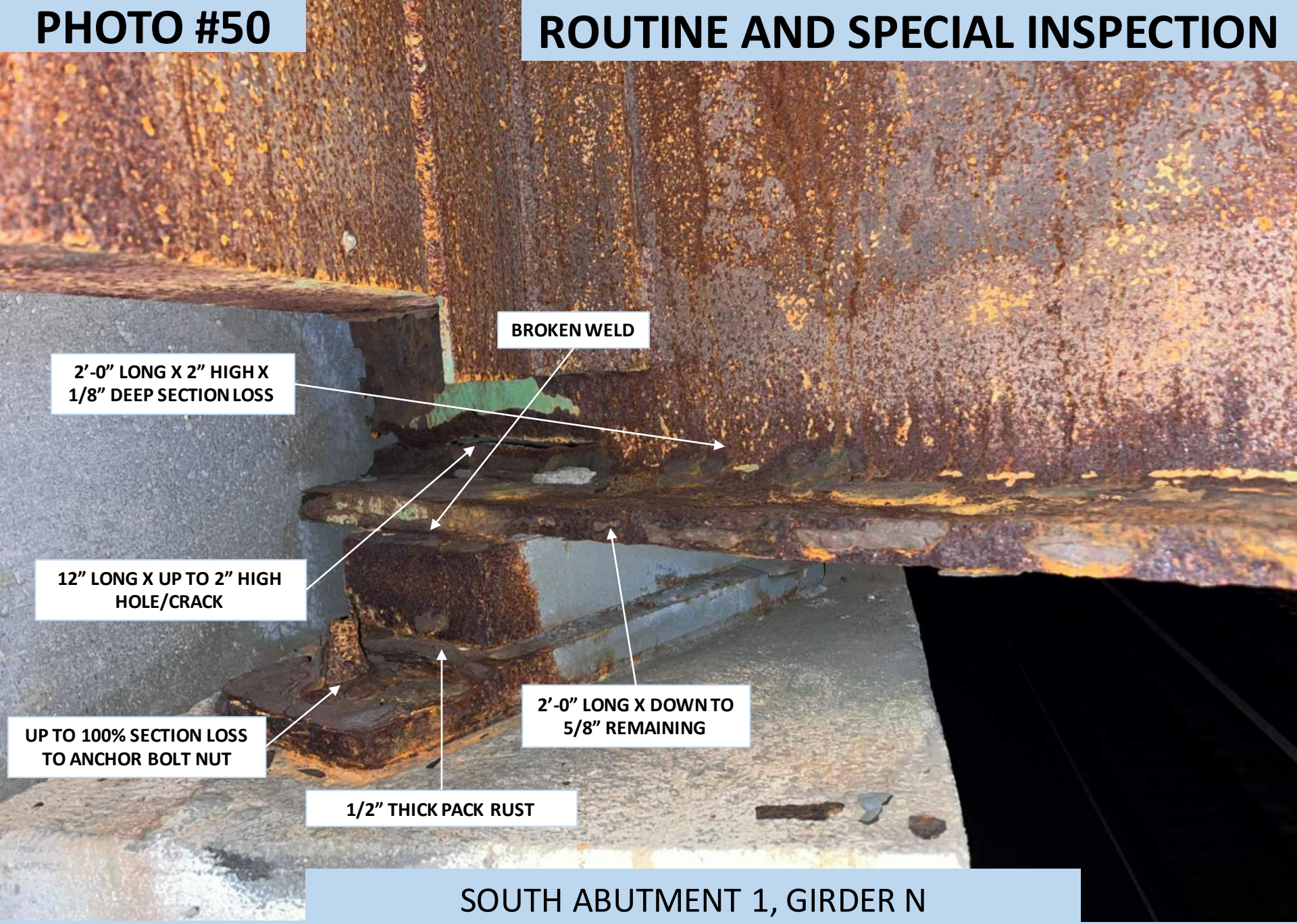
SOUTH ABUTMENT 1, GIRDER N
(WEST FACE, LOOKING EAST)

BRIDGE #024301

12/11/2023

PHOTO #50

ROUTINE AND SPECIAL INSPECTION



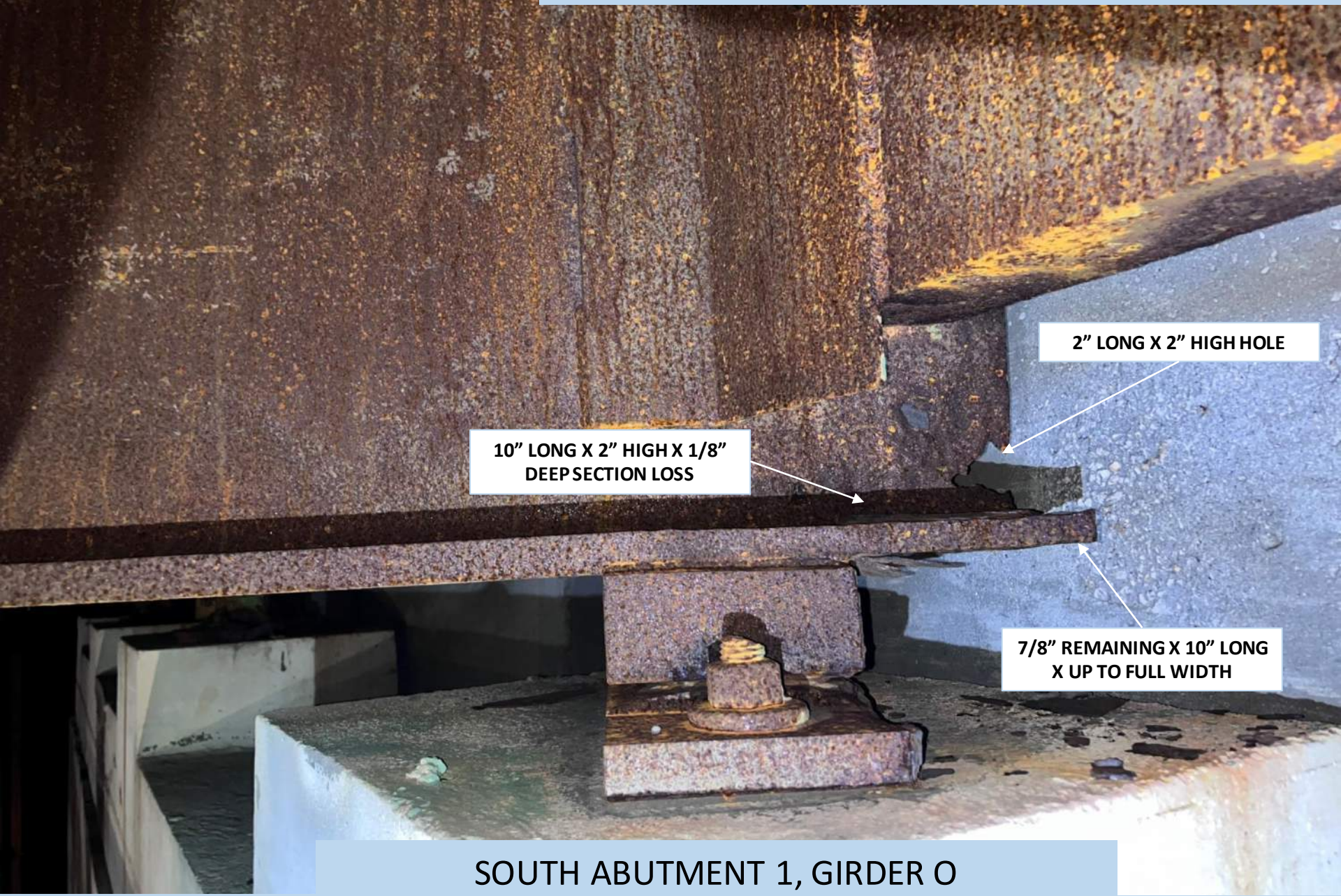
SOUTH ABUTMENT 1, GIRDER N
(EAST FACE, LOOKING WEST)

BRIDGE #024301

12/11/2023

PHOTO #51

ROUTINE AND SPECIAL INSPECTION



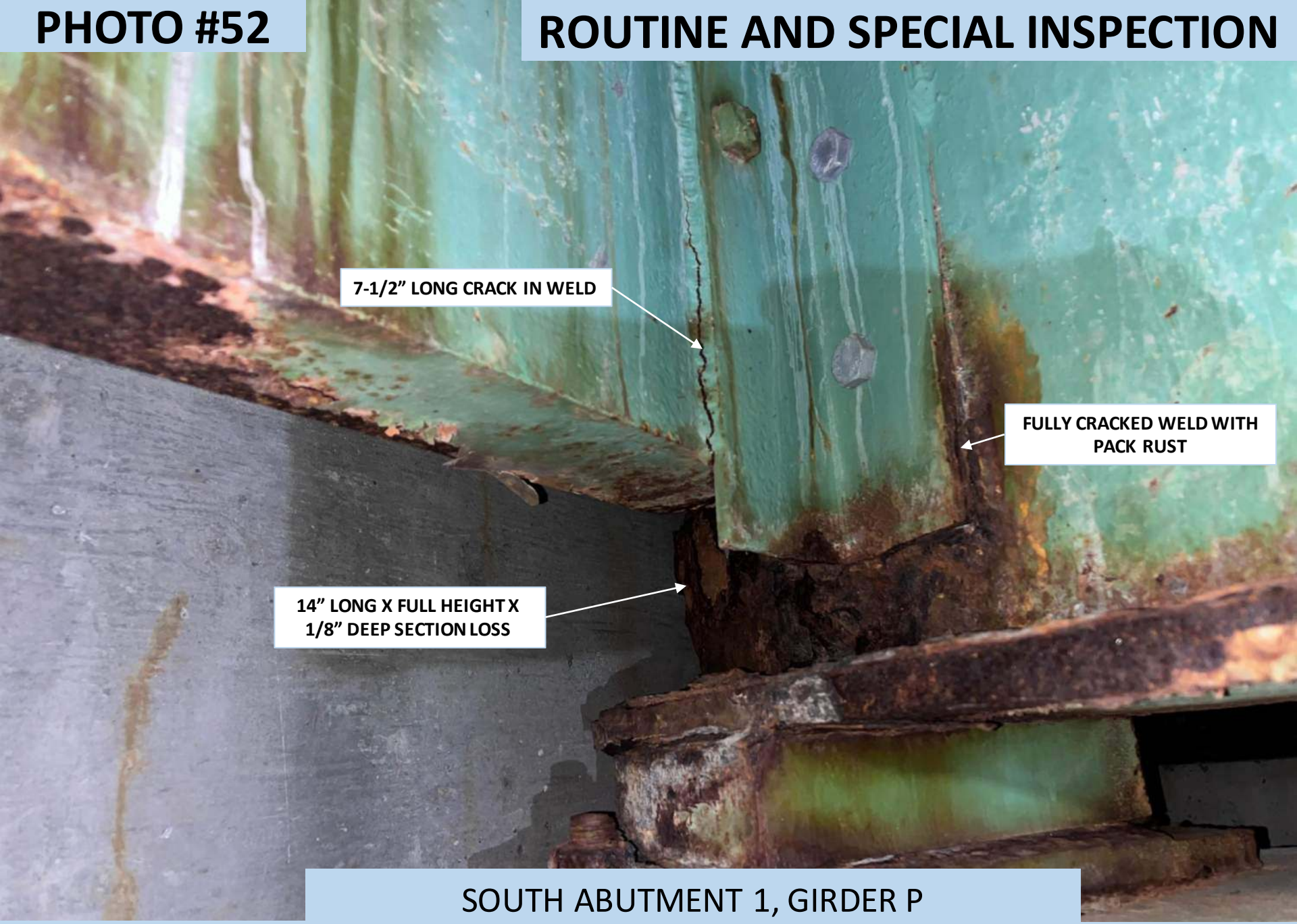
SOUTH ABUTMENT 1, GIRDER O
(WEST FACE, LOOKING EAST)

