



@1:05 Representative Noret

- **Digital copies of tie down #7 Images/data previous Images with dates**

*Response: See compilation of inspection and construction images showing the tie downs in the vicinity of Span 7. In addition, please see the emailed correspondence from VHB transmitting the original photos, which are provided in a zipped folder in response to Rep. Noret.*

*Bridge Inspection reports and photos from 2015 to 2023 for the Washington Bridge North can be found on RIDOT's web site at: <https://www.dot.ri.gov/projects/WashingtonBridgeClosure/>*

@1:19 Representative Speakman

- **McNary, Bergeron and Johannessen – any past contracts with DOT**

*Response: This firm is a contractor for the Governor's Office. DOT has not had any contracts with McNary, Bergeron and Johannessen.*

@1:27 Representative Acosta

- **Washington Bridge previous maintenance schedules/budget for maintenance**

*Response: Below is 1) The list of the maintenance activities conducted on the Washington Bridge #700 over the last 10 years and; 2) A discussion/summary of the RIDOT Bridge Maintenance budget;*

<u>DATE</u>	<u>ACTIVITY</u>
August 2013	Repair Navigation Lights
April 2014	Highway Lighting Pole Installation
January 2018	Highway Sign Removal
January 2020	Bridge Minimum Vertical Clearance Sign
April 2021	Sidewalk Sweeping
May 2021	Clean Bridge Drains
June 2021	Clean Bridge Drains
June 2021	Chipping of loose concrete
November 2021	Repaired bridge expansion joint
November 2021	Bridge Deck Repair (Potholes)
September 2022	Highway Lighting Repairs
February 2023	General Maintenance
December 2023	Bridge Closure

*\*During much of the time period from 2016 until the present, routine maintenance activities on the bridge were limited as the bridge was under construction for rehabilitation. The two contracts were Rhode Island Contract number (RIC) 2016-CB-059 (under construction from 2016 - 2019), and RIC 2021-DB-020 (under construction from 2021 - Present).*

**BUDGET:**

*RIDOT does not have a specific schedule or budget for individual bridges. The overall budget for maintenance operations, including Bridge Maintenance, can be found in the State Transportation Improvement Plan (STIP 2022-2031) STIP ID 7503 Maintenance Operations. The STIP can be found at [State Transportation Improvement Program \(STIP\) 2022-2031 | Rhode Island Division of Statewide Planning \(ri.gov\)](#) .*

*RIDOT utilizes an asset management approach to maintaining its roads and bridges. Please refer to the State Asset Management Plan at [RIDOT TAMP 2022.pdf](#).*

- **Washington Bridge previous maintenance schedules / budget for maintenance”**

*Response: Maintenance type activities have been performed on the bridge as part of the ongoing Design-Build project, primarily including pot hole repairs, drainage adjustments and cleaning and steel painting. Backup documentation for these items have been provided in the SharePoint folder.*

**@1:34 Representative Ajello**

- **Clarify inspection report detailing pigeon debris and inability to inspect**

*Response: Pigeon debris is a hazardous material to humans, as such when large quantities are observed access for inspection is prohibited due to safety concerns. In these cases, the pigeon debris needs to be removed by a qualified contractor. This was the case with the Bridge 070001 inspections. RIDOT engages the services of a qualified vendor for debris removal so these areas can be inspected.*

**@1:50 Senator Euer**

- **Alternate transit modes being explored Design/Builds summary of projected vs. final cost**

*Response: RIDOT and RIPTA are currently meeting weekly to discuss congestion relief mechanisms and how to pay for them. We continue to investigate outside-the-box delivery and funding options. RIPTA is currently working to resolve driver shortage issues and we are ready to implement shuttles once that is done.*

**@2:05 Rep. Chippendale**

- **Requested all original photos, and reports, including 3rd party inspections, pertaining to tie down 7.**

*Response: See compilation of inspection and construction images showing the tie downs in the vicinity of Span 7. In addition, please see the emailed correspondence from VHB transmitting the original photos, which are provided in a zipped folder in response to Rep. Chippendale.*

*Bridge Inspection reports and photos from 2015 to 2023 for the Washington Bridge North can be found on RIDOT's web site at: <https://www.dot.ri.gov/projects/WashingtonBridgeClosure/>*

