



**BOARD OF CONTRACT AND SUPPLY  
CITY OF PROVIDENCE, RHODE ISLAND**

# REQUEST FOR QUALIFICATIONS

**Item Description:** Engineering And Design Services for Manton Ave Tar Bridge

**Procurement/MinuteTraq #:** 52973

**Bid Submission Deadline:** 5/18/2026

**Issuing Department:** Planning and Development

## QUESTIONS

- Please direct questions related to the RFP process, how to fill out forms, and how to submit a proposal (Pages 1-5) to the Purchasing Department.
  - Email: [purchasing@providenceri.gov](mailto:purchasing@providenceri.gov)
    - Please use the subject line “**Solicitation Question**”
- Please direct questions relative to the specifications outlined (beginning on page 4) to the issuing department’s subject matter expert:
  - Name: Ian Cullings, PE
  - Title: Project Manager
  - Email Address: [icullings@providenceri.gov](mailto:icullings@providenceri.gov)
- Please direct questions relative to the Minority and Women’s Business Enterprise Program and the corresponding forms (Pages 13-14) to the MBE/WBE Outreach Director for the City of Providence, Grace Diaz
- Email: [gdiaz@providenceri.gov](mailto:gdiaz@providenceri.gov)
- Please use subject line “**MBE WBE Forms**”

**Pre-bid Conference:** There will be a Non-Mandatory Pre-Bid Conference on Monday, May 4<sup>th</sup>, 2026, at 10 AM. Please email [icullings@providenceri.gov](mailto:icullings@providenceri.gov) to RSVP for the meeting link.

**Deadline for questions submissions:** [May 7, 2026 at 4:00pm](#)



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**INSTRUCTIONS FOR SUBMISSION**

**Meeting Date: 5/18/2026**

Responses may be submitted up to **2:15 P.M.** on the above meeting date at the **Department of the City Clerk, Room 311, City Hall, 25 Dorrance Street, Providence.** At 2:15 P.M. all responses will be publicly opened and read at the Board of Contract Meeting in Conference Room 305, on the 3<sup>rd</sup> floor of City Hall.

- Vendors must submit **2 copies** of their response in sealed envelopes or packages labeled with the captioned **Item Description** and the **City Department to which the solicitation is related and must include the company name and address on the envelope as well.** (On page 1).
- Communications to the Board of Contract and Supply that are not competitive sealed proposals (i.e. product information/samples) should have **“NOT A PROPOSALS”** written on the envelope or wrapper.
- Only use form versions and templates included in this solicitation. If you have an old version of a form **do not recycle it for use in this request.**
- The envelope and information relative to the solicitation must be addressed to:

**Board of Contract and Supply  
Department of the City Clerk – City Hall, Room 311  
25 Dorrance Street  
Providence, RI 02903**

**All responses submitted to the City Clerk become public record.** Failure to follow instructions could result in information considered private being posted to the city’s Open Meetings Portal and made available as a public record. The City has made a conscious effort to avoid the posting of sensitive information on the City’s Open Meetings Portal, by requesting that such sensitive information be submitted to the issuing department only at their request.



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**FORM 1: Proposers Blank**

1. Proposals must meet the attached specifications. Any exceptions or modifications must be noted and fully explained.
2. Proposer's responses must be in ink or typewritten, and all blanks on the form should be completed.
3. All bids **MUST BE SIGNED IN INK.**

**Name of Proposer (Firm or  
Individual):**

Contact Name:

Business Address:

Business Phone #:

Contact Email:

Agrees to bid on Bridge Design RFQ:

If the bidder's company is based in a state *other than Rhode Island*, list name and contact information for a local agent for service of process that *is located within Rhode Island*

\_\_\_\_\_  
Signature of Representation

\_\_\_\_\_  
Title



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**FORM 2: Certification of Proposer**

(Non-Discrimination/Hiring)

Upon behalf of \_\_\_\_\_ (Firm or Individual),

I, \_\_\_\_\_ (Name of Person Making Certification),

being its \_\_\_\_\_ (Title or "Self"), hereby certify that:

1. Proposer does not unlawfully discriminate on the basis of race, color, national origin, gender, sexual orientation and/or religion in its business and hiring practices.
2. All of Proposer's employees have been hired in compliance with all applicable federal, state and local laws, rules and regulations.

I affirm by signing below that I am duly authorized on behalf of Proposer, on

this \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_.

\_\_\_\_\_  
Signature of Representation

\_\_\_\_\_  
Printed Name



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**FORM 3: Certificate Regarding Public Records**

Upon behalf of \_\_\_\_\_ (Firm or Individual Responding),

I, \_\_\_\_\_ (Name of Person Making Certification),

being its \_\_\_\_\_ (Title or "Self"), hereby certify an understanding that:

1. All submissions for this Requests for Qualification (RFQ's), documents contained within, and the details outlined on those documents become public records upon receipt by the City Clerk's office and opening at the corresponding Board of Contract and Supply (BOCS) meeting.
2. The Purchasing Department and the issuing department for this RFQ have made a conscious effort to request that sensitive/personal information be submitted directly to the issuing department and only at request if verification of specific details is critical the evaluation of a vendor's submission.
3. The requested supplemental information may be crucial to evaluating applications. Failure to provide such details may result in disqualification, or an inability to appropriately evaluate applications.
4. If sensitive information that has not been requested is enclosed or if a Responder opts to enclose the defined supplemental information prior to the issuing department's request in the responding packet submitted to the City Clerk, the City of Providence has no obligation to redact those details and bears no liability associated with the information becoming public record.
5. The City of Providence observes a public and transparent solicitation process. Information required in the application packet may not be submitted directly to the issuing department at the discretion of the Responder in order to protect other information, from becoming public. Responders who make such an attempt will be disqualified.

I affirm by signing below that I am duly authorized on behalf of Responder, on

this \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_\_.

\_\_\_\_\_  
Signature of Representation

\_\_\_\_\_  
Printed Name



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**FORM 4: Affidavit of City Vendor**

Per our Code of Ordinances [Sec. 21.-28.1 \(e\)](#), this form applies to a) the business, b) any political action committee whose name includes the name of the business, c) all persons holding ten (10) percent or greater equity interest or five thousand dollars (\$5,000.00) or greater cash value interest in the business at any time during the reporting period, d) all executive officers of the business entity, e) any spouse or dependent child of any individual identified in a) though d) above.

Executive officers who are not residents of the state of Rhode Island are exempted from this requirement.

Per [R.I.G.L. § 36-14-2](#), "Business" means a sole proprietorship, partnership, firm, corporation, holding company, joint stock company, receivership, trust, or any other entity recognized in law through which business for profit or not for profit is conducted.

Name of the person making this affidavit: \_\_\_\_\_

Position in the "Business" \_\_\_\_\_

Name of Entity \_\_\_\_\_

Address: \_\_\_\_\_

Phone number: \_\_\_\_\_

The number of persons or entities in your entity that are required to report under [Sec. 21.-28.1 \(e\)](#): \_\_\_\_\_

**Read the following paragraph and answer one of the options:**

Within the 12 month period preceding the date of this bid submission with the City of Providence, or with respect to the contracts that are not in writing within the 12 month period preceding the date of notification that the contract has reached the \$100,000 threshold, have you made campaign contributions within a calendar year to (please list all persons or entities required under [Sec. 21.-28.1 \(e\)](#)).

a. Members of the Providence City Council?  Yes  No

- If Yes, please complete the following:

Recipient(s) of the Contribution:

Contribution Date(s):

Contribution Amount(s):

b. Candidates for election or reelection to the Providence City Council?  Yes  No

- If Yes, please complete the following:

Recipient(s) of the Contribution:

Contribution Date(s):

Contribution Amount(s):

c. The Mayor of Providence?  Yes  No

- If Yes, please complete the following:

Recipient(s) of the Contribution:

Contribution Date(s):

Contribution Amount(s):



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d. Candidates for election or reelection to the office of Mayor of Providence?  Yes  No

- If Yes, please complete the following:

Recipient(s) of the Contribution:

Contribution Date(s):

Contribution Amount(s):

\_\_\_\_\_  
Signed under the pains and penalties of perjury.

\_\_\_\_\_  
Position



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**MBE/WBE Status**

Responder's Name:	
Responder's Address:	
Point of Contact:	
Telephone:	
Email:	
Procurement #:	
Project Name:	
Which one of the following describes your business' status in terms of Minority and/or Woman Owned Business Enterprise certification with the State of Rhode Island? (Check all that apply).	<input type="checkbox"/> MBE <input type="checkbox"/> WBE <input type="checkbox"/> Neither MBE nor WBE
I certify under penalty of perjury that the forgoing statements are true and correct.	
<b>Prime Contractor/Vendor Signature</b> <b>Date</b>	<b>Title</b>



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## **BID PACKAGE SPECIFICATIONS**

### **BACKGROUND INFORMATION**

The City of Providence seeks a licensed, qualified consultant team for engineering and design services for the Manton Ave Tar Bridge (#051301). Due to poor condition of the bridge structure, the City seeks full demolition and reconstruction of the bridge. See Appendix A for the most recent RIDOT bridge inspection report. This project will also aim to expand the bridge footprint to add a shared-use pathway for bicyclists and pedestrians connecting Olneyville Square to the surrounding neighborhood.

Design of the bridge will be part of a larger improvement project in the surrounding area, which includes a redesign of the Olneyville Square intersections (Westminster/Broadway/Valley and Hartford/Plainfield/Manton) through a Federal Safe Streets Grant, and construction of an off-road shared use path through the 80 Manton Ave and Atlantic Mills properties. The Consultant Bridge team will coordinate with other design teams as needed on design and construction schedules.



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**Olneyville Square Projects**

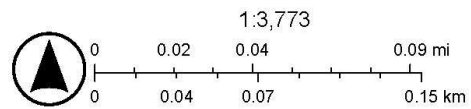
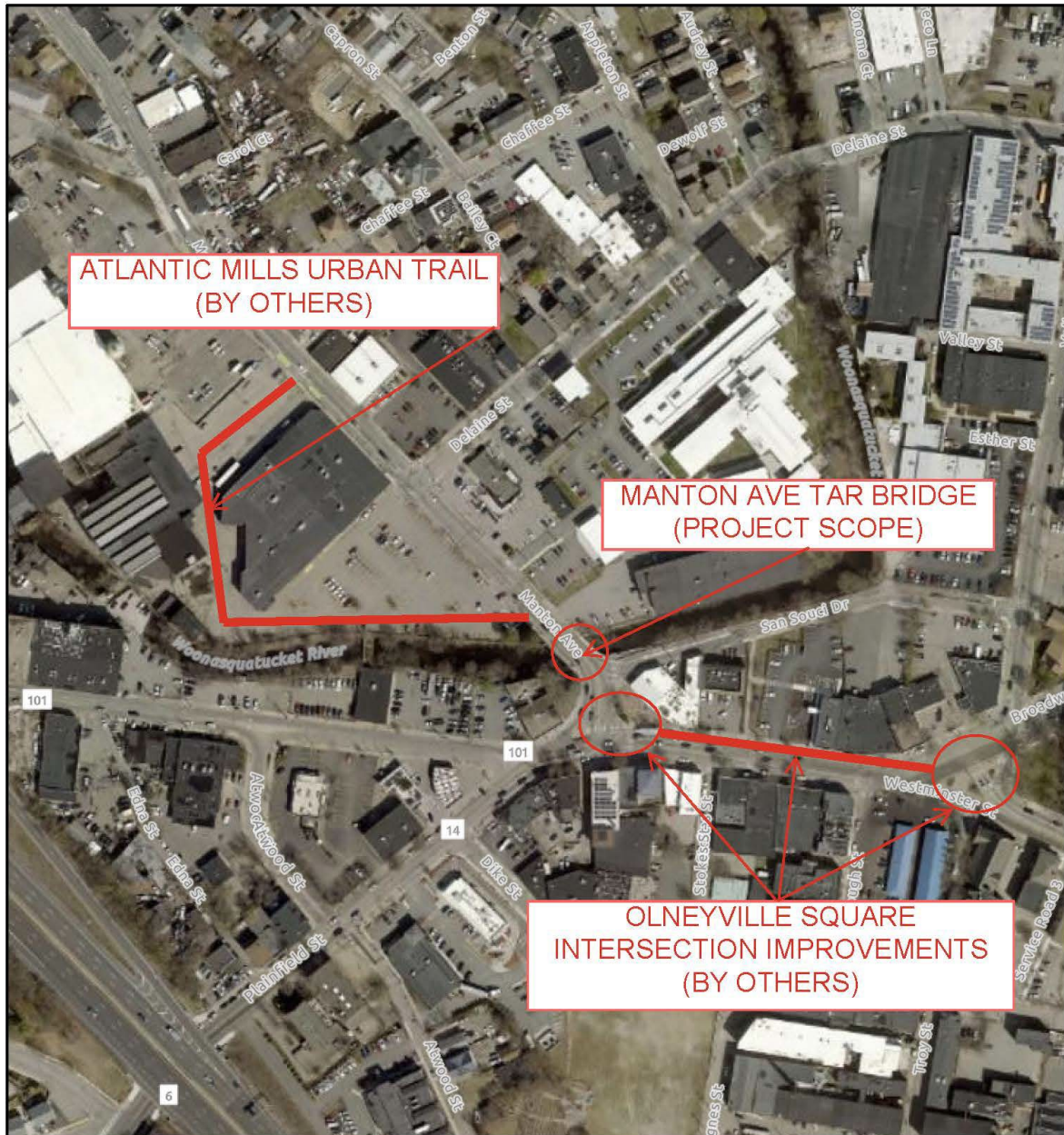