BRIDGE #024301

12/11/2023

PHOTO #52

ROUTINE AND SPECIAL INSPECTION



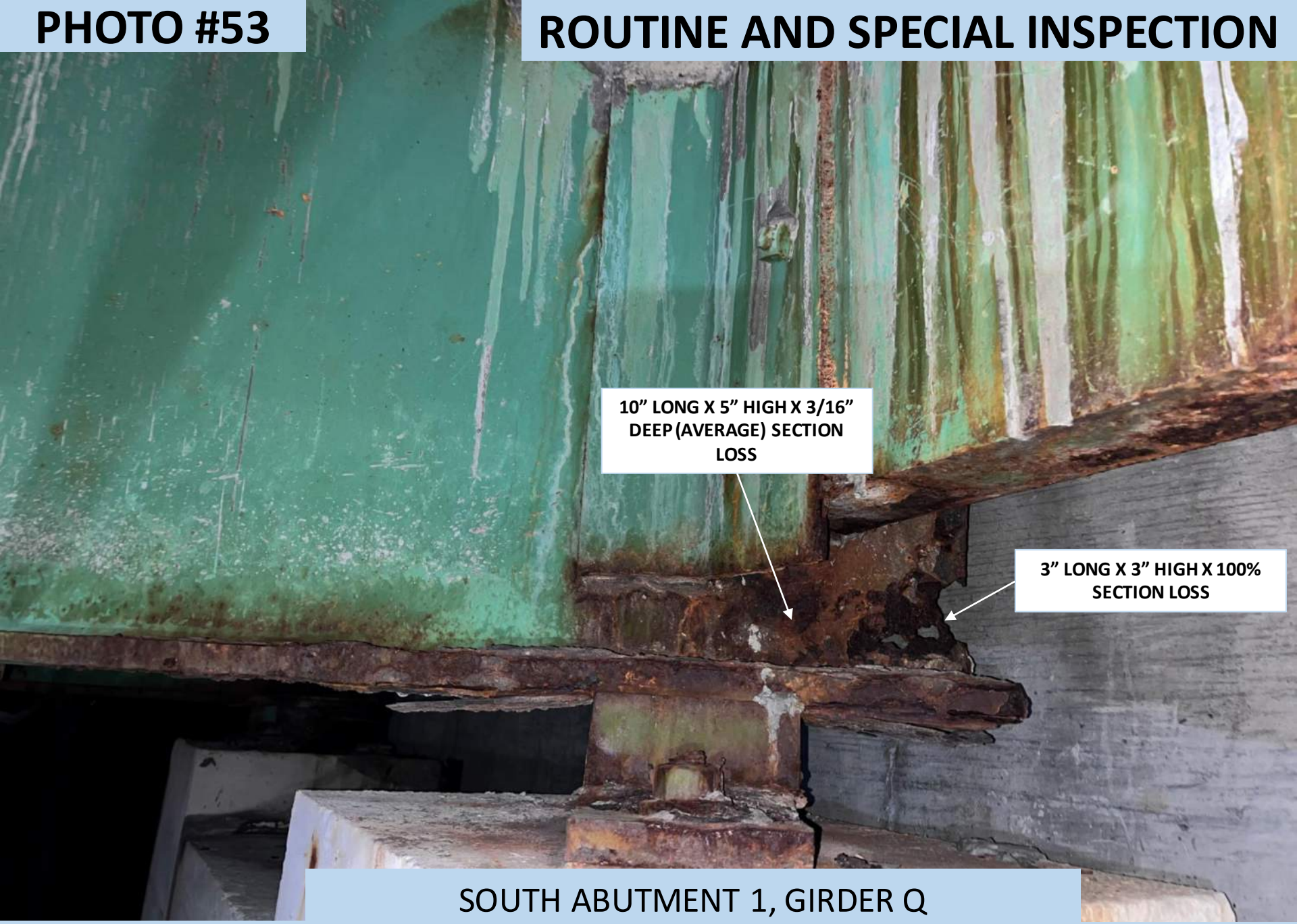
SOUTH ABUTMENT 1, GIRDER P
(EAST FACE, LOOKING WEST)

BRIDGE #024301

12/11/2023

PHOTO #53

ROUTINE AND SPECIAL INSPECTION



SOUTH ABUTMENT 1, GIRDER Q
(WEST FACE, LOOKING EAST)

BRIDGE #024301

12/11/2023

PHOTO #54

ROUTINE AND SPECIAL INSPECTION

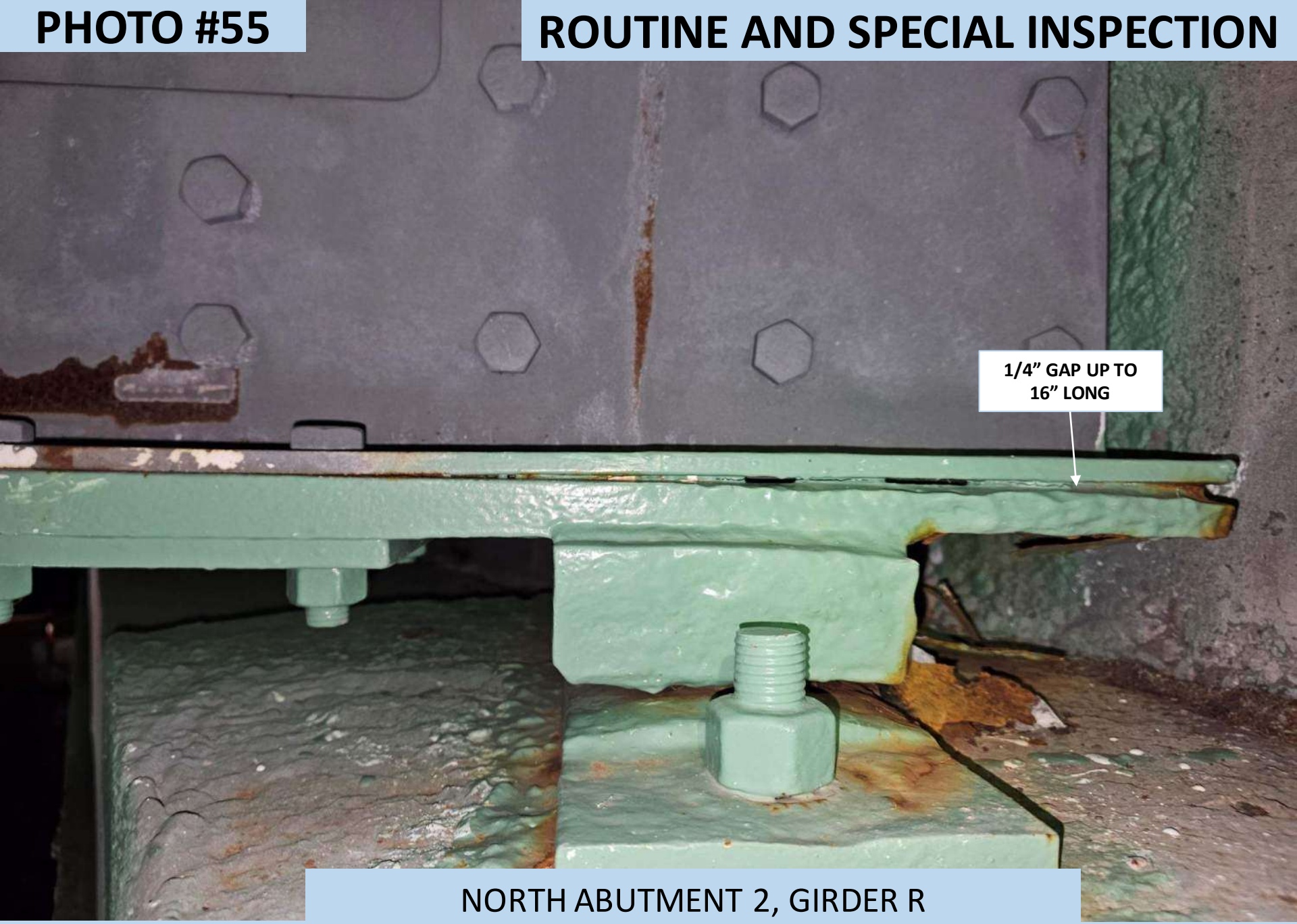
GIRDER R, NEAR SOUTH ABUTMENT 1
(WEST FACE, LOOKING EAST)

BRIDGE #024301

12/11/2023

PHOTO #55

ROUTINE AND SPECIAL INSPECTION



NORTH ABUTMENT 2, GIRDER R
(EAST FACE, LOOKING NORTH WEST)

BRIDGE #024301

12/11/2023

PHOTO #56

ROUTINE AND SPECIAL INSPECTION

SOUTH ABUTMENT 1, BEARING A
(EAST FACE, LOOKING SOUTH)