- **What is the proper distance an inspector is supposed to be at when inspecting an object or area?**

*Response: The proper distance depends on numerous factors. Per the Rhode Island DOT Bridge Inspection Manual, Section 3.1.2.2:*

*"The level of effort for a routine inspection is dependent on the structure's type, size, design complexity, existing conditions, and location. Generally, a routine inspection will not require that every bridge element receive a hands-on inspection in order to provide an acceptable assessment of the bridge's condition. Good engineering judgment is required for all inspections, including routine inspections, in order to make the proper differentiation between critical and non-critical areas.*

*The following guidance is offered below for determining the level of detail required to achieve a sufficient inspection of a structure. Note that these guidelines should be treated as such and do not relieve the team leader or other inspection personnel from the responsibility to perform the tasks required to ascertain the condition of the bridge and assure its safety.*

*The following are examples of areas/elements that may have an increased difficulty in obtaining access, but warrant a close-up, hands-on inspection: o Load-carrying members or areas of members in Poor condition; Fracture critical members or problematic details in fair or lesser condition, or where the estimated remaining fatigue life is less than ten (10) years, or where displacement-induced (out-of-plane bending) fatigue problems are critical; Redundancy retrofit systems (e.g., catcher-beams) for fracture critical details (pin hangers, etc.); Critical sections of controlling members on posted bridges; Scour critical substructure units; End regions of steel girders or beams under a deck joint; Cantilevered portions of concrete piers or bents in Fair or lesser condition; Ends of prestressed concrete beams at continuity diaphragms; Precast concrete bridge barriers; and Other areas determined by the team leader to be potentially critical"*

*For further detailed information, please refer to:*

*[https://www.dot.ri.gov/documents/doingbusiness/RIDOT Bridge Inspection Manual.pdf](https://www.dot.ri.gov/documents/doingbusiness/RIDOT_Bridge_Inspection_Manual.pdf)*

**@2:24 Rep. Solomon**

- **Is it a requirement for load ratings to be posted on bridges?**

*Response: Bridges are required to be posted when the load rating shows any legal load vehicle is below statutory loads per CFR 650.313 and R.I. Gen. Laws § 31-25-27(c). Refer to attachment.*

**@2:31 Senator Rogers**

- **Would like to see inspection photos from July, reports, and photos from inspectors.**

*Response: See compilation of inspection and construction images showing the tie downs in the vicinity of Span 7. In addition, please see the emailed correspondence from VHB transmitting the original photos, which are provided in a zipped folder in response to Rep. Rogers.*

*Bridge Inspection reports and photos from 2015 to 2023 for the Washington Bridge North can be found on RIDOT's web site at: <https://www.dot.ri.gov/projects/WashingtonBridgeClosure/>*

- **Was XRAY technology used, why vs. why not?**

*Response: Presently, BDI is providing nondestructive testing and evaluation of the post-tension girders utilizing ground penetrating radar (GPR), ultrasonic tomography (MIRA), selected coring, and physical / chemical testing for the investigation. The testing is intended to determine the grout condition of the post-tension ducts, condition of the surrounding structural concrete, and to locate areas of potential for deterioration. BDI is also providing real time vibration monitoring services for displacement during the non-destructive testing and repairs of Bridge 700. The BDI Nondestructive Evaluation of Post-Tensioned Ducts and Structural Concrete report, dated February 21, 2024, is provided.*

*Past evaluation and testing on Bridge 700 have also included the following:*

*In 1992, Lichtenstein was contracted to perform an emergency inspection, testing and evaluation of the cantilever beams and ship lap joints. Testing done included radiography, concrete compressive strength and chloride ion testing. The report has been provided.*

*In 1993/1994, testing was performed as part of the development for the 1996 rehabilitation contract. Testing performed included GPR (Ground Penetrating Radar), concrete testing for compressive strength, chloride ion, ph and half cell; and Post Tensioning inspection and testing. The results and testing reports have been provided.*

*In 1996-1997, Impact Echo Testing was conducted by WDP for the 1996 rehabilitation contract. The results of the testing are provided.*