Figure One: Planned City Projects in Olneyville Square



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**SCOPE OF WORK**

The consultant team shall handle the full design, permitting, and construction process for a full demolition and construction of new bridge structure as summarized below:

1. General Project Management and Invoicing
  - a. Consultant will identify a Project Manager who will be the main point of contact for the Project Duration.
  - b. Consultant will run biweekly design meetings with City Project Managers throughout the anticipated design schedule.
  - c. Consultant will track project hours and progress and submit monthly invoices following City invoicing requirements.
2. Survey and Data Collection
  - a. Consultant or sub-consultant shall collect all necessary survey, hydraulic, and environmental data needed for design and permitting. **As part of your submission, include a detailed list of all data anticipated, and a list of sub-consultants to be utilized.**
3. Conceptual (10%) Design and Estimate
  - a. Develop draft 10% (conceptual) designs and a conceptual cost estimate for review by City, RIDOT, and stakeholders.
4. Preliminary (30%) Design
  - a. Develop draft 30% (preliminary) design plans for bridge design for NEPA permitting submission and review.
5. Coordination with Utilities
  - a. Throughout the design process, consultant shall work closely with utilities, including gas, electric, and water, on design and construction of utility lines carried under the bridge.
6. Permitting Submission (NEPA)
  - a. Consultant or sub-consultant shall prepare all necessary plans, specifications, and permits for a full National Environmental Policy Act (NEPA) submission to FHWA.
  - b. Consultant shall prepare all additional necessary permits for construction. **As part of your submission, include a detailed list of all permits anticipated for this work.**
7. Final Design (60%, 90%, & PS&E)



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- a. Prepare draft 60% design submission, incorporate comments and submit final plan.
  - b. Prepare draft 90% design submission, incorporate comments and submit final plan.
  - c. Prepare draft PS&E design submission, incorporate comments and submit final plan.
8. Bid Phase Services (RFP Development, Response to Bidder Questions, Award Recommendation)
- a. Consultant shall assist City staff with preparation of a Request for Proposals for Construction, assist with Pre-Bid meetings, provide response to all bidder questions and assist with bid tabulation and award recommendations

This Request for Qualifications shall serve to qualify consultant teams to perform the tasks above following the selection criteria below. Following qualification, the city will approach the highest qualified bidder with a detailed scope of work for the tasks above to solicit a price proposal. The City and selected Consultant shall negotiate on the price proposal. If an agreement cannot be reached on price, the City will reach out to the next qualified bidder and begin negotiations. This solicitation does not guarantee that the City will utilize any respondent for a minimum/maximum amount of time or for a minimum/maximum dollar value over the term of the blanket contract.



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**PROPOSAL SUBMISSION REQUIREMENTS AND INSTRUCTIONS**

To be considered responsive, proposal submissions must include the following administrative and technical information for DPD review and subsequent selection recommendation(s):

1. **Cover Letter:** A Letter of Transmittal must accompany each response signed by an owner, officer, or other authorized agent of the respondent, binding the contractor to all of the commitments made in the proposal and describing how you and understand the Project.
2. **Company Introduction:** Qualified Respondents must provide evidence of expertise relative to the services requested. Respondents are also required to include an overview of mid/upper-level personnel in responsible charge, and project managers and other relevant information documenting organizational structure, and specific office locations.
3. **Relevant Experience:** Respondents are to include a comprehensive listing of similar current and past projects and/or clients served providing services related to this Scope of Work.
4. **Project Approach:** Include a project approach that outlines the specific tasks and deliverables required for the project as well as a narrative that describes how you understand the Project, unique elements of your understanding and approach, and how you will meet the requirements, purpose, objectives, and specific needs of this project and the City of Providence. The Project Approach shall incorporate the following:
  - a. Identify a Project Manager, who will serve as the primary contact person between the Respondent and the City of Providence and be responsible for ongoing oversight and management activities
  - b. Provide a detailed approach to each of the project milestone, as detailed in the Scope of Work
    - i. General Project Management and Invoicing
    - ii. Survey and Data Collection
    - iii. Conceptual (10%) Design
    - iv. Preliminary (30%) Design
    - v. Coordination with Utilities
    - vi. Permitting Submission (NEPA)
    - vii. Final Design (60%, 90%, & PS&E)
    - viii. Bid Phase Services (RFP Development, Response to Bidder Questions, Award Recommendation)
  - c. Summarize all survey work, hydraulic data, permits required, and other items anticipated for this project.
  - d. Identify any subcontractors anticipated.



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5. **Client References:** Respondents must provide at a minimum three (3) references detailing client name/address, complete contact information, type of project and description of services provided, and timeframe completed. By listing these references, permission is granted to the City to contact said individuals to verify the satisfactory performance of services provided.
6. Submissions should **NOT** include a cost proposal. Bidders will be selected based on the Selection Criteria detailed in this RFQ. Upon selection, the City will approach the highest-ranking respondent to negotiate a cost proposal. If a satisfactory price cannot be reached, the City will negotiate with the next highest ranking respondent.

## **INSURANCE**

1. During the term of agreements resulting from this solicitation, the selected qualified respondents shall, at a minimum, maintain insurance coverage in the following types and minimum amounts:
  - a. General Liability Insurance
  - b. Each Occurrence - \$1,000,000.00
  - c. Bodily Injury to any one person - \$300,000.00
  - d. Automobile Liability (Combined Single Limit) - \$1,000,000.00
  - e. Workers Compensation and Employers' Liability Insurance - \$500,000.00
  - f. Professional Liability - \$2,000,000 per claim
  - g. Errors and omissions - \$1,000,000 per claim
2. Insurance certificates shall be provided within 10 calendar days of acceptance of a proposal for engineering design/consulting services. In the event of cancellation or modification of any of the insurance coverages required by this document, written notification shall be sent to the Director of Planning and Development or his/her designee. Renewal policies shall be submitted to the Providence Department of Planning and Development when available.
3. The awarded respondents shall be obligated to hold the City harmless from all claims arising under this contract and include the statement in his/her insurance. The City of Providence and the Providence Public Building Authority shall be named as additionally insured on a primary and non-contributory basis.

## **SUBLETTING**

1. Subletting any portion of this project is not authorized without the written approval of the City.
2. Selection of qualified applicants for each task will be based on the primary applicant only. Respondent shall provide detailed reasoning for including any subcontractors for any portion of any task where applicable.



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## **REQUIREMENTS AND CONDITIONS**

1. Each respondent shall have no collusion or secondary interests with any other respondent.
2. All respondents shall be in compliance with all municipal and State Affirmative Action and Equal Opportunity practices.
3. The City reserves the right to reject any or all proposals or to make an award or multiple awards if deemed to be in the best interest of the City.
4. All costs associated with developing or submitting documents in response to this solicitation and/or in providing oral or written clarification of its content shall be borne by the respondent. The City assumes no responsibility for these costs.
5. Qualifications in response to this solicitation are considered to be irrevocable for a period of not less than ninety (90) days following the established due date and may not be withdrawn without the express written permission of the Purchasing Agent.
6. Contact: Ian Cullings at [icullings@providenceri.gov](mailto:icullings@providenceri.gov) with any questions relating to this advertisement or services requested under this advertisement by 4:30PM on Friday, May 8<sup>th</sup>, 2026. Questions received after this time may not be considered.
7. In accordance with RI Gen. Laws 7-1.1-99, no foreign corporations, a corporation established other than in Rhode Island, has the right to transact business in this State until it has procured a Certificate of Authority to do so from the Office of the Secretary of State (401) 222-2357. If applicable, a copy of Respondent's Certificate of Authority must be included as part of the Proposal Submission located behind the front page of each copy of the proposal. Failure to do so may result in disqualification. Any Respondent who does NOT have a current Certificate of Authority for the firm MUST acknowledge non-compliance with this requirement and confirm in writing that, if selected for the project, will expedite acquisition of a Rhode Island Certificate of Authority prior to award. The letter of acknowledgement must be included behind the front page of each copy of the proposal.
8. In accordance with Title 5, Chapter 8 of the Rhode Island General Laws, any person or firm which practices or is offering to practice engineering within the State of Rhode Island must be registered and or hold certificates of authorization from the State of Rhode Island Board of Registration for Professional Engineers. A copy of registration/certification must be submitted with the Letter of Interest.
9. Respondents who repeatedly do not respond to agency requests are subject to removal from this contract.



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## **PROPOSAL - RESPONDENT QUALIFICATION**

Narrative and format: Responses must include a list of references. Responses should also include information for individual(s) who would be the main point of contact(s) in the event a purchase order is issued.

### **Selection/Evaluation Criteria**

All proposals delivered to the City shall be initially reviewed to determine whether they are responsive or nonresponsive to the requisites of this RFQ. All responsive proposals will then be evaluated and rated based on the proposal submittal requirements and evaluation criteria below and on the following pages. Please read information regarding each requirement and the criteria for each carefully.

For each task, the City reserves the right to qualify one respondent, multiple respondents, or no respondents, and/or re-release this RFQ as it deems in the best interest of the City of Providence.

1. **Completed forms (Starting on Page 3 of this RFQ):** These forms and documents are required as part of the proposal. Please ensure all required forms are properly completed and signed. Failure to complete all forms may result in disqualification at the sole discretion of the City of Providence.

(10 possible points)

Non-Responsive (0 pts): Provided completed forms as required by the RFQ

Meets Requirements (10 pts): Failed to provide completed forms as required by the RFQ

2. **Cover Letter** signed by an officer of the contractor, binding the contractor to all of the commitments made in the proposal and describing how you and understand the Project. Failure to provide a cover letter signed by an officer of the contractor, binding the contractor to all of the commitments made in the proposal may result in disqualification.

(10 possible points)

Non-Responsive (0 pts): Failed to provide cover letter signed by an officer of the contractor, binding the contractor to all of the commitments made in the proposal

Meets Requirements (10 pts): Provided cover letter signed by an officer of the contractor, binding the contractor to all of the commitments made in the proposal



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3. **Project Approach and Understanding:** Include a Scope of Work that outlines the specific tasks and deliverables required for the project as well as a Project Approach and Understanding Narrative that describes how you understand the Project, unique elements of your understanding and approach, and how you will meet the requirements, purpose, objectives, and specific needs of this project and the City of Providence.