BRIDGE #024301

12/11/2023

PHOTO #57

ROUTINE AND SPECIAL INSPECTION

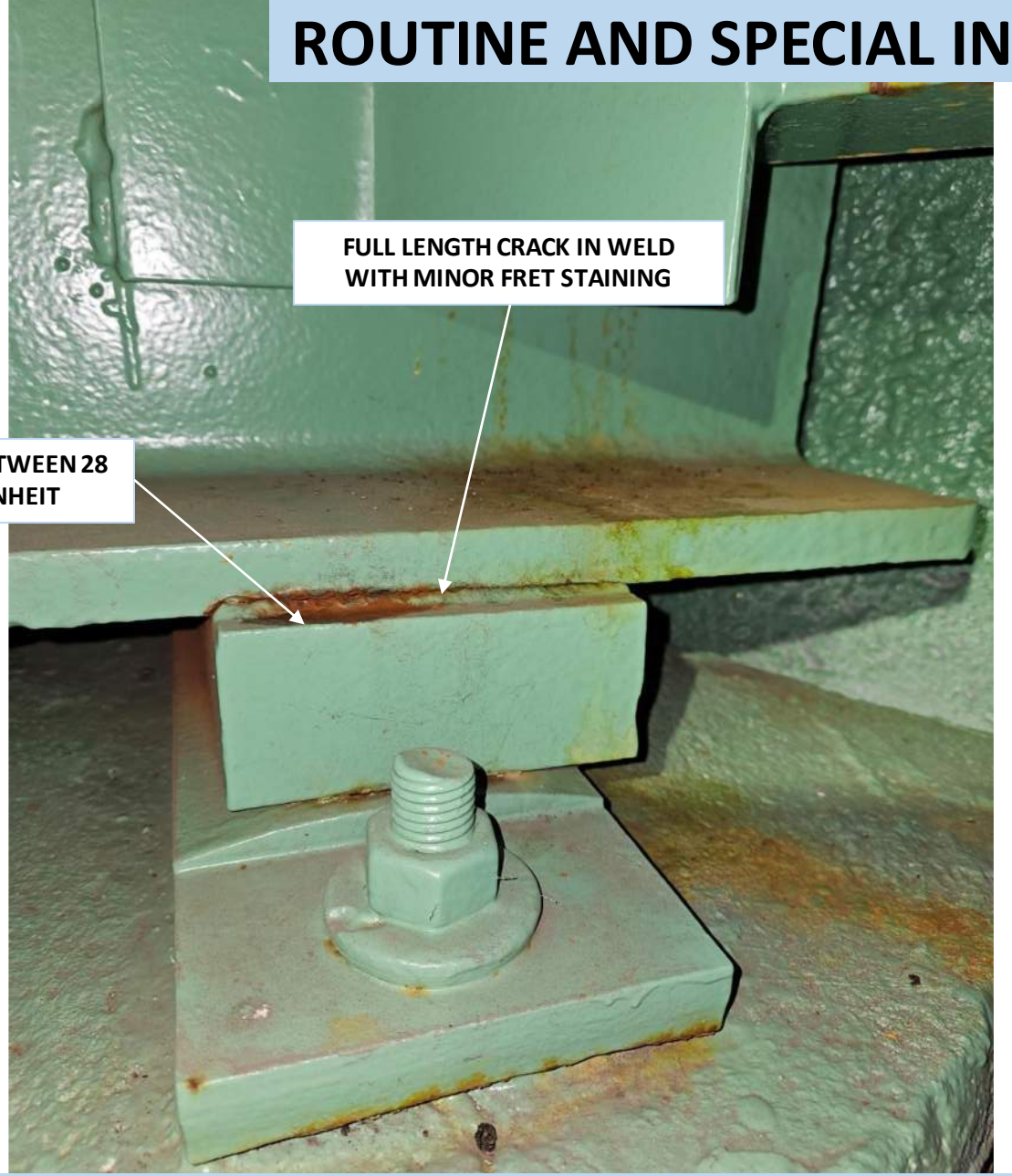
SOUTH ABUTMENT 1, BEARING B
(EAST FACE, LOOKING SOUTH WEST)

BRIDGE #024301

12/11/2023

PHOTO #58

ROUTINE AND SPECIAL INSPECTION



BEARING ‘F’ AT NORTH ABUTMENT 2
(EAST FACE, LOOKING WEST)

BRIDGE #024301

12/11/2023

PHOTO #59

ROUTINE AND SPECIAL INSPECTION

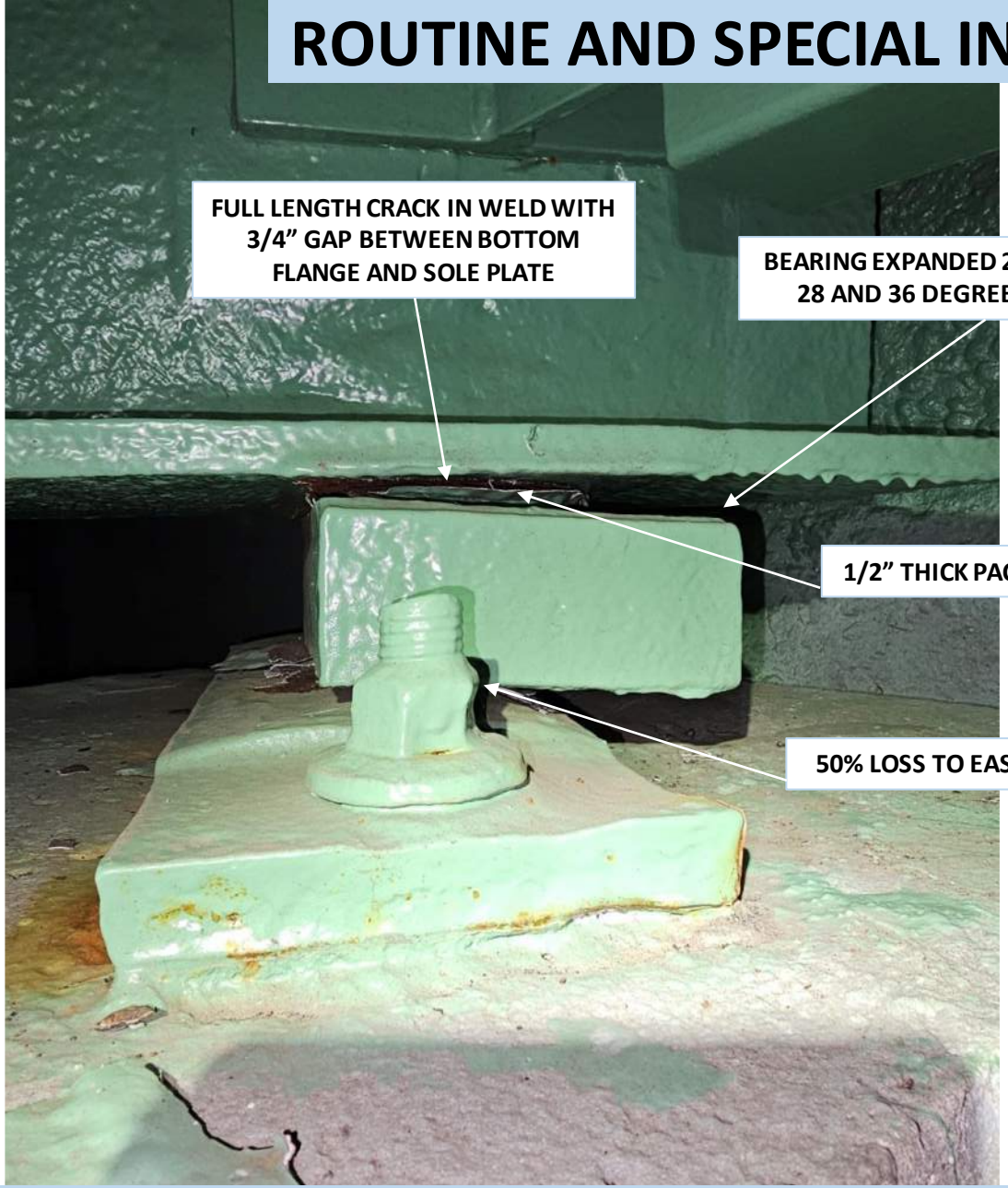
BEARING 'G' AT NORTH ABUTMENT 2
(WEST FACE, LOOKING EAST)

BRIDGE #024301

12/11/2023

PHOTO #60

ROUTINE AND SPECIAL INSPECTION



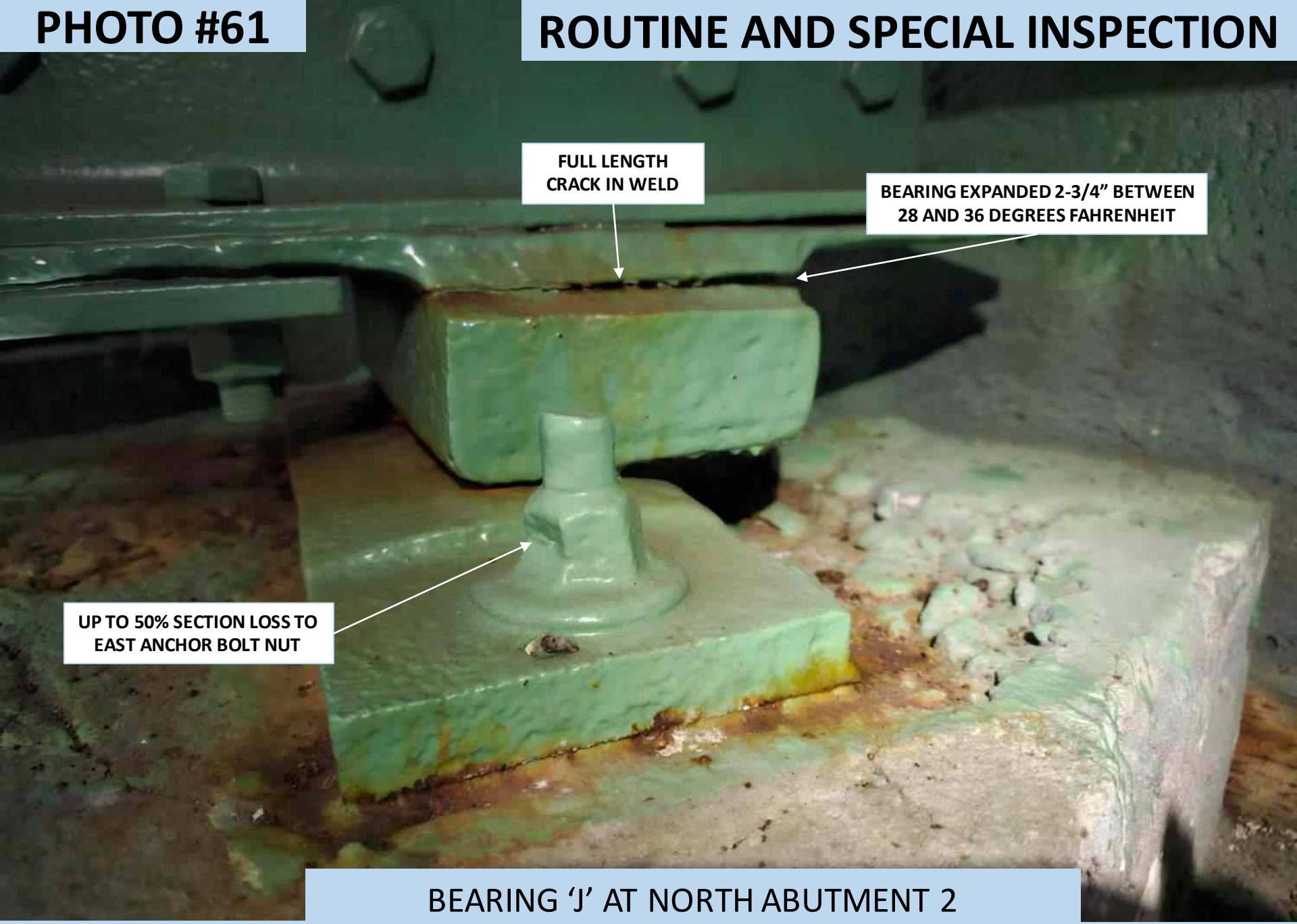
BEARING 'H' AT NORTH ABUTMENT 2
(EAST FACE, LOOKING WEST)