*In 2014/2015, testing was performed as part of development for the 2016 construction contract. Testing performed and included in this report included testing of concrete cores for compressive strength and presence of chlorides; petrographic analysis of the concrete cores for concrete quality; lead testing of Span 7; and non-destructive GPR (Ground Penetrating Radar) testing of the concrete bridge deck. The results and testing reports have been provided.*

*In 2021, an Aerial infrared thermography (aerial IR) survey was carried out to evaluate the condition of the bridge deck. The report has been provided.*

@3:01 Rep. Handy

- **Would like to Dept. to research to see if there is any additional Fed. Hwy. funding available to think outside the box to offer alternative options with RIPTA? Perhaps private contractors for shuttle**

*Response: Response: RIDOT and RIPTA are currently meeting weekly to discuss congestion relief mechanisms and how to pay for them. We continue to investigate outside-the-box delivery and funding options. RIPTA is currently working to resolve driver shortage issues and we are ready to implement shuttles once that is done.*

@3:23 Sen. Zurier

- **Requested PDF image of Element 109 defect table.**

*Response: Defect table .pdf uploaded to 323 Sen. Zurier folder on Sharepoint.*

- **Daily logs and field notes pertaining to span 7 from ACOM, VHB, RIDOT ATENA**

*Response: The following documents have been provided in the SharePoint folder: Daily Activity logs from RIDOT inspectors, Inspection reports from RIDOT's third party painting inspection firm (Keville), Inspection reports of emergency work from a third party inspection firm (MBI), Daily logs of construction activities provided by the contractor (Barletta Aetna JV)*

- **Requested for expert to come in to speak to the reports and to offer their expert analysis (vs. the boiler plate notes in the reports), i.e break it down for the non-experts**

*Response: We believe the volume of the information and the reports will satisfy this request. If there are specific questions they can be sent to RIDOT, and we will investigate and provide a whatever source is required.*

- **Does RIDOT use ultrasonic testing, why vs. why not?**

*Response: Presently, BDI is providing nondestructive testing and evaluation of the post-tension girders utilizing ground penetrating radar (GPR), ultrasonic tomography (MIRA), selected coring, and physical / chemical testing for the investigation. The testing is intended to determine the grout condition of the post-tension ducts, condition of the surrounding structural concrete, and to locate areas of potential for deterioration. BDI is also providing real time vibration monitoring services for displacement during the non-destructive testing and repairs of Bridge 700. The BDI Nondestructive Evaluation of Post-Tensioned Ducts and Structural Concrete report, dated February 21, 2024, is provided.*

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*In 2021, an Aerial infrared thermography (aerial IR) survey was carried out to evaluate the condition of the bridge deck. The report has been provided.*

*Please refer to Senator Rogers question and response regarding testing performed.*

- **Why was a report for the Florida Dept. of Transportation Research included in the submitted documents?**



*Response: RIDOT Bridge did not provide this report nor knows what this report contains. Please check with others.*

@3:29 Sen. McKenny

**- Was an MRI like image used? Why vs. why not?**

*Response: Presently, BDI is providing nondestructive testing and evaluation of the post-tension girders utilizing ground penetrating radar (GPR), ultrasonic tomography (MIRA), selected coring, and physical / chemical testing for the investigation. The testing is intended to determine the grout condition of the post-tension ducts, condition of the surrounding structural concrete, and to locate areas of potential for deterioration. BDI, is also providing real time vibration monitoring services for displacement during the non-destructive testing and repairs of Bridge 700. The BDI Nondestructive Evaluation of Post-Tensioned Ducts and Structural Concrete report, dated February 21, 2024, is provided.*

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**- Speaking to the job in 2018 under Cardi, did they (Cardi) inspect the rods prior to starting the project?**

*Response: RIDOT is not in possession of any documents that indicate an inspection of the rods were performed by Cardi Corp. prior to the (Cardi) project starting. RIDOT staff reviewed all of the documents from the Cardi project (2016 CB 059) and did not find any documents indicating an inspection of the rods. The project records, RFIs and Shop drawings were reviewed. No documents referencing the tie down rods were found. Cardi Corp. was not available to respond, as they are no longer in business.*

@3:43 Rep. Serpa

- **WB is approaching the end of its life cycle 55-60 years. How many bridges remain in RI as old as this?**

*Response: There are 390 bridges over the age of 60. Please refer to the attached list of bridges.*