(30 possible points)

Non-Responsive (0 pts): A narrative describing the consultant's understanding of the Project and how they will meet the requirements, purpose, objectives, and specific needs of this project and the City of Providence was not included in the Proposal; and/or

Poor (6 points): A Scope of Work that outlines the specific tasks and deliverables required for the project was not included in the proposal. Narrative provides poor understanding of the Project and lacks detailed enough evidence to demonstrate that they will be able to meet the requirements, purpose, objectives, and specific needs of this project and the City of Providence and/or

Below Average (12 pts): Scope of Work does not include the specific tasks and deliverables required for the project. Narrative reflects some understanding, but serious concerns remain regarding consultant's understanding of and approach to the requirements, purpose, objectives, and specific needs of this project and the City of Providence.

Average (18 points): Scope of Work includes the specific tasks and deliverables required for the project. Narrative reflects a basic understanding of the requirements, purpose, objectives, and specific needs of this project and the City of Providence. No major concerns regarding consultant's understanding of and approach to the requirements, purpose, objectives, and specific needs of this project and the City of Providence. If there are concerns, they are only minor.

Above Average (24 pts): Scope of Work includes the specific tasks and deliverables required for the project. Narrative very clearly reflects strong understanding of the requirements, purpose, objectives, and specific needs of this project and the City of Providence. No concerns regarding consultant's understanding of and approach to requirements, purpose, objectives, and specific needs of this project and the City of Providence.

Excellent (30 points): Scope of Work includes the specific tasks and deliverables required for the project. Narrative very clearly reflects extremely strong understanding of the requirements, purpose, objectives, and specific needs of this project and the City of Providence in an innovative way that exceeds other proposals and is beneficial to the City of Providence. No concerns regarding consultant's understanding of and approach to the requirements, purpose, objectives, and specific needs of this



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project and the City of Providence. Scope of Work includes the specific tasks and deliverables required for the project.

4. **Qualifications and Recent Relevant Experience:** Provide **resumes and past project information sheets** regarding the history and experience of the respondent. Resumes shall include the name(s), business address, phone number, email addresses, and resumes of individuals proposed to participate in all work efforts identified and needing to be performed to meet the intent of this project. The Project Manager shall be clearly identified along with the roles of other significant project participants. The respondent shall be scored based on their demonstrated level of experience and competence in the following areas of expertise.

The respondent shall possess a minimum of 5 YEARS (chronologically) in project management and structural engineering. As part of the evaluation process, the City will assess the respondent's technical capacity in relationship to the Project. Respondents shall include resumes of overall key personnel to be assigned including identification of the specific Project Manager to be assigned to each task for which qualification is sought. Respondents must possess a working knowledge of all City, State and Federal transportation laws as well as the City's and RIDOT'S design and construction policies, procedures and standard specifications.

In accordance with RI General Laws, the selected Respondent shall maintain required Certificates of Authorization and relevant professionals must maintain personal registrations in the State of Rhode Island as Professional Engineers and registered Landscape Architects for the defined contract term.

(30 possible points)

Non-Responsive (0 pts): Resumes and/or past project information sheets are either not included or do not provide any evidence to demonstrate past success in the stated areas of expertise outlined above.

Poor (6 points): Resumes and past project information sheets provide little evidence to demonstrate past success in the stated areas of expertise outlined above.

Below Average (12 pts): Resumes and past project information sheets reflect experience and background in some, but not all, of the stated areas of expertise outlined above.

Average (18 points): Resumes and past project information sheets reflect experience and background in all of the stated areas of expertise outlined above.



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Above Average (24 pts): Resumes and past project information sheets very clearly reflect strong experience and background bringing successful projects to fruition in all of the stated areas of expertise outlined above.

Excellent (30 points): Resumes and past project information sheets very clearly reflect extremely strong experience and background in all of the stated areas of expertise outlined above in a way that exceeds other proposals and is very beneficial to the City of Providence and to the success of this project.

5. **References:**

- a. ***Provide three relevant references for the respondent's work.*** These may overlap with references for specific projects. Each reference should have the person's full name, email address, and phone number listed.
  
- b. ***Provide at least one reference for each project listed as part of each firm's qualifications.*** The reference must have been directly involved in the project on behalf of the hiring agency and have direct experience supervising the work of the consultant. Each reference should have the person's full name, email address, and phone number listed.

(20 possible points)

Non-Responsive (0 pts)

- 3 relevant references were not provided for the respondent; ***and/or***
- No references were provided for each project listed as part of each firm's qualifications.

Poor (4 points)

- 3 relevant references were provided for respondent, however two or more did not recommend working with respondent or expressed serious concerns regarding quality of work; and/or
- References were provided for each project, but one or more were not directly involved in the project on behalf of hiring agency and/or references did not have direct experience supervising work of respondent.

Below Average (8 pts)

- 3 relevant references were provided for respondent; however, one reference did not recommend working with respondent or expressed serious concerns regarding quality of work; and/or
- References were provided for each project, but one or more did not recommend working with consultant or expressed serious concerns regarding quality of work.



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Average (12 points)

- 3 relevant references were provided for respondent. No serious concerns regarding quality of work.
- References were provided for each project listed. No serious concerns were expressed by references regarding quality of work.

Above Average (16 pts)

- 3 relevant references were provided for respondent. No serious concerns regarding quality of the respondent's work and majority of references enthusiastically recommended working with respondent.
- References were provided for each project listed. No serious concerns were expressed regarding quality of work and majority of references enthusiastically recommended working with respondent.

Excellent (20 points)

- 3 relevant references were provided for respondent. No concerns expressed regarding quality of work and all references enthusiastically recommended working with respondent.
- References were provided for each project listed. No concerns were expressed regarding quality of work and all references enthusiastically recommended working with respondent.



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**Scoring Sheet** (to be completed by City Evaluation Team for each respondent)

<b>Respondent:</b>  _____		
<b>Technical Evaluation Criteria</b>	<b>Cover Letter (10 pts)</b>	
	<b>Completed Forms (10 pts)</b>	
	<b>Qualifications and Relevant Experience (30 pts)</b>	
	<b>Project Approach and Understanding (30 pts)</b>	
	<b>References (20 pts)</b>	
<b>Total Score</b>		

**Final selection: Once all interviews have concluded, the City shall attempt to negotiate a contract with the highest qualified firm at compensation which the City determines is fair and reasonable to the City. Should the City be unable to negotiate a satisfactory contract with the firm considered to be the most qualified, the City shall undertake negotiations with the second most qualified firm. Should the City be unable to negotiate a satisfactory contract with that firm, the City shall undertake negotiations with the third most qualified firm. The City reserves the right to reject all bids.**



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**BID TERMS**

1. Financial assurances may be required in order to be a successful bidder for Commodity or Construction and Service contracts. If either of the first two checkboxes below is checked, the specified assurance must accompany a bid, or the bid will not be considered by the Board of Contract and Supply. The third checkbox indicates the lowest responsible bidder will be contacted and required to post a bond to be awarded the contract.
  - a)  A certified check for \$\_\_\_\_\_ must be deposited with the City Clerk as a guarantee that the Contract will be signed and delivered by the bidder.
  - b)  A bid bond in the amount of \_\_\_\_\_per centum (%) of the proposed total price, must be deposited with the City Clerk as a guarantee that the contract will be signed and delivered by the bidder; and the amount of such bid bond shall be retained for the use of the City as liquidated damages in case of default. Any person signing a bid bond as an attorney-in-fact shall include with the bid bond an original, or a photocopy or facsimile of an original, power of attorney.
  - c)  A performance and payment bond with a satisfactory surety company will be posted by the bidder in a sum equal to one hundred per centum (100%) of the awarded contract.
  - d)  No financial assurance is necessary for this item.
2. Awards will be made within **sixty (60) days of bid opening.**
3. Failure to deliver within the time quoted or failure to meet specifications may result in default in accordance with the general specifications. It is agreed that deliveries and/or completion are subject to strikes, lockouts, accidents, and Acts of God.

**The following entry applies only for COMMODITY BID TERMS:**

4. Payment for partial delivery will not be allowed except when provided for in blanket or term contracts.

**The following entries apply only for CONSTRUCTION AND SERVICE BID TERMS:**

5. Only one shipping charge will be applied in the event of partial deliveries for blanket or term contracts.
6. Prior to commencing performance under the contract, the successful bidder shall attest to compliance with the provisions of the Rhode Island Worker's Compensation Act, [RIGL 28-29-1, et seq.](#) If exempt from compliance, the successful bidder shall submit a sworn Affidavit by a corporate officer to that effect, which shall accompany the signed contract.
7. Prior to commencing performance under the contract, the successful bidder shall, submit a certificate of insurance, in a form and in an amount satisfactory to the City.



**BOARD OF CONTRACT AND SUPPLY  
CITY OF PROVIDENCE, RHODE ISLAND**

## **SUPPLEMENTAL INFORMATION**

If the issuing department for this RFQ determines that your firm's bid is best suited to accommodate their need, you will be asked to provide proof of the following prior to formalizing an award.

An inability to provide the outlined items at the request of the department may lead to the disqualification of your bid.

*This information is **NOT** requested to be provided in your initial bid that you will submit to the City Clerk's office by the "date to be opened" noted on page 1. This list only serves as a list of items that your firm should be ready to provide on request.*

**All bids submitted to the City Clerk become public record. Failure to follow instructions could result in information considered private being posted to the city's Open Meetings Portal and made available as a public record.**

### **You must be able to provide:**

- Business Tax ID will be requested after an award is approved by the Board of Contract and Supply.
- Proof of Insurance.
- Certificate of Good Standing with the Rhode Island Secretary of State.
- **Certificates and Registrations:** In accordance with RI General Laws, the entities that make up the selected Consultant shall maintain required Certificates of Authorization and relevant professionals must maintain personal registrations in the State of Rhode Island as Professional Engineers for the defined contract term. This requirement shall apply to the Prime Consulting Firm and applicable Sub-consultants(s) providing engineering, architecture, or landscape design services under this contract.



**BOARD OF CONTRACT AND SUPPLY  
CITY OF PROVIDENCE, RHODE ISLAND**

**CITY OF PROVIDENCE STANDARD TERMS & CONDITIONS**

1. The terms “you” and “your” contained herein refer to the person or entity that is a party to the agreement with the City of Providence (“the City”) and to such person’s or entity’s employees, officers, and agents.
2. The Request For Proposals (“RFQ”) and these Standard Terms and Conditions together constitute the entire agreement of the parties (“the Agreement”) with regard to any and all matters. By your submission of a bid proposal or response to the City’s RFQ, you accept these Standard Terms & Conditions and agree that they supersede any conflicting provisions provided by bid or in any terms and conditions contained or linked within a bid and/or response. Changes in the terms and conditions of the Agreement, or the scope of work thereunder, may only be made by a writing signed by the parties.
3. You are an independent contractor and in no way does this Agreement render you an employee or agent of the City or entitle you to fringe benefits, workers’ compensation, pension obligations, retirement or any other employment benefits. The City shall not deduct federal or state income taxes, social security or Medicare withholdings, or any other taxes required to be deducted by an employer, and this is your responsibility to yourself and your employees and agents.
4. You shall not assign your rights and obligations under this Agreement without the prior written consent of the City. Any assignment without prior written consent of the City shall be voidable at the election of the City. The City retains the right to refuse any and all assignments in the City’s sole and absolute discretion.
5. Invoices submitted to the City shall be payable sixty (60) days from the time of receipt by the City. Invoices shall include support documentation necessary to evidence completion of the work being invoiced. The City may request any other reasonable documentation in support of an invoice. The time for payment shall not commence, and invoices shall not be processed for payment, until you provide reasonably sufficient support documentation. In no circumstances shall the City be obligated to pay or shall you be entitled to receive interest on any overdue invoice or payment. In no circumstances shall the City be obligated to pay any costs associated with your collection of an outstanding invoice.
6. For contracts involving construction, alteration, and/or repair work, the provisions of applicable state labor law concerning payment of prevailing wage rates (R.I. Gen. Laws §§ 37-13-1 et seq., as amended) and the City’s First Source Ordinance (Providence Code of Ordinances §§ 21-91 et seq., as amended) apply.
7. With regard to any issues, claims, or controversies that may arise under this Agreement, the City shall not be required to submit to dispute resolution or mandatory/binding arbitration. Nothing prevents the parties from mutually agreeing to settle any disputes using mediation or non-binding arbitration.
8. To the fullest extent permitted by law, you shall indemnify, defend, and hold harmless the City, its employees, officers, agents, and assigns from and against any and all claims, damages, losses, allegations, demands, actions, causes of action, suits, obligations, fines, penalties, judgments, liabilities, costs and expenses, including but not limited to attorneys’ fees, of any nature whatsoever arising out of, in connection with, or resulting from the performance of the work provided in the Agreement.
9. You shall maintain throughout the term of this Agreement the insurance coverage that is required by the RFQ or, if none is required in the RFQ, insurance coverage that is considered in your industry to be commercially reasonable, and you agree to name the City as an additional insured on your general liability policy and on any umbrella policy you carry.
10. The City shall not subject itself to any contractual limitations on liability. The City shall have the time permitted within the applicable statute of limitations, and no less, to bring or assert any and all causes of action, suits, claims or demands the City may have arising out of, in connection with, or resulting from the performance of the work provided in the Agreement, and in no event does the City agree to limit your liability to the price of the Agreement or any other monetary limit.
11. The City may terminate this Agreement upon five (5) days’ written notice to you if you fail to observe any of the terms and conditions of this Agreement, or if the City believes your ability to perform the