BRIDGE #024301

12/11/2023

PHOTO #61

ROUTINE AND SPECIAL INSPECTION



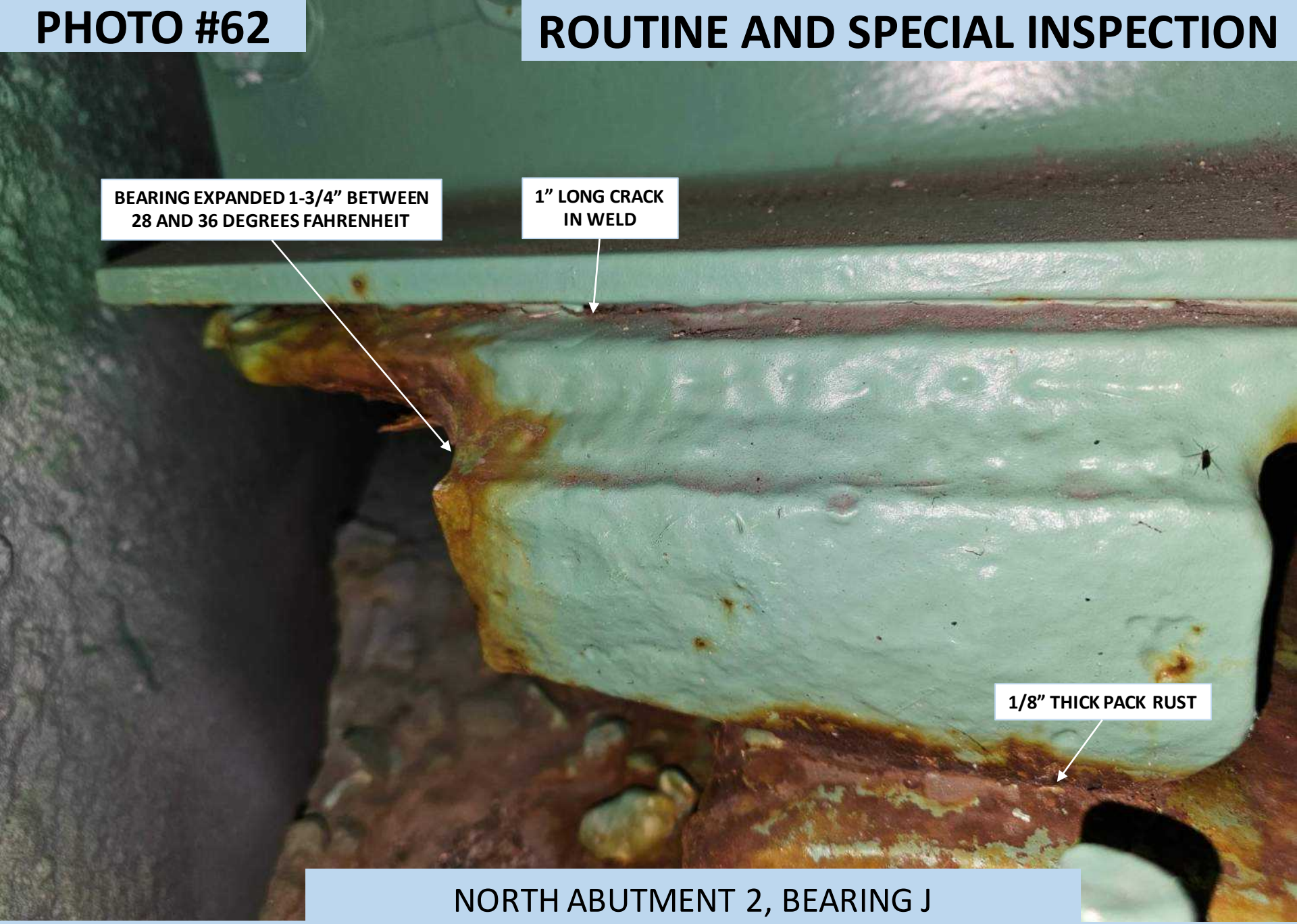
BEARING 'J' AT NORTH ABUTMENT 2
(EAST FACE, LOOKING WEST)

BRIDGE #024301

12/11/2023

PHOTO #62

ROUTINE AND SPECIAL INSPECTION



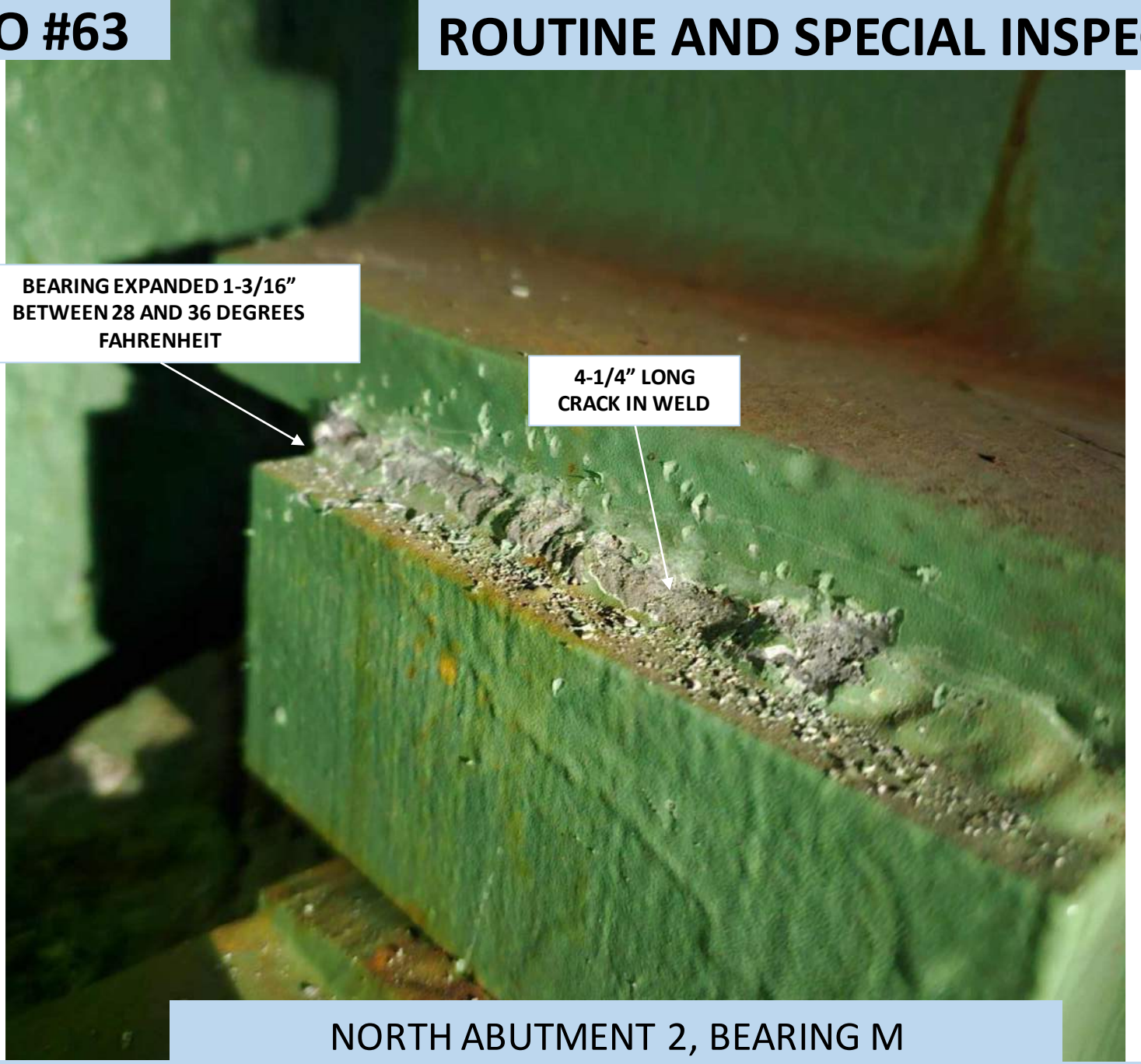
NORTH ABUTMENT 2, BEARING J
(WEST FACE, LOOKING EAST)

BRIDGE #024301

12/11/2023

PHOTO #63

ROUTINE AND SPECIAL INSPECTION



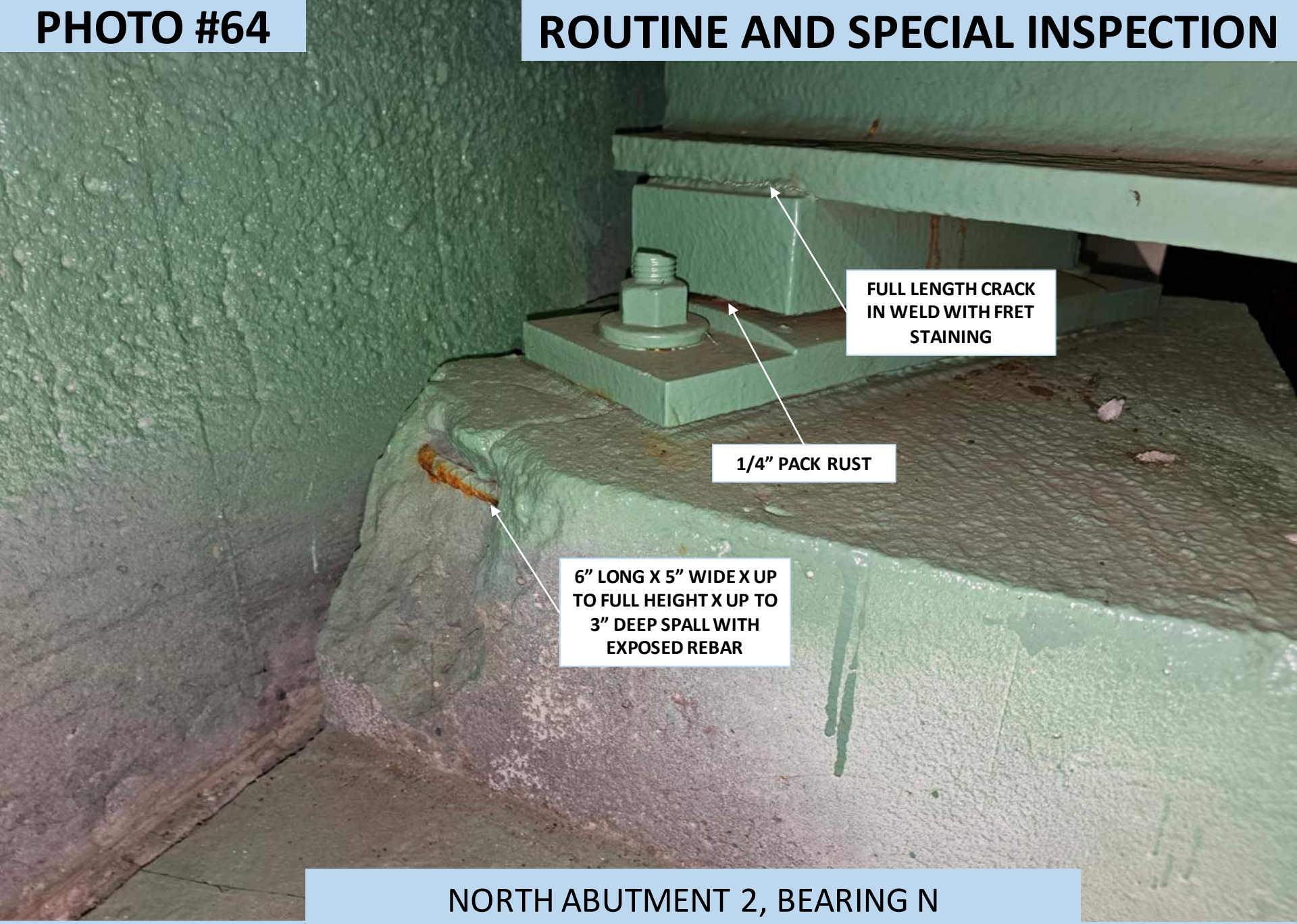
NORTH ABUTMENT 2, BEARING M
(WEST FACE, LOOKING NORTH EAST)

