

BridgEC 12/17/23
SPECIAL INSPECTION (SPAN #0 ONLY)

AECOM

Team Leader: Jeffrey Sam P.E.

Staff Inspectors: Minh Pham E.I.T

Weather: 50s degrees Fahrenheit

SCOPE: The scope of this one-time Special Inspection is to inspect the bridge in Span #0 which was not previously inspected. The pigeon debris in Span #0 has been cleaned and scaffolding installed in front of the West abutment #1 retaining wall. Additionally, the scope is also to verify the condition of the unbalanced cantilever ends at the West Abutment. The unbalanced cantilever end connection system is composed of two (2) post-tensioned tie-down anchor rods.

NBI RATING: The NBI ratings for the Deck (Item 58), Superstructure (Item 59), and Substructure (Item 60) are

THE FOLLOWING ARE RETAINED FROM THE PREVIOUS ROUTINE INSPECTION DATED 7/21/2023:

Inspection Date: 6/19/2023 to 7/21/2023 (Routine Inspection)

Inspected by: AECOM

Team Leader: Jeffrey Sam P.E.

Staff Inspectors: Mike Allsop E.I.T, Caleigh Duffy E.I.T, Minh Pham E.I.T

Weather: 70 - 95 degrees Fahrenheit

NBI RATING: The NBI ratings for the Deck (Item 58), Superstructure (Item 59), and Substructure (Item 60) are

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

MINIMUM VERTICAL CLEARANCES:

- Span 1 over Gano Street: 15'-1" at the east curb below the north arch. Vertical clearance sign of 14'-10" has been removed.
- Span 15 over Water Street: Greater than 25'-0" at all locations. No vertical clearance signs (photos 18 and 19)
- Span 16 over Waterfront Drive: 21'-0" at the east curb below Girder N. No vertical clearance signs.
- Span 18 over Valley Street: 14'-2" at the east shoulder line below Girder R. Vertical clearance signs of 13'-9" have been removed.

CONSTRUCTION NOTES: The bridge was under rehabilitation at the time of inspection.

The rehabilitation of the bridge includes concrete repairs to the deck, superstructure and substructure elements. There is scaffolding in place throughout the structure primarily over the water spans allowing access to the deck. There is construction debris and severe pigeon debris scattered throughout the scaffolding which restricts access. Span 13 could not be accessed at the time of inspection due to construction equipment and soil stockpile material. There is a water hose anchored to the deck underside in the south most bay of Spans 10 through 15 (Photos 2 and 3). The topside of the bridge was under construction at the time of the inspection. I-95 Westbound had one (1) lane closed. The Gano Street ramp had closed construction zone along the south shoulder and one (1) lane open to traffic. The topside was accessed via an opening in the deck from the scaffolding in Span #10 (Photo 88).

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

Special Inspection (12/17/2023): The pigeon debris in Span #0 has been cleaned and scaffolding installed in

THE SCOPE OF THIS SPECIAL INSPECTION IS TO INSPECT THE BRIDGE IN SPAN #0 WHICH WAS NOT PREVIOUSLY INSPECTED. THE FOLLOWING ARE RETAINED FROM THE PREVIOUS ROUTINE INSPECTION DATED 7/21/2023 (Note that routine inspections are performed on a 12-month cycle.)

ORIENTATION: The main bridge structure carries I-195 Westbound and consists of eighteen spans labeled Span 1 through 18. Spans 1 through 6 and 8 through 14 consist of prestressed concrete beams and reinforced concrete fascia arches. The beams are labeled A through F from north to south. Span 7 consists of eleven steel plate girders labeled A through K from north to south. Spans 15 through 18 consist of prestressed concrete I-girders labeled A up to S from north to south (photos 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34). The Gano Street Off-Ramp ties into the main bridge structure at the north side of Span 5 and consists of three spans labeled A through C (photos 6, 7, 22 & 32 - 34). The spans are logged west to east with Box Girder Cell A at the south (true west) face.

EQUIPMENT USED: The bridge was inspected using a 60' manlift, 80' manlift on & off the barge, ladder and air.

TRAFFIC CONTROL: Single lane closures on Gano Street (Span 1), Water Street (Span 15), Waterfront Street (Span 18).

ACCESS NOTES:

- Access to the underside of Spans 10 through 14 require access to the AETNA construction yard below the bridge. #NAME?
- The interior of the Gano Street Ramp box girders was accessed through the Cell 'B' hatch at West Abutment #1. The key for the box girder hatches can be obtained from Christopher Hart (401-265-0604) at the RIDOT Maintenance Headquarters. The Cell 'A' access hatch is frozen, and the Cell 'C' access hatch is covered with plywood (photo 246).
- The catwalks on the interior portions of Pier 6 and Pier 7 can be accessed through hatches and ladders on the exterior.
- The electrical utility room in the East Abutment #2 has a locked door (photo 289). The lock key can be obtained from Christopher Hart (401-265-0604) at the RIDOT Maintenance Headquarters. #NAME?

asily accessible due heavy pigeon debris.

ining wall to give to access Span #0 on foot (Photo SI-1).

:#1.

Is (not visible) at each beam ends which are encased in concrete.

6 – Satisfactory, 4 – Poor, and 6 – Satisfactory, respectively and remain unchanged since the previous inspecti

6 – Satisfactory, 4 – Poor, and 6 – Satisfactory, respectively and have not changed.

been installed at the south approach of Gano Street at the east sidewalk (photos 13 and 14).

l).

are posted on both fascia girders (photos 20 and 21).

rts.

op-in girder ends and corbels (Photos 24, 25, and 27).

ess to numerous locations (Photos 212-214 and 293 - 298).

und (Photos 17 and 272).

:8-30).

ine closed for construction and four (4) lanes open to traffic (Photos 8 & 35-51).

(Photos 4, 6 & 52-53).

front of the West abutment #1 retaining wall to give to access Span #0 on foot (Photo SI-1).

Y ACCESSIBLE DUE HEAVY PIGEON DEBRIS.

outine inspection report photo references are also retained in the notes):

n 1 through 18 from west to east (photos 6 - 11).

ches (photos 14-17, 23-25 & 27-29).

through K from north to south (photo 26).

3-21, 30 & 31).

· box girder spans labeled Span 1R through 3R and a portion of Span 5
ascia. The Seekonk River flows north to south below the structure.

· monitor.

pan 16) and Valley Street (Span 18) with a truck mounted attenuator and local police details.

dge (photo 89). Check in with local personnel on site.

1R with a 24' ladder.

enance Headquarters in Warwick, RI.

e topside of the north overhang from a right lane closure (photos 72 & 290).

in Warwick, RI.

on.