**BOARD OF CONTRACT AND SUPPLY  
CITY OF PROVIDENCE, RHODE ISLAND**

- terms and conditions of this Agreement has been materially impaired in any way, including but in no way limited to loss of insurance coverage, lapsing of a surety bond, if required, declaration of bankruptcy, or appointment of a receiver. In the event of termination by the City, you shall be entitled to just and equitable compensation for any satisfactory work completed and expenses incurred up to the date of termination.
12. Written notice hereunder shall be deemed to have been duly served if delivered in person to the individual or member of the firm or entity or to an officer of the entity for whom it was intended, or if delivered at or sent by registered or certified mail to the last business address known by the party providing notice.
  13. In no event shall the Agreement automatically renew or be extended without a writing signed by the parties.
  14. You agree that products produced or resulting from the performance of the Agreement are the sole property of the City and may not be used by you without the express written permission of the City.
  15. For any Agreement involving the sharing or exchange of data involving potentially confidential and/or personal information, you shall comply with any and all state and/or federal laws or regulations applicable to confidential and/or personal information you receive from the City, including but not limited to the Rhode Island Identity Theft Protection Act, R.I. Gen. Laws § 11-49.3-1, during the term of the Agreement. You shall implement and maintain appropriate physical, technical, and administrative security measures for the protection of, and to prevent access to, use, or disclosure of, confidential and/or personal information. In the event of a breach of such information, you shall notify the City of such breach immediately, but in no event later than twenty-four (24) hours after discovery of such breach.
  16. The Agreement is governed by the laws of the State of Rhode Island. You expressly submit yourself to and agree that any and all actions arising out of, in connection with, or resulting from the performance of the Agreement or relationship between the parties shall occur solely in the venue and jurisdiction of the State of Rhode Island or the federal court located in Rhode Island.
  17. The failure of the City to require performance of any provision shall not affect the City's right to require performance at any time thereafter, nor shall a waiver of any breach or default of this Agreement constitute a waiver of any subsequent breach or default or a waiver of the provision itself.
  18. If any term or provision of this Agreement, or the application thereof to any person or circumstance shall, in any extent, be invalid or unenforceable, the remainder of this Agreement shall not be affected thereby, and each term and provision shall be valid and enforceable to the fullest extent permitted by law.



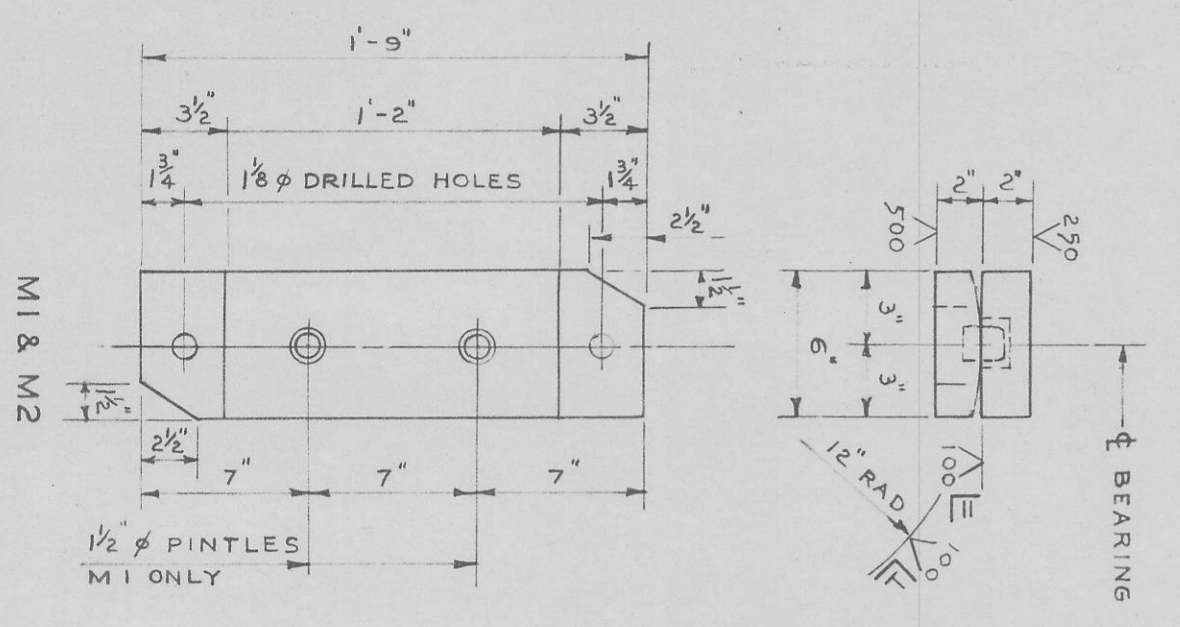
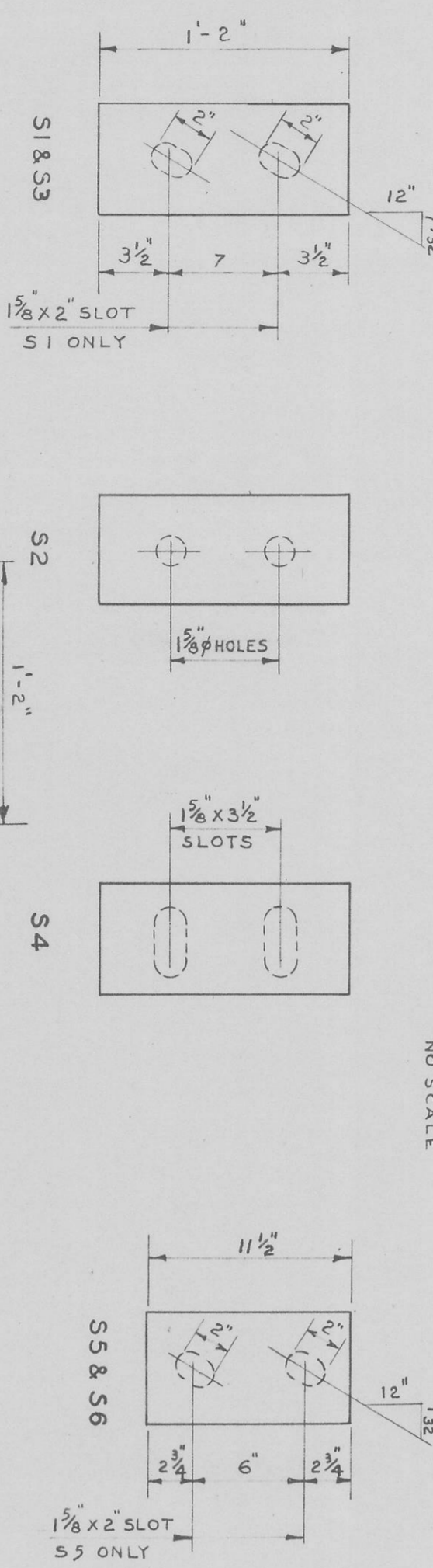
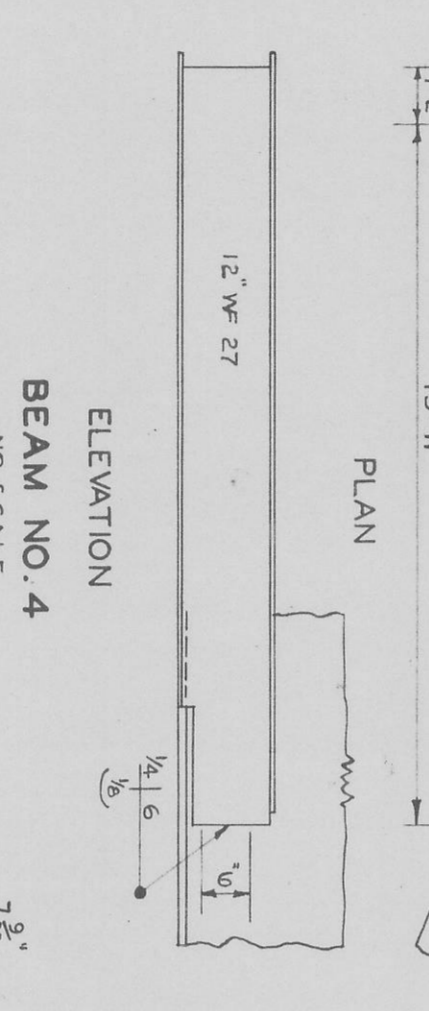
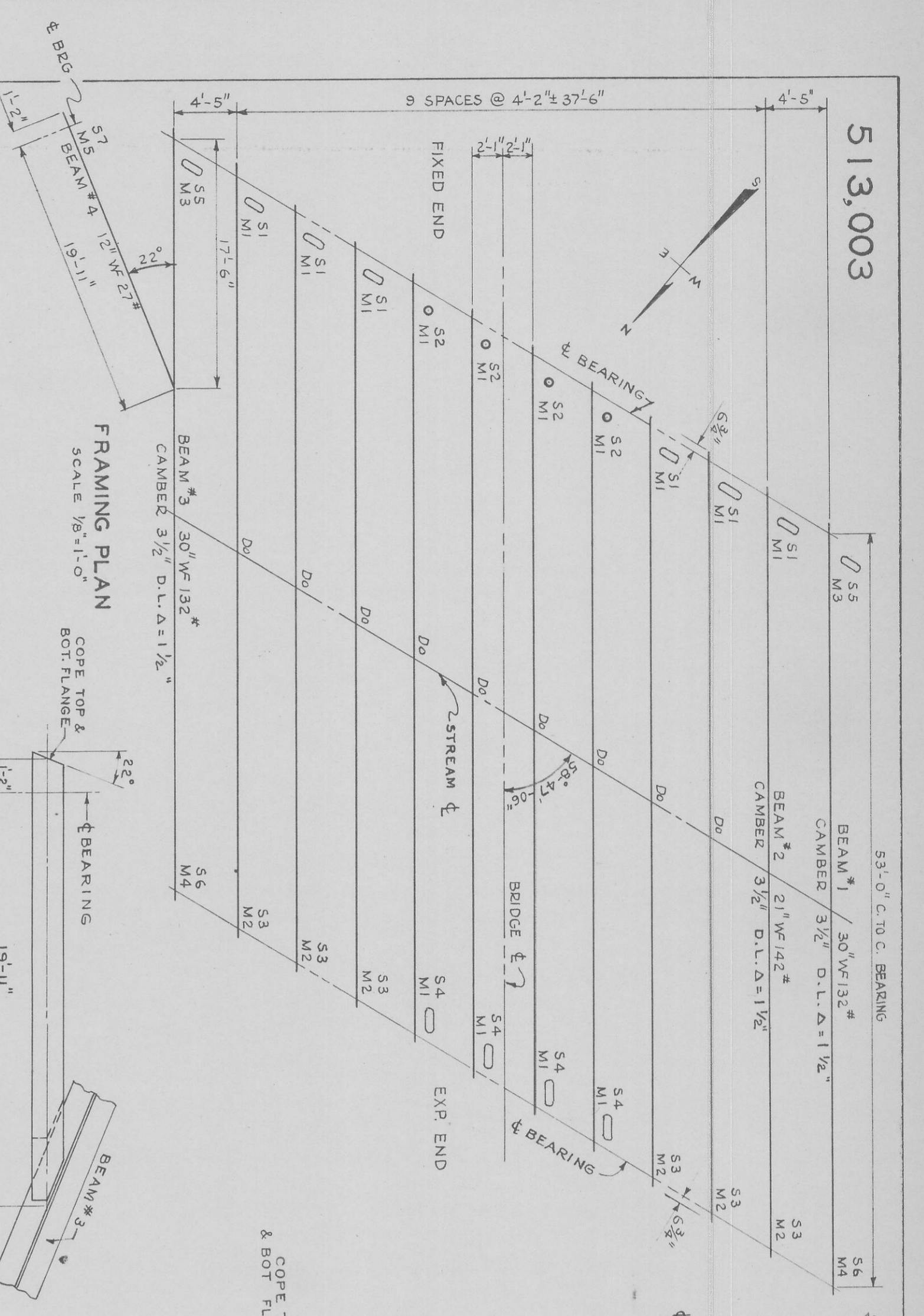
**BOARD OF CONTRACT AND SUPPLY  
CITY OF PROVIDENCE, RHODE ISLAND**