BRIDGE #024301

12/11/2023

PHOTO #64

ROUTINE AND SPECIAL INSPECTION



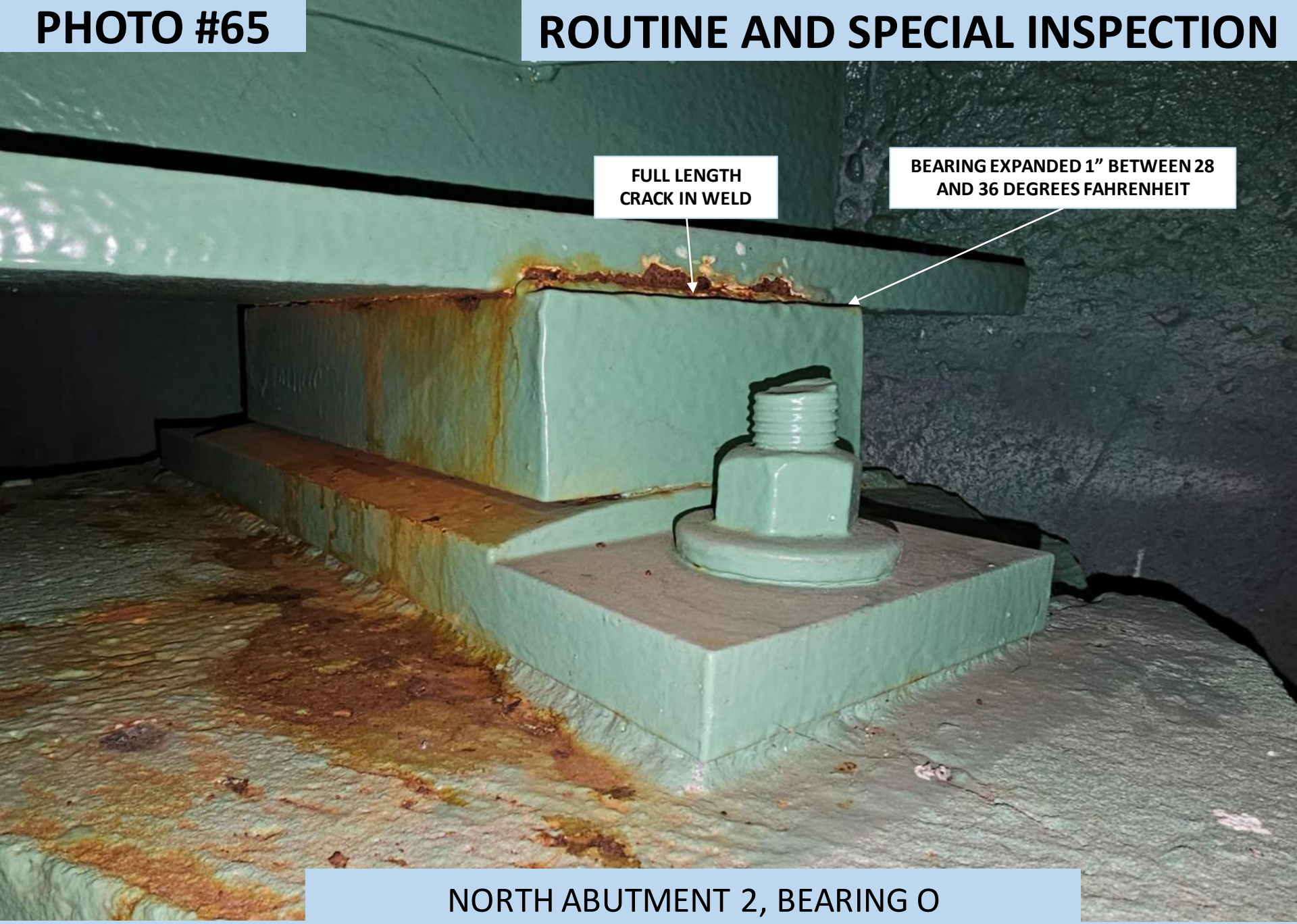
NORTH ABUTMENT 2, BEARING N
(WEST FACE, LOOKING NORTH EAST)

BRIDGE #024301

12/11/2023

PHOTO #65

ROUTINE AND SPECIAL INSPECTION



NORTH ABUTMENT 2, BEARING O
(EAST FACE, LOOKING NORTH)

BRIDGE #024301

12/11/2023

PHOTO #66

ROUTINE AND SPECIAL INSPECTION

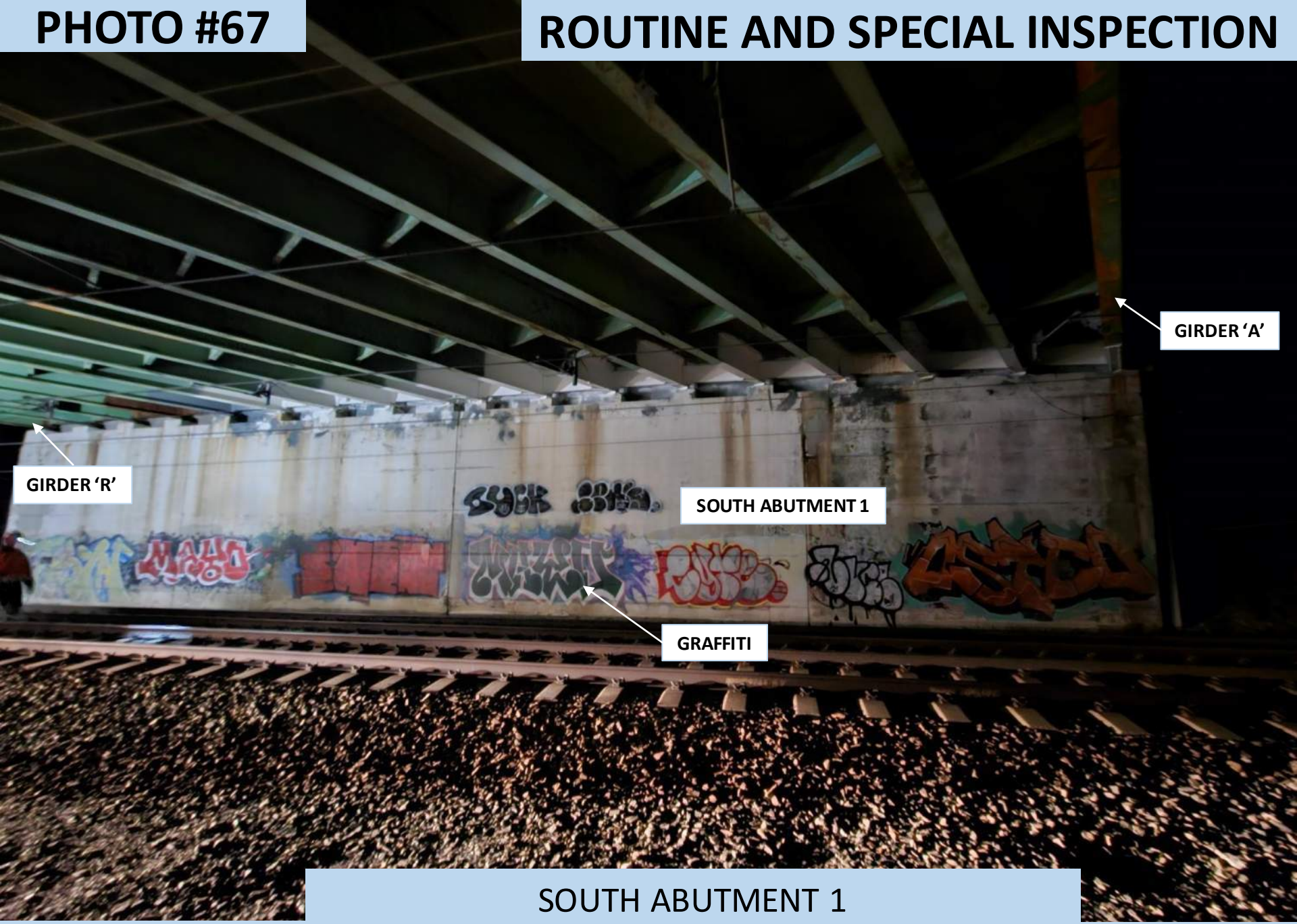
NORTH ABUTMENT 2, DIAPHRAGM O, AT GIRDER P (LOOKING NORTH)

BRIDGE #024301

12/11/2023

PHOTO #67

ROUTINE AND SPECIAL INSPECTION



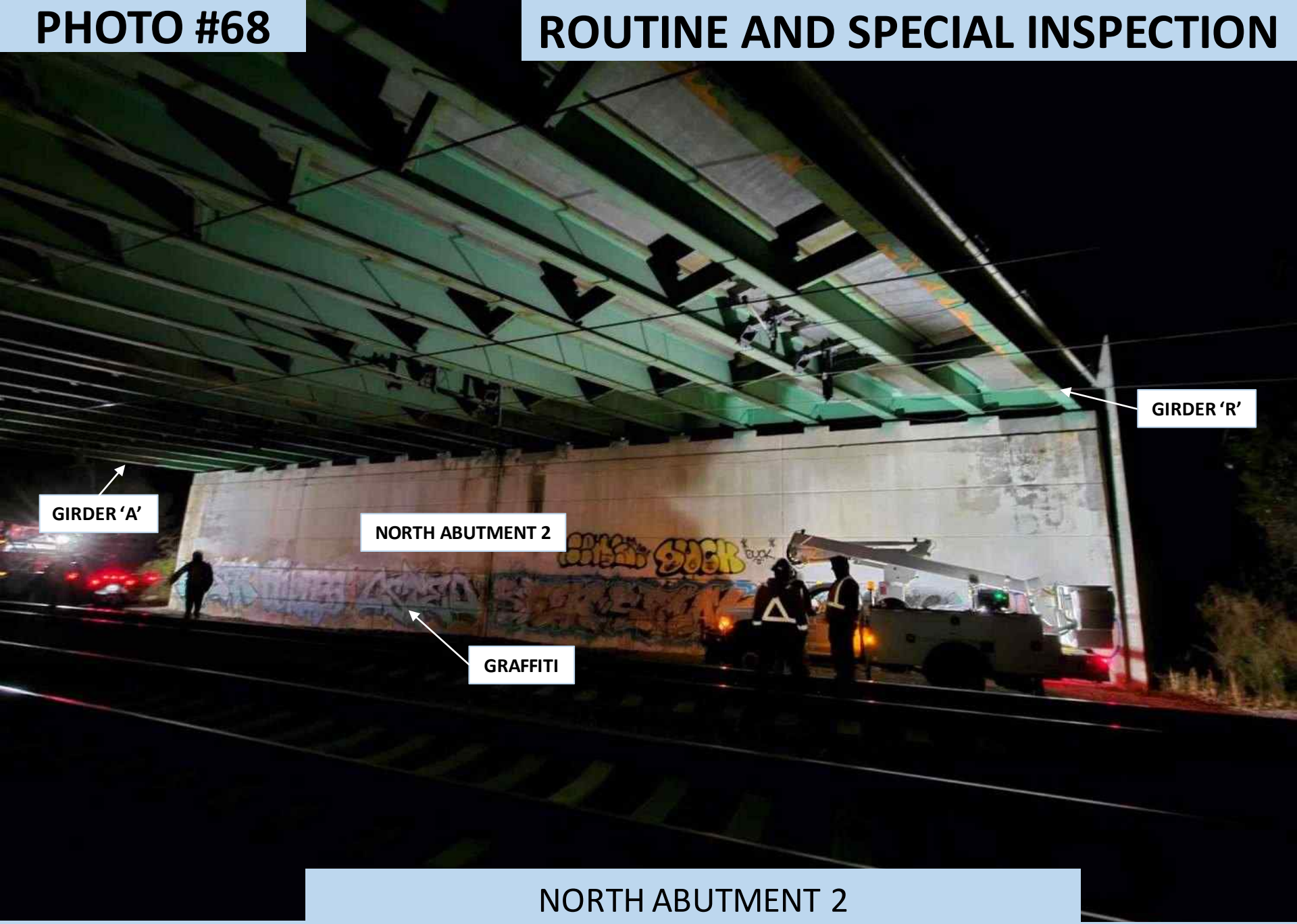
SOUTH ABUTMENT 1
(LOOKING SOUTH)

BRIDGE #024301

12/11/2023

PHOTO #68

ROUTINE AND SPECIAL INSPECTION



BRIDGE #024301

NORTH ABUTMENT 2
(LOOKING NORTH)

12/11/2023

PHOTO #69

ROUTINE AND SPECIAL INSPECTION

SOUTH ABUTMENT 1, WEST END AT BOTTOM
(LOOKING SOUTH)

BRIDGE #024301

12/11/2023

PHOTO #70

ROUTINE AND SPECIAL INSPECTION

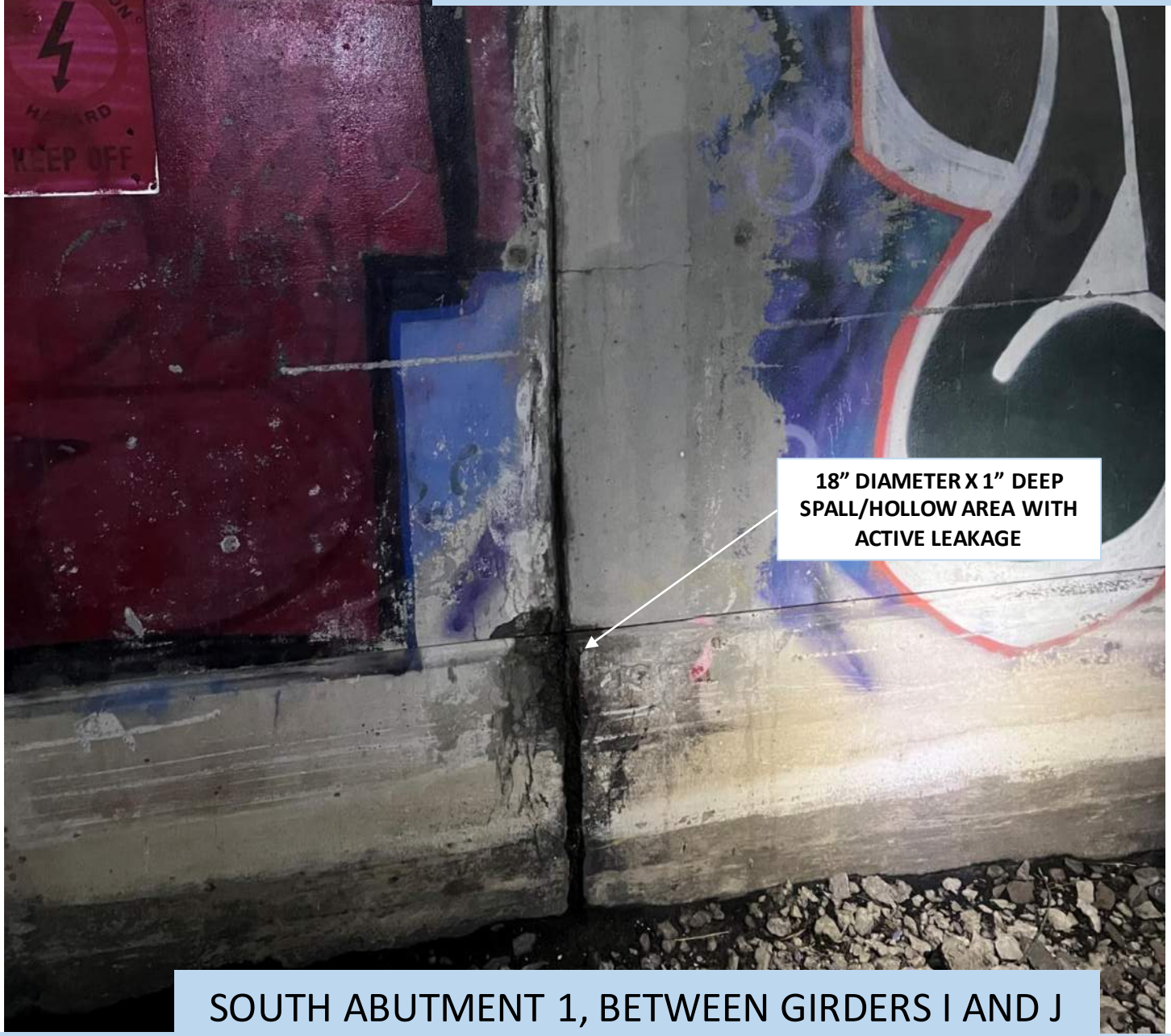
SOUTH ABUTMENT 1, BAY D, BEAM SEAT (LOOKING SOUTH)

BRIDGE #024301

12/11/2023

PHOTO #71

ROUTINE AND SPECIAL INSPECTION



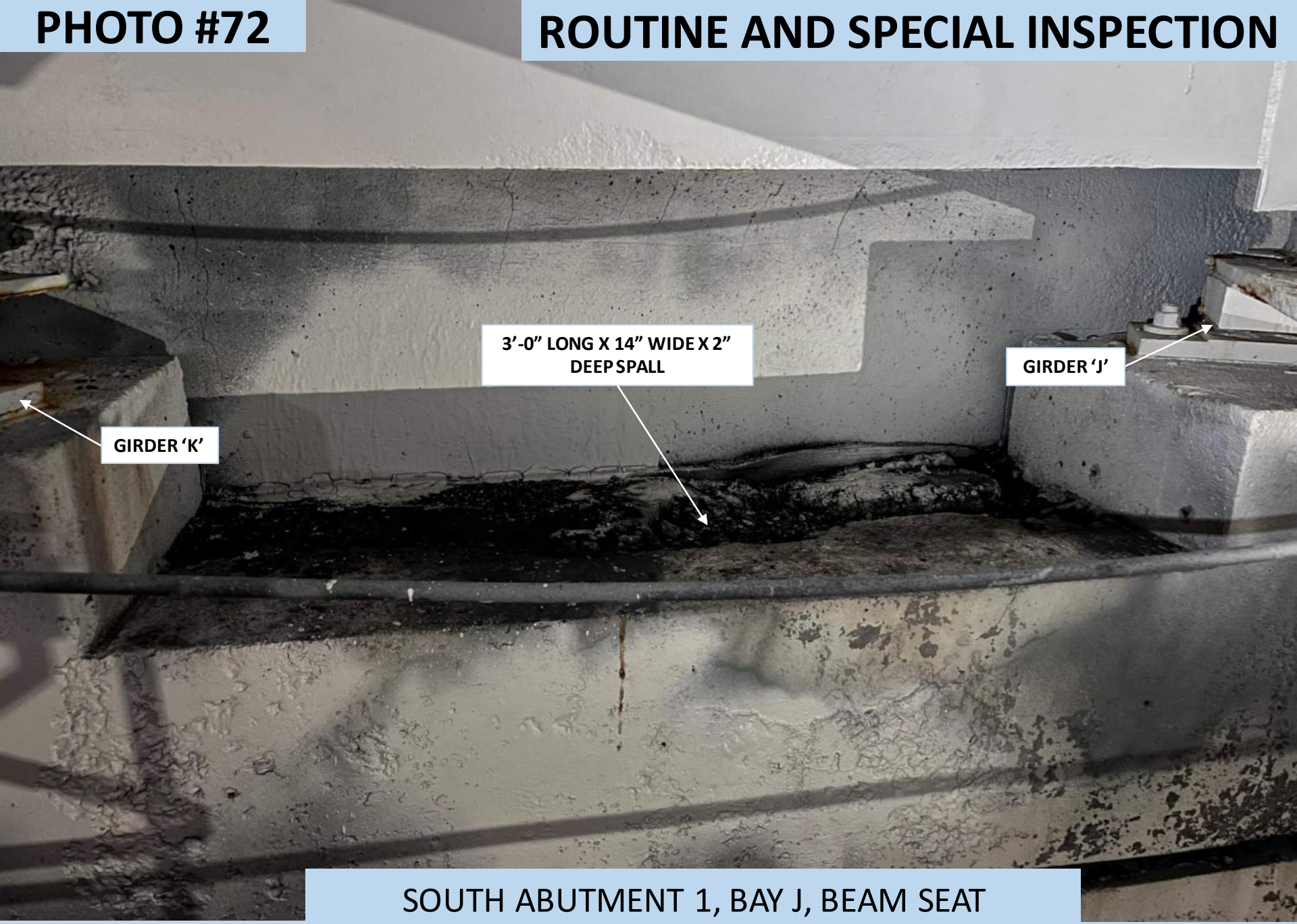
SOUTH ABUTMENT 1, BETWEEN GIRDERS I AND J (LOOKING SOUTH)