# **Appendix A: Bridge Inspection Report**

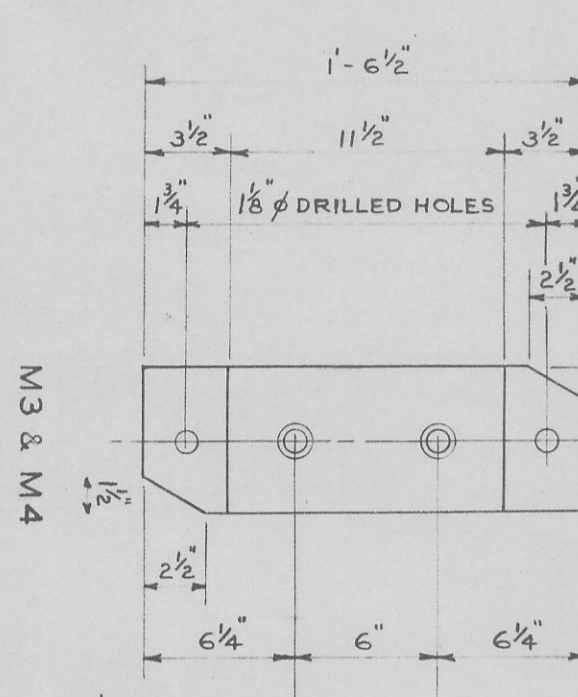




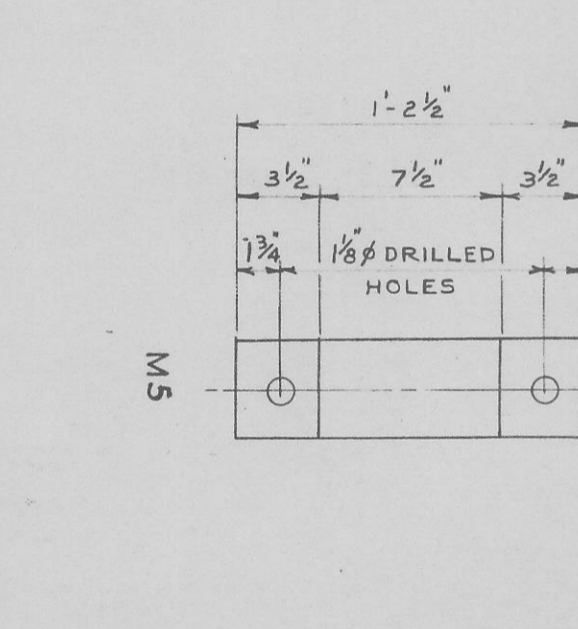
513,003



- 6 SOLE PLATES - S1 - 6" x 2" x 1'-2"  
4 SOLE PLATES - S2 - 6" x 2" x 1'-2"  
6 SOLE PLATES - S3 - 6" x 2" x 1'-2"  
4 SOLE PLATES - S4 - 6" x 2" x 1'-2"  
14 MASONRY PLATES - M1 - 6" x 2" x 1'-9"  
6 MASONRY PLATES - M2 - 6" x 2" x 1'-9"



- 2 SOLE PLATES - S5 - 6" x 2" x 0'-11 1/2"  
2 SOLE PLATES - S6 - 6" x 2" x 0'-11 1/2"  
2 MASONRY PLATES - M3 - 6" x 2" x 1'-6 1/2"  
2 MASONRY PLATES - M4 - 6" x 2" x 1'-6 1/2"



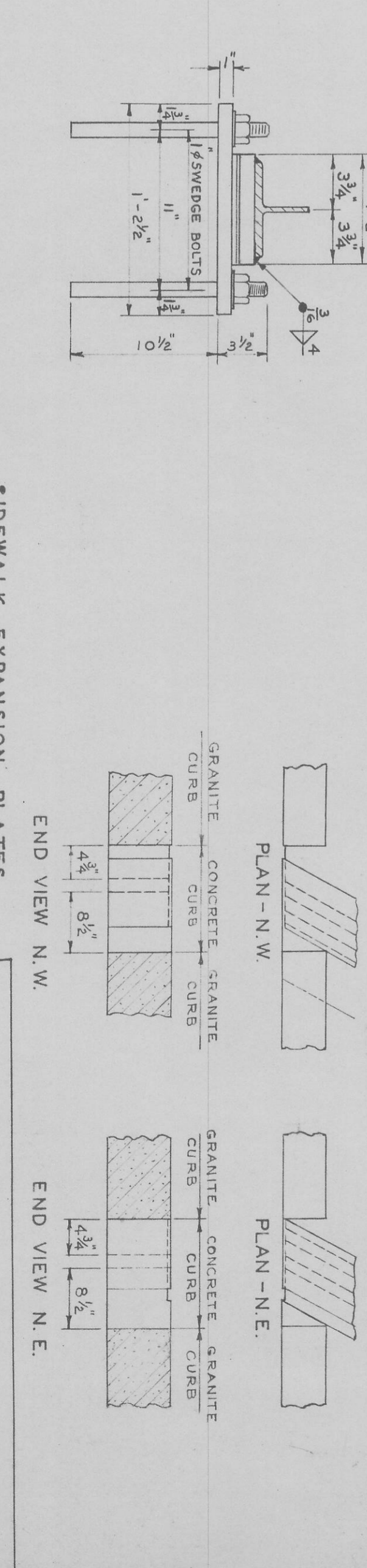
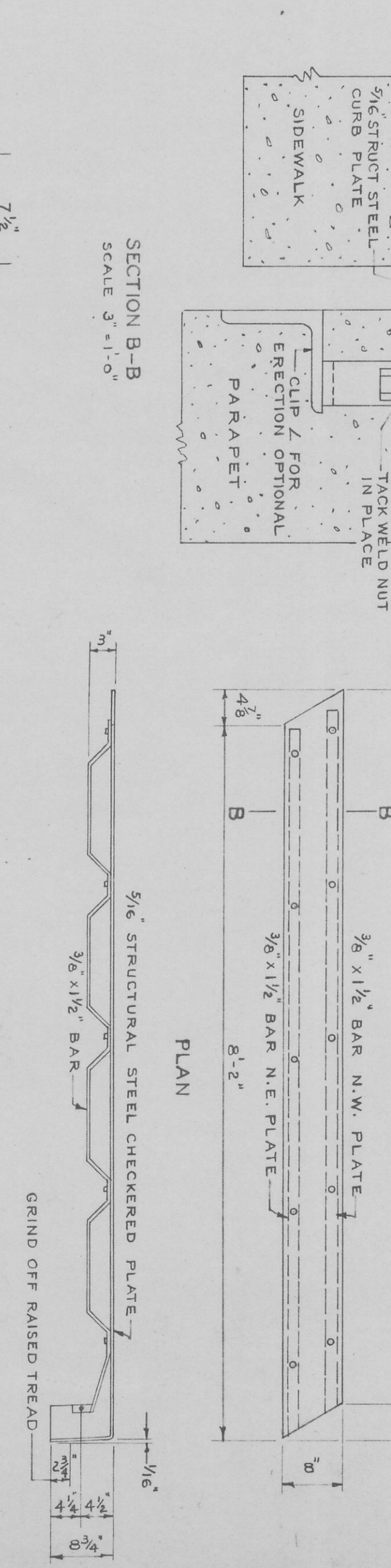
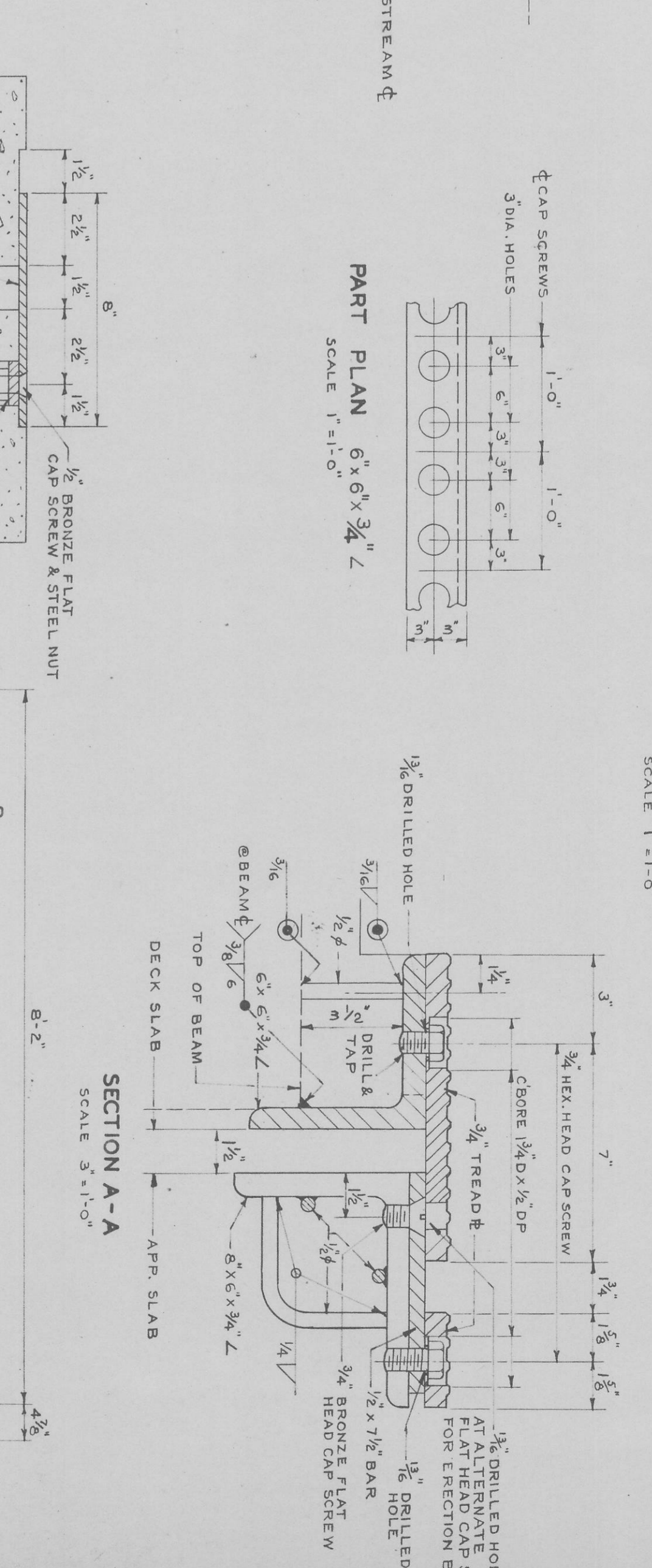
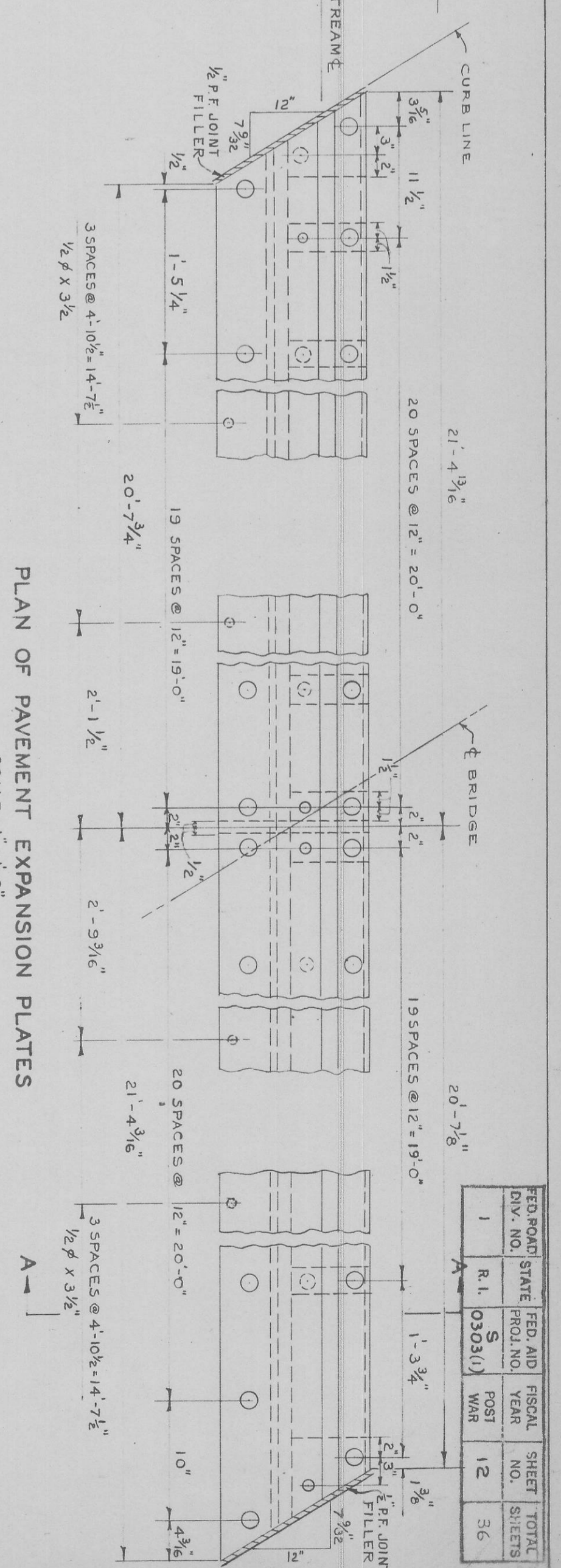
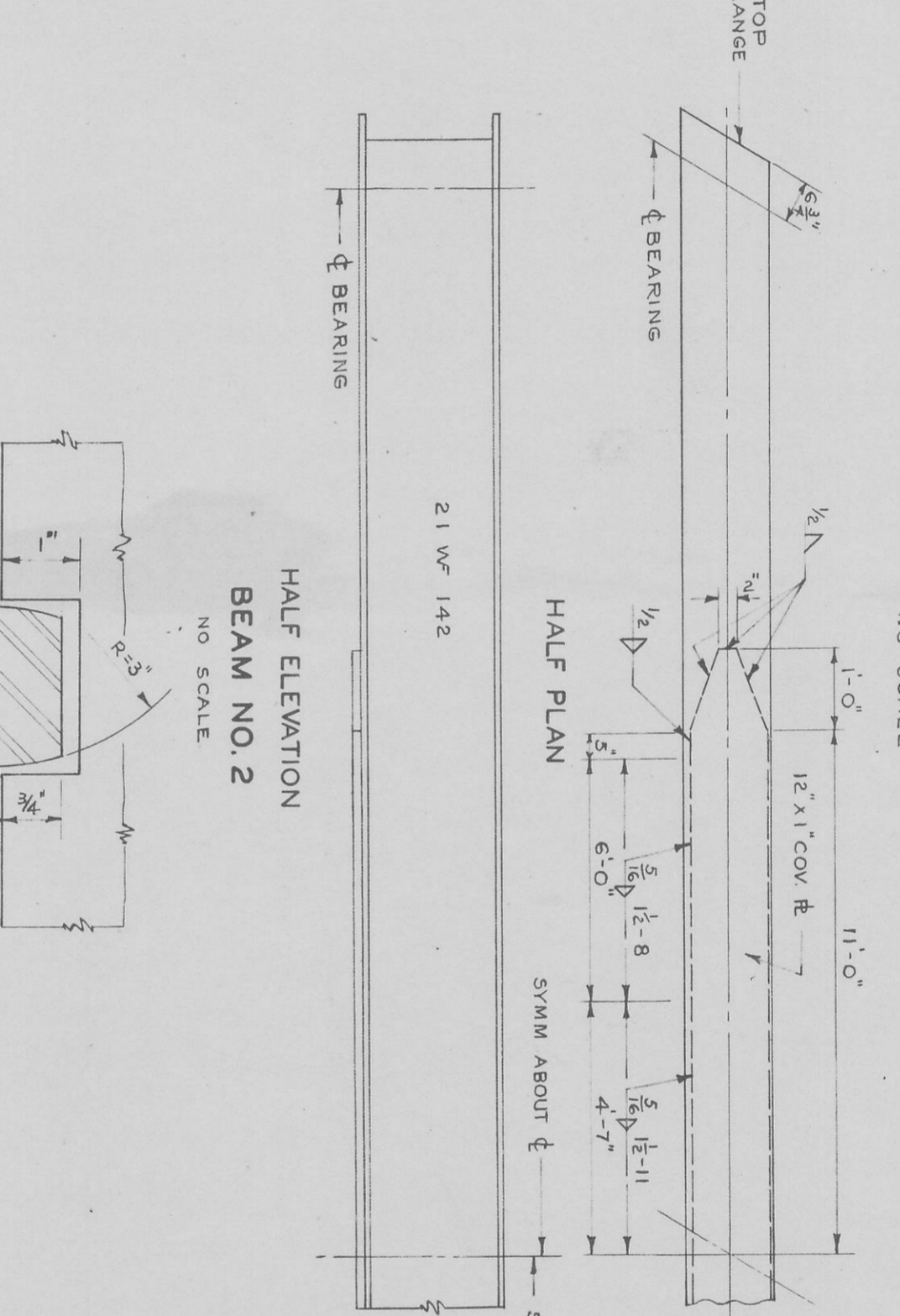
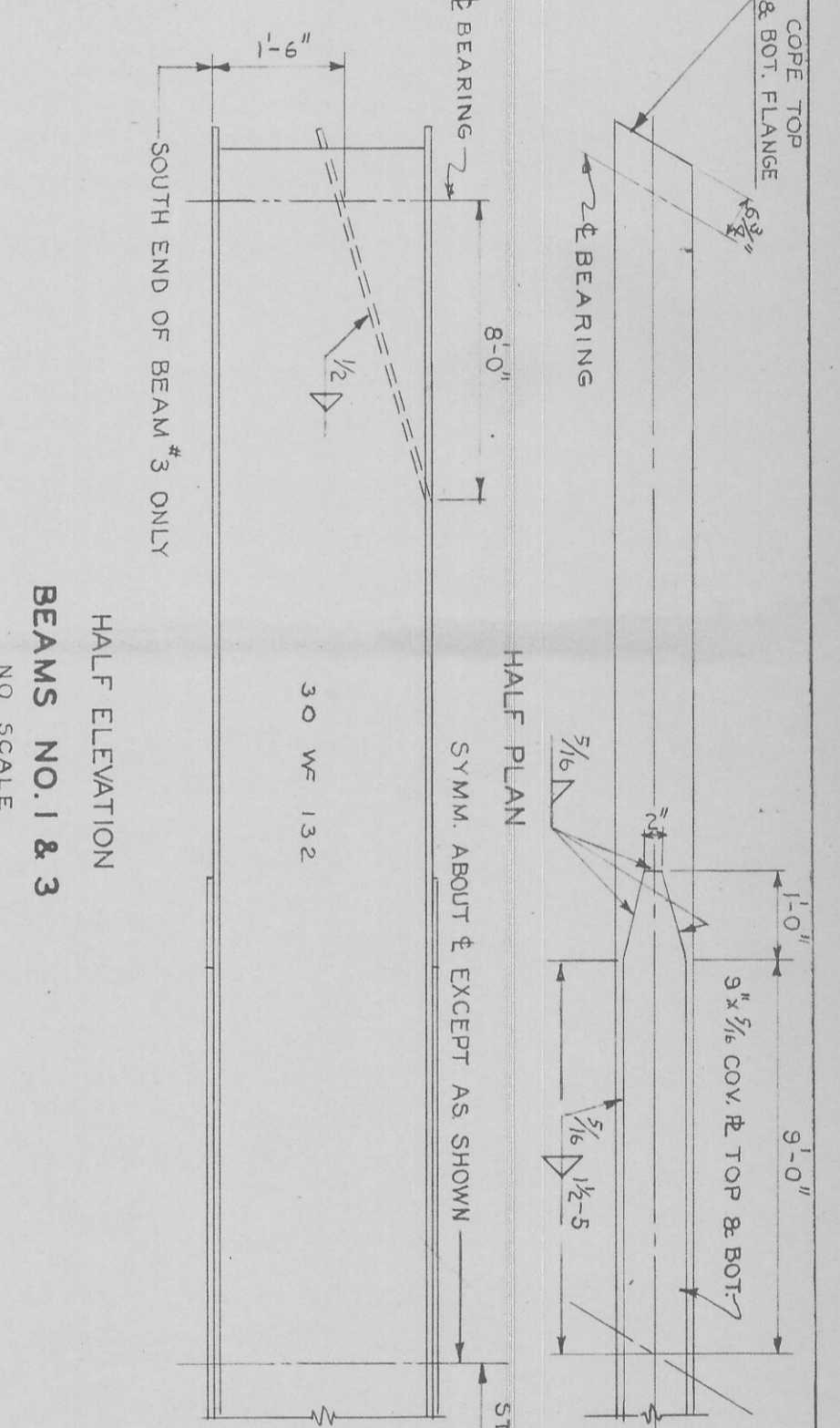
- SOLE PLATE S7 - 4" x 1" x 0'-7 1/2"  
MASONRY PLATE M5 - 4" x 1 1/2" x 1'-2 1/2"

NOTE: -  
FINISH SYMBOL INDICATES 200T - MEAN SQUARE HEIGHT OF ALLOWABLE  
IRREGULARITIES IN MICROINCHES  
 PARALLEL TO BOUNDARY LINE OF SURFACE INDICATED BY SYMBOL.  
 PERPENDICULAR TO BOUNDARY LINE OF SURFACE INDICATED BY SYMBOL.

DEPARTMENT OF PUBLIC WORKS  
DIVISION OF ROADS & BRIDGES  
PROVIDENCE, R.I.  
TAR BRIDGE  
STRUCTURAL STEEL

APPROVED BRIDGE ENGINEER  
APPROVED PRINCIPAL HIGHWAY ENGINEER

SET NO.   
PRINTED   
ISSUED TO



RHODE ISLAND  
DEPARTMENT OF PUBLIC WORKS  
DIVISION OF ROADS & BRIDGES  
PROVIDENCE, R.I.  
TAR BRIDGE  
STRUCTURAL STEEL

DRAWN BY J.K.T.  
CHECKED BY S.A.E.