BRIDGE #024301

12/11/2023

PHOTO #72

ROUTINE AND SPECIAL INSPECTION



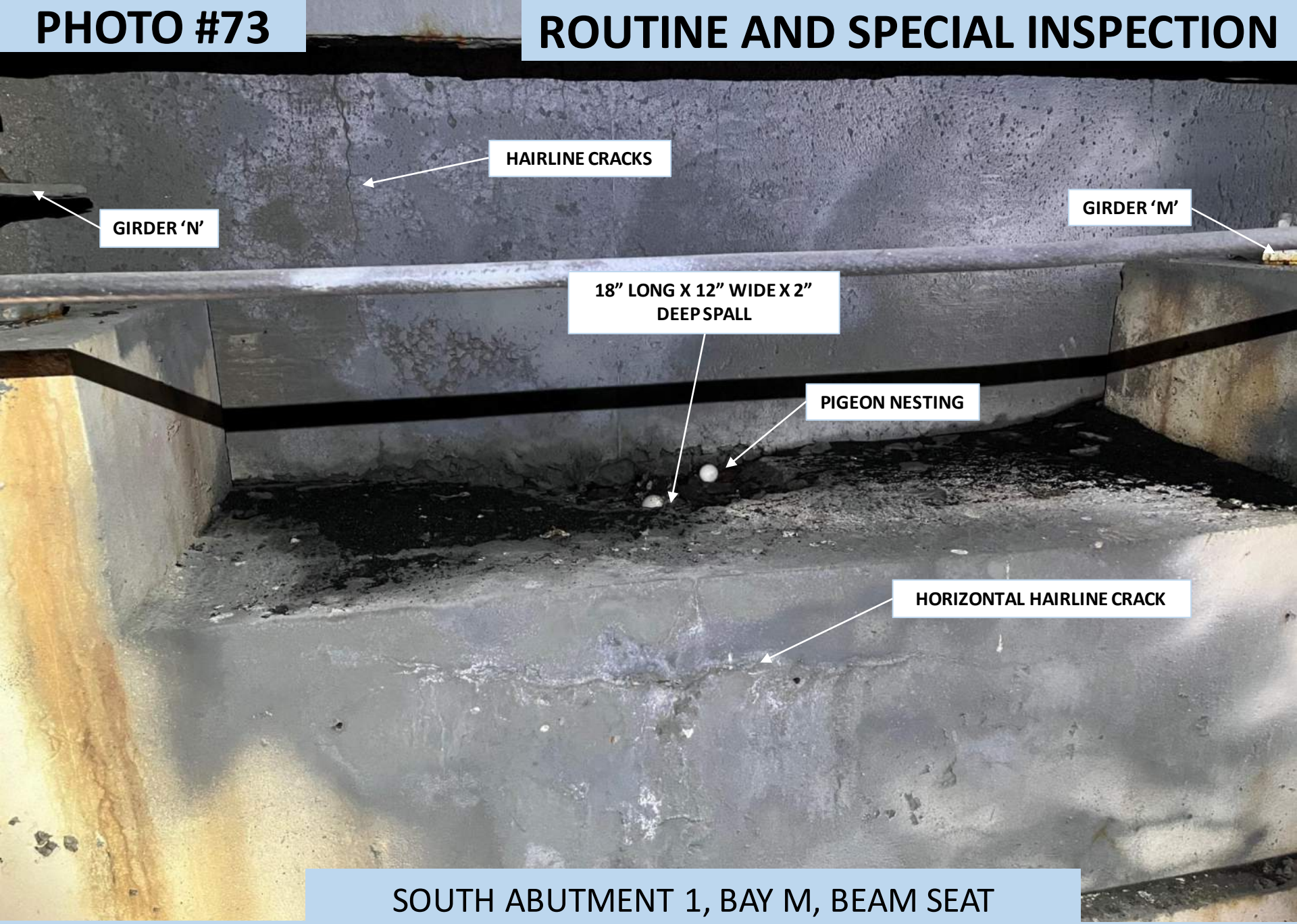
SOUTH ABUTMENT 1, BAY J, BEAM SEAT
(LOOKING SOUTH)

BRIDGE #024301

12/11/2023

PHOTO #73

ROUTINE AND SPECIAL INSPECTION



SOUTH ABUTMENT 1, BAY M, BEAM SEAT
(LOOKING SOUTH)

BRIDGE #024301

12/11/2023

PHOTO #74

ROUTINE AND SPECIAL INSPECTION

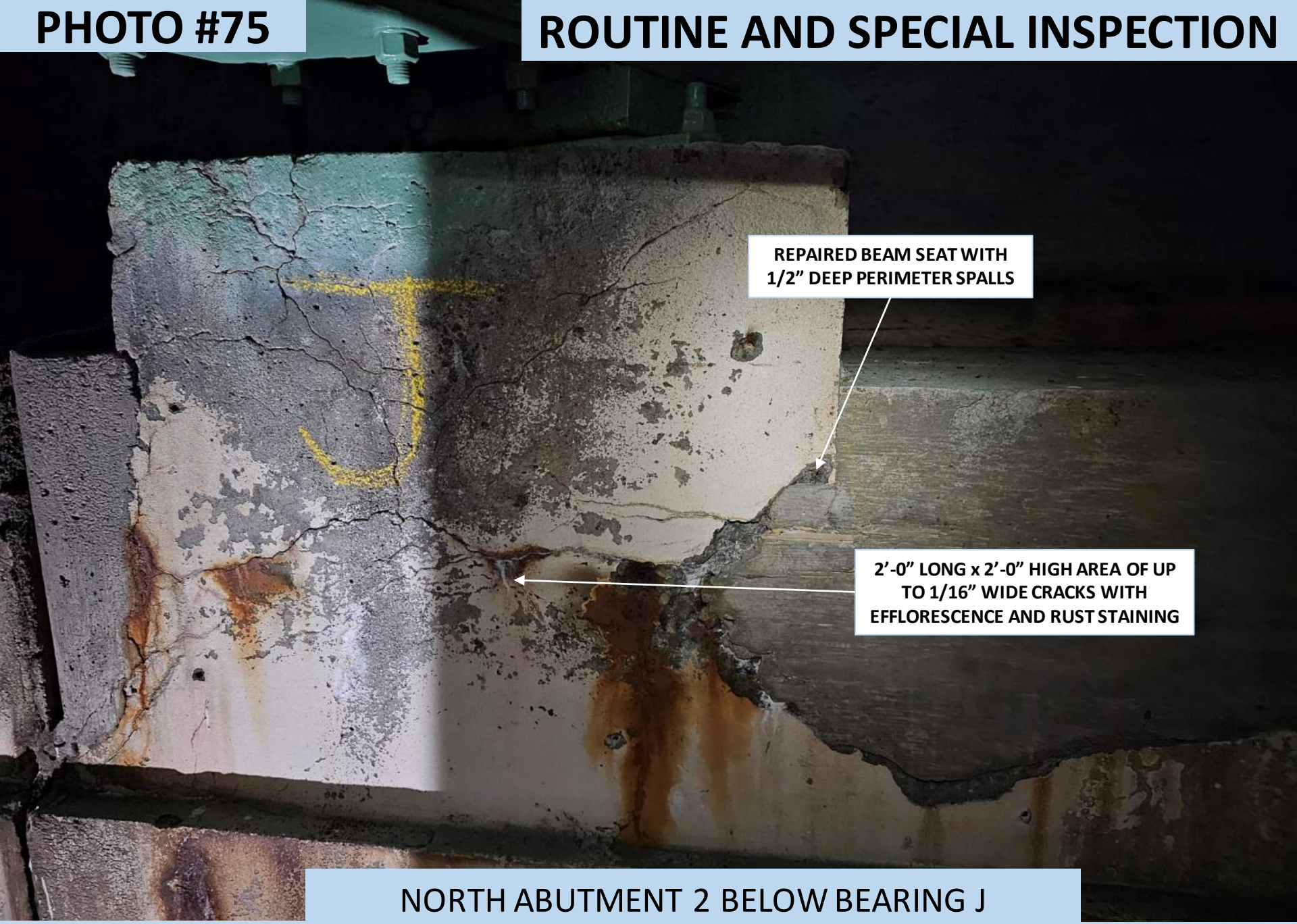
SOUTH ABUTMENT 1, EAST END
(LOOKING SOUTH)

BRIDGE #024301

12/11/2023

PHOTO #75

ROUTINE AND SPECIAL INSPECTION



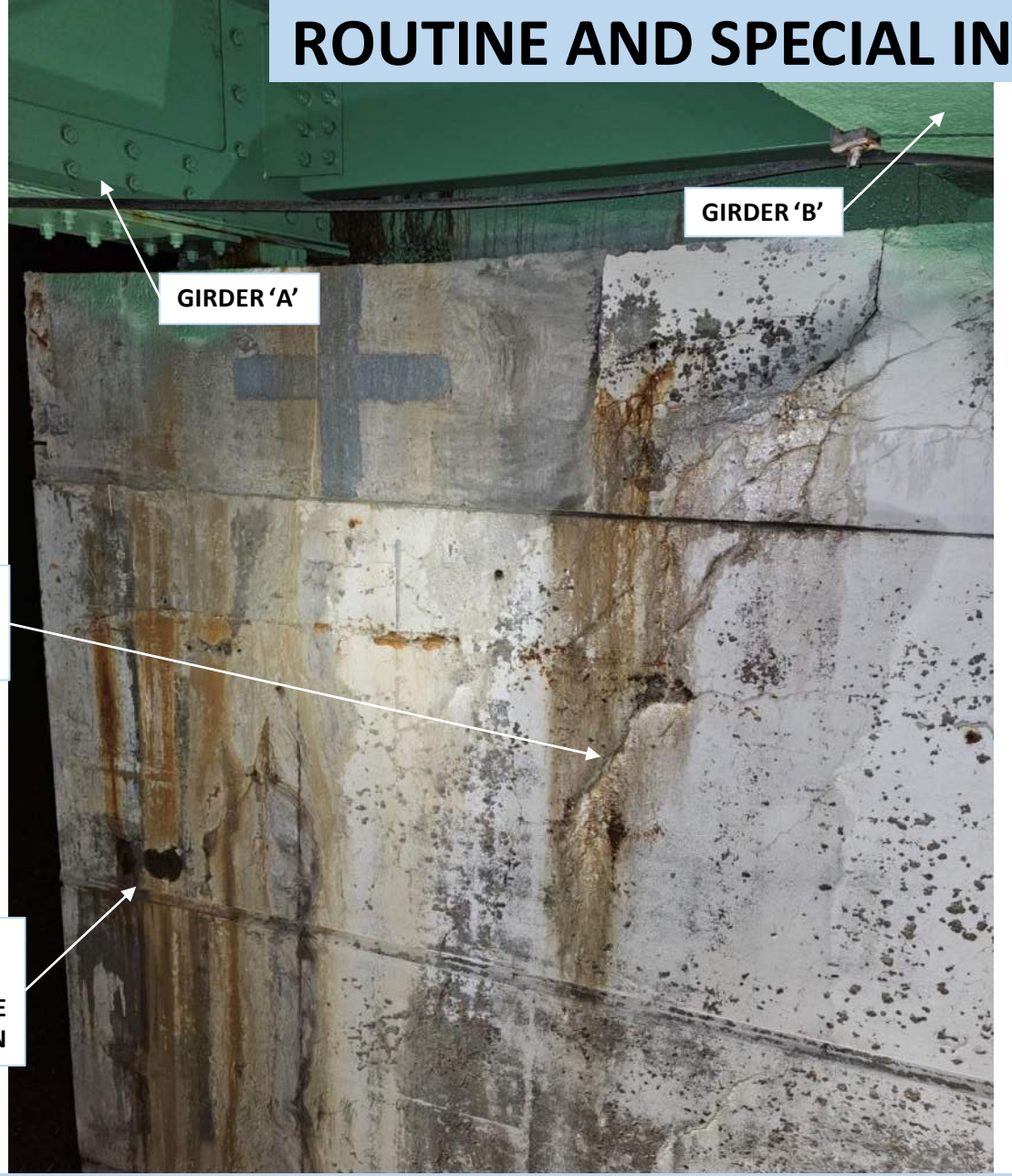
NORTH ABUTMENT 2 BELOW BEARING J
(LOOKING NORTH)