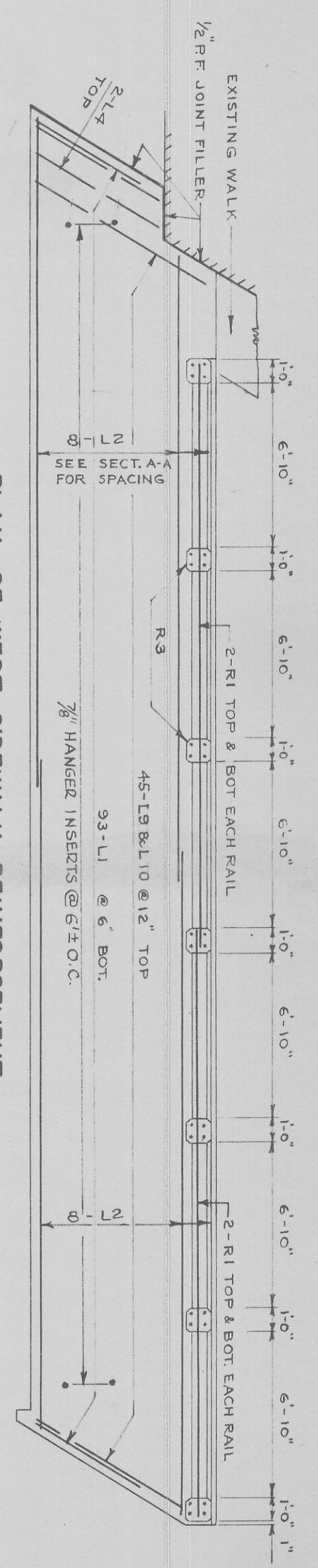
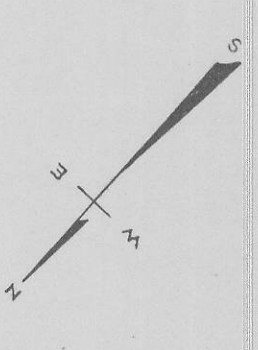
APPROVED BRIDGE ENGINEER  
APPROVED PRINCIPAL HIGHWAY ENGINEER

SET NO.   
PRINTED   
ISSUED TO

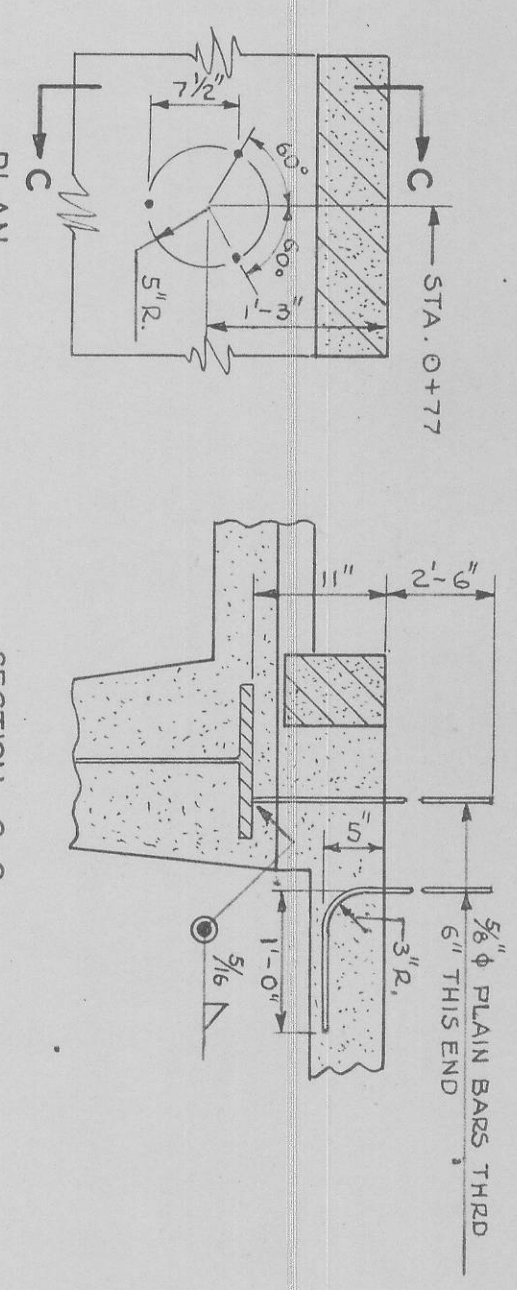
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1	12	36

513,003

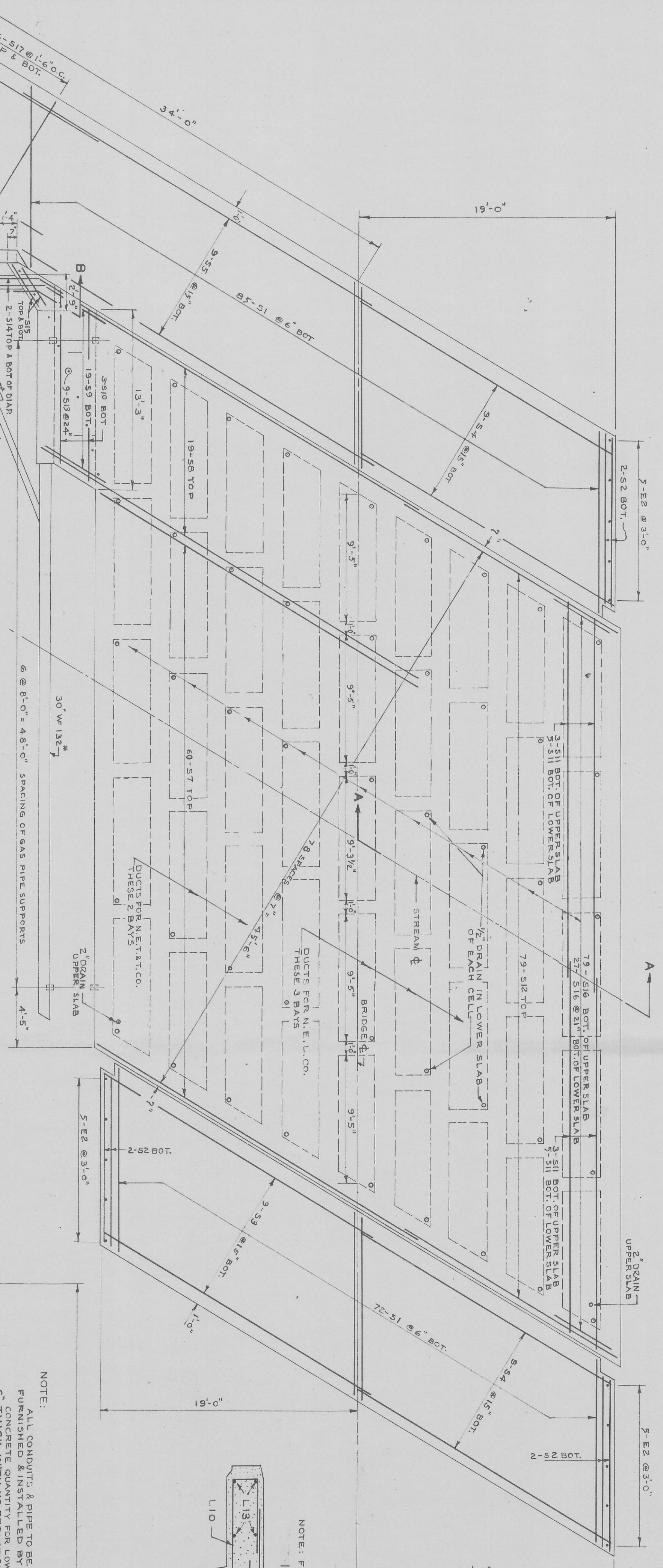
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.
1	R.I.	5 (03031)	13	36



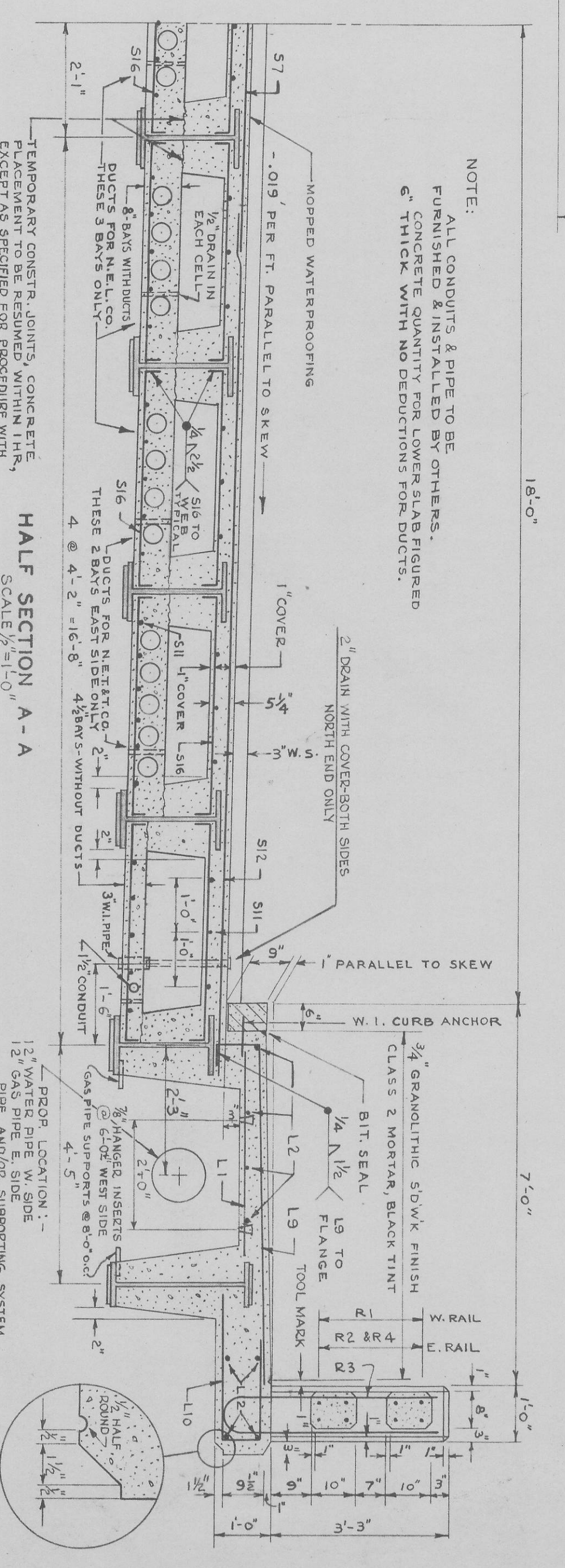
PLAN OF WEST SIDEWALK REINFORCEMENT



SECTION C-C  
DETAIL OF POLE ANCHOR BARS  
SCALE 3/8\"/>

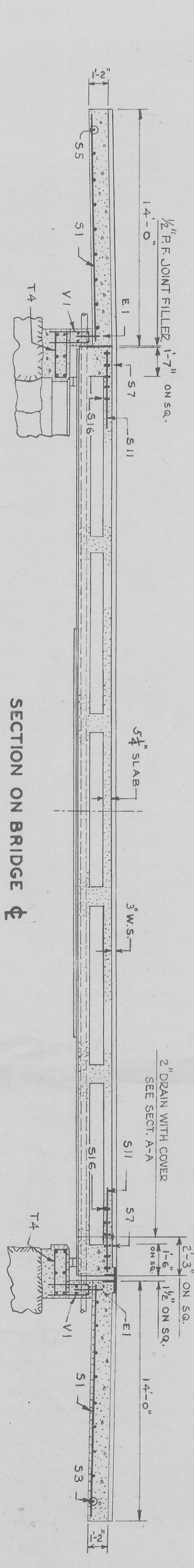
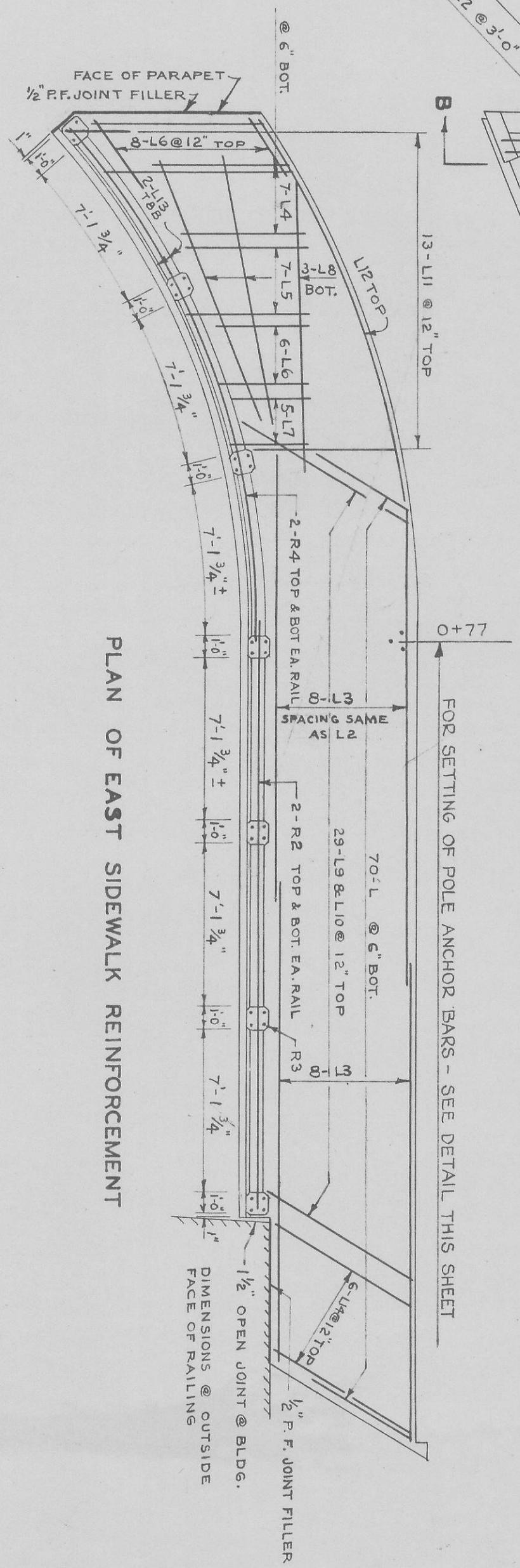


PLAN OF SLAB REINFORCEMENT

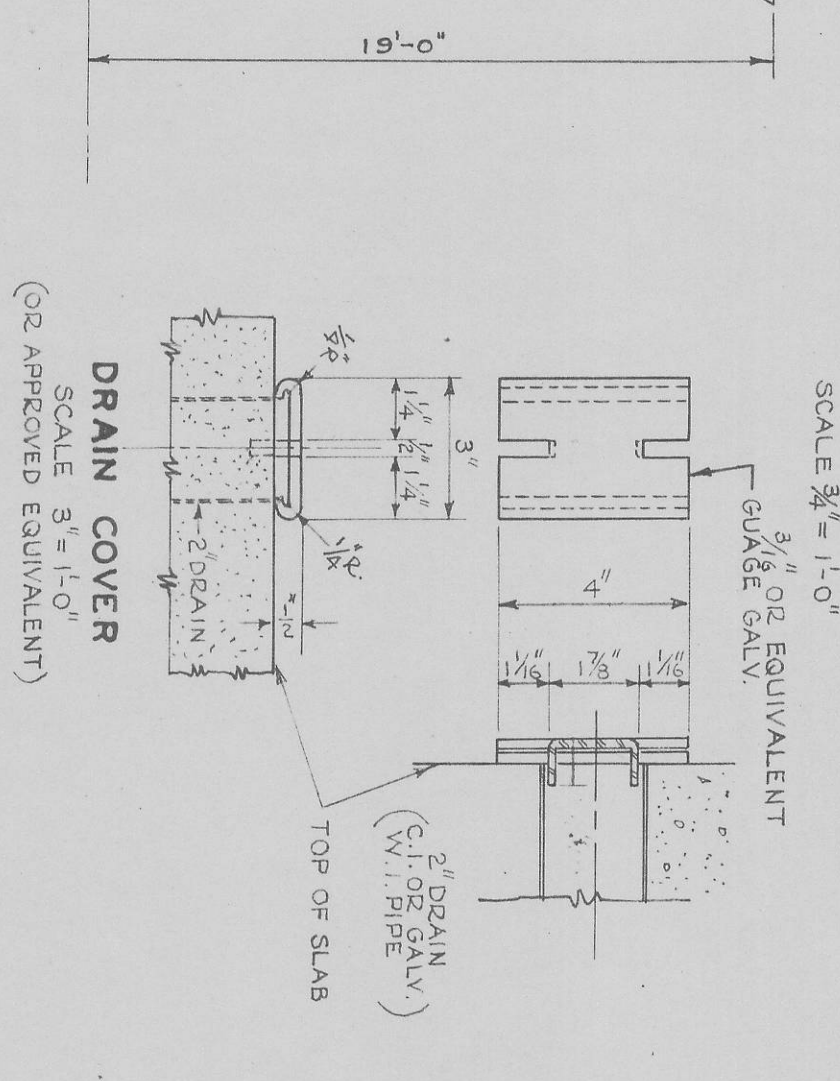


SECTION B-B  
SCALE 1/2\"/>

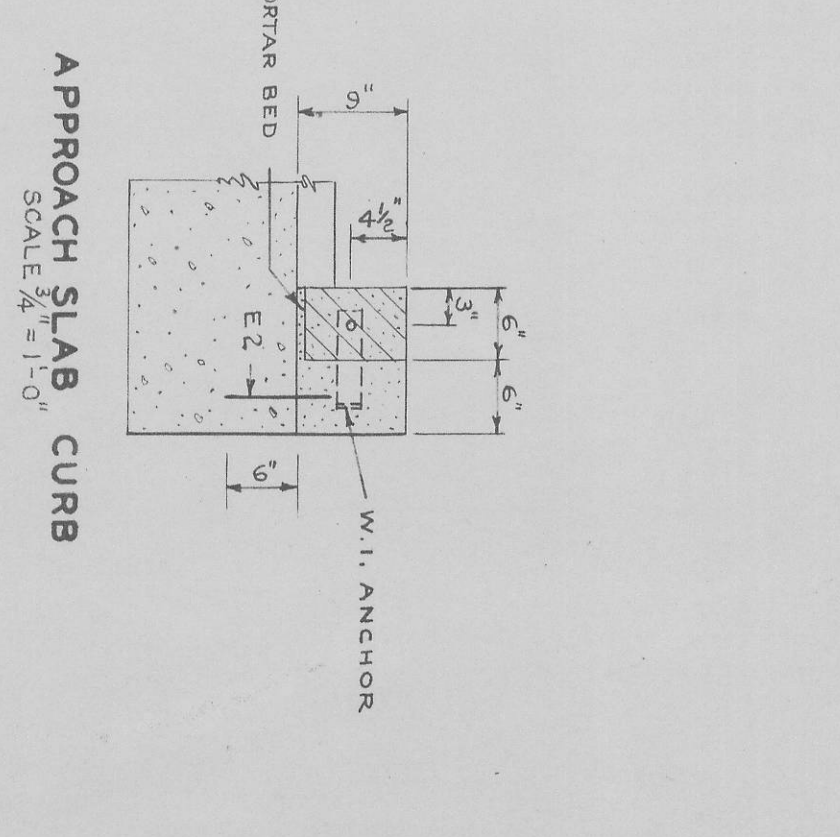
PLAN OF EAST SIDEWALK REINFORCEMENT



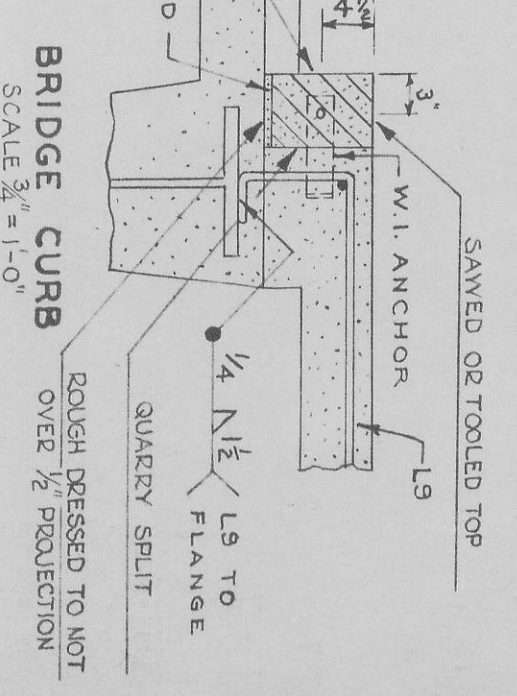
SECTION ON BRIDGE



DRAIN COVER  
SCALE 3/8\"/>



APPROACH SLAB CURB  
SCALE 3/8\"/>

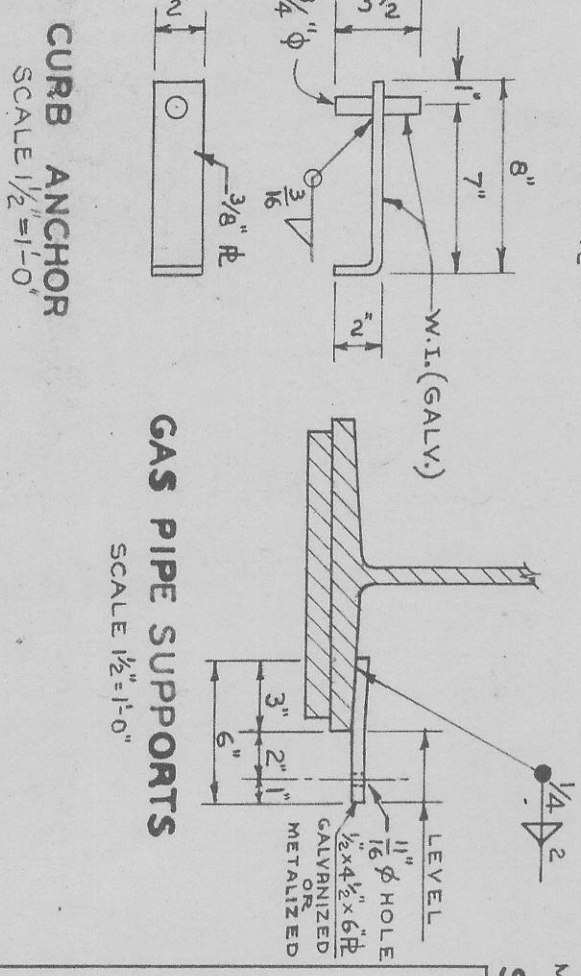


BRIDGE CURB  
SCALE 3/8\"/>

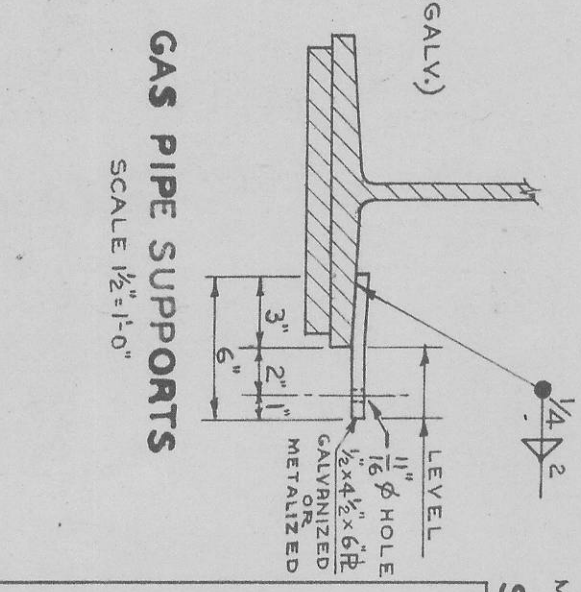
NOTE:  
ALL CONDUITS, & PIPE TO BE  
FURNISHED & INSTALLED BY OTHERS.  
CONCRETE QUANTITY FOR LOWER SLAB FIGURED  
& THICK WITH NO DEDUCTIONS FOR DUCTS.

TEMPORARY CONTR. JOINTS, CONCRETE  
PLACEMENT TO BE RESUMED WITHIN 1 HR.  
SET REMAINING ADMIXTURE

HALF SECTION A-A  
SCALE 1/2\"/>



CURB ANCHOR  
SCALE 1/2\"/>



GAS PIPE SUPPORTS  
SCALE 1/2\"/>

RHODE ISLAND  
DEPARTMENT OF PUBLIC WORKS  
DIVISION OF ROADS & BRIDGES  
TAR BRIDGE  
PROVIDENCE, R. I.