BRIDGE #024301

12/11/2023

PHOTO #76

ROUTINE AND SPECIAL INSPECTION



NORTH ABUTMENT 2 AT WEST END
(LOOKING NORTH)

BRIDGE #024301

12/11/2023

PHOTO #77

ROUTINE AND SPECIAL INSPECTION

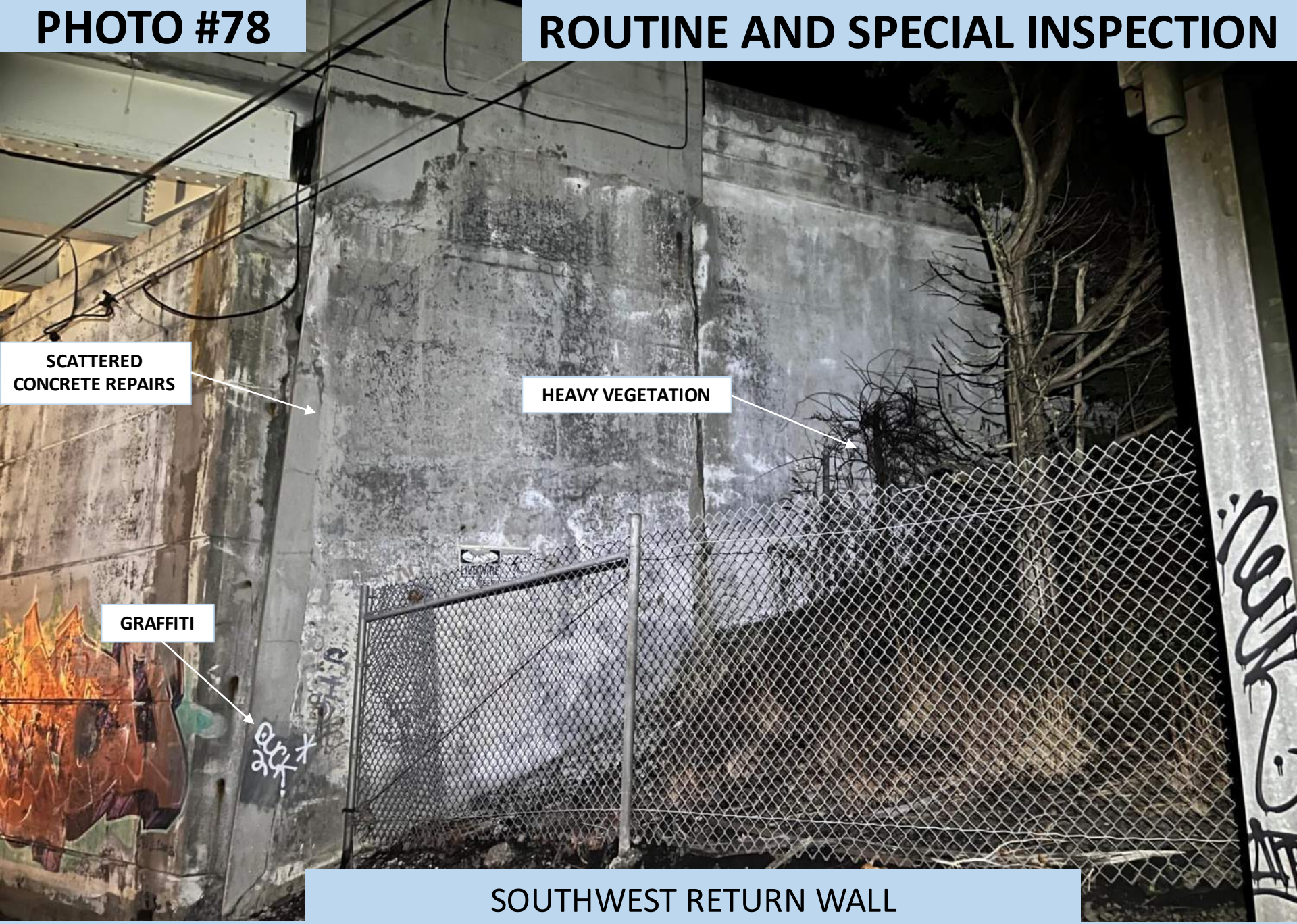
NORTH ABUTMENT 2 BACKWALL IN BAY B
(LOOKING NORTH)

BRIDGE #024301

12/11/2023

PHOTO #78

ROUTINE AND SPECIAL INSPECTION



SOUTHWEST RETURN WALL
(LOOKING SOUTH EAST)

BRIDGE #024301

12/11/2023

PHOTO #79

ROUTINE AND SPECIAL INSPECTION

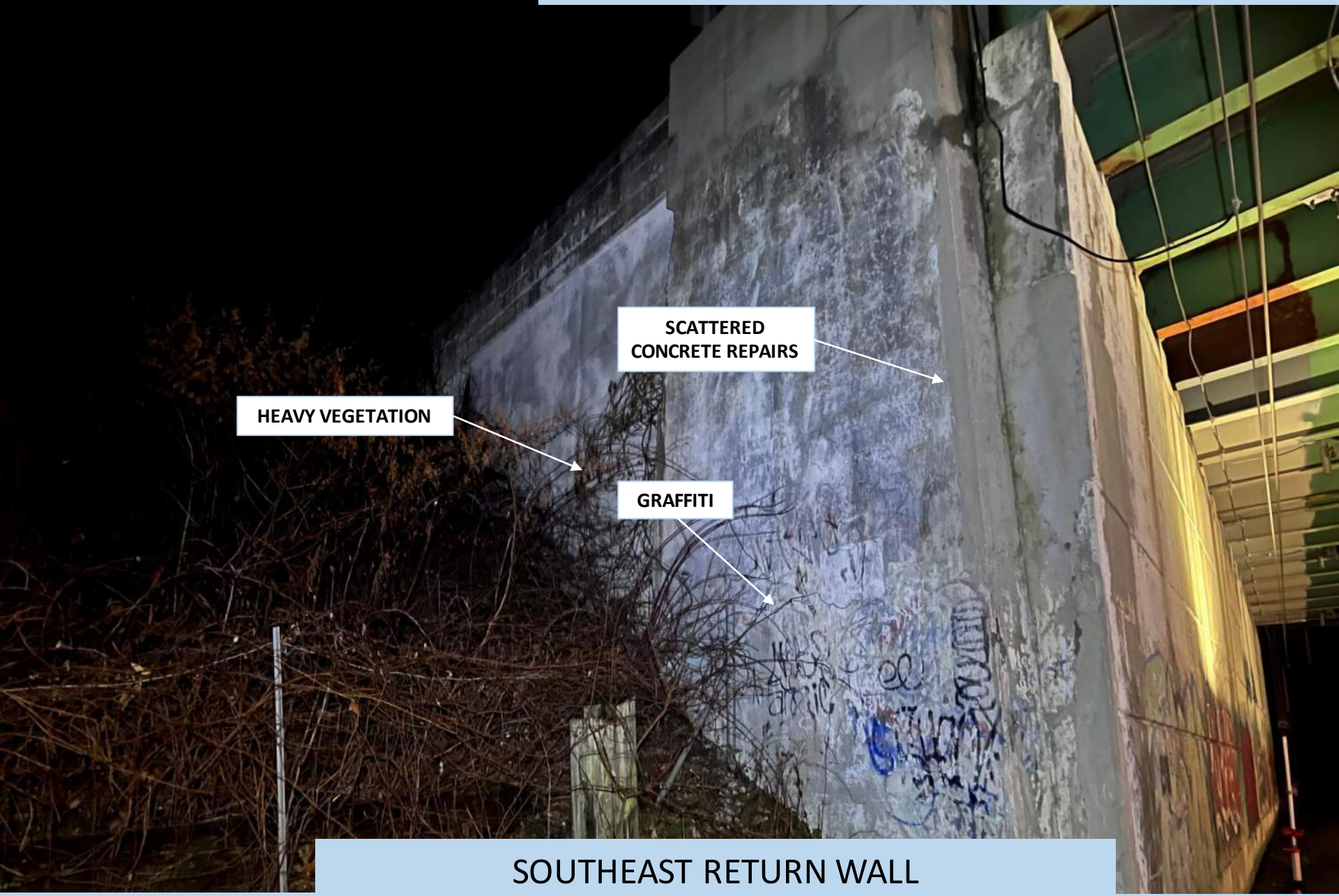
NORTHWEST RETURN WALL
(LOOKING NORTH EAST)

BRIDGE #024301

12/11/2023

PHOTO #80

ROUTINE AND SPECIAL INSPECTION



SOUTHEAST RETURN WALL
(LOOKING SOUTH WEST)

BRIDGE #024301

12/11/2023

PHOTO #81

ROUTINE AND SPECIAL INSPECTION

NORTHEAST RETURN WALL
(LOOKING NORTH WEST)

BRIDGE #024301

12/11/2023

PHOTO #82

ROUTINE AND SPECIAL INSPECTION

BRIDGE ID PLAQUE, SOUTH EAST ENDPOST
(LOOKING EAST)

BRIDGE #024301

12/11/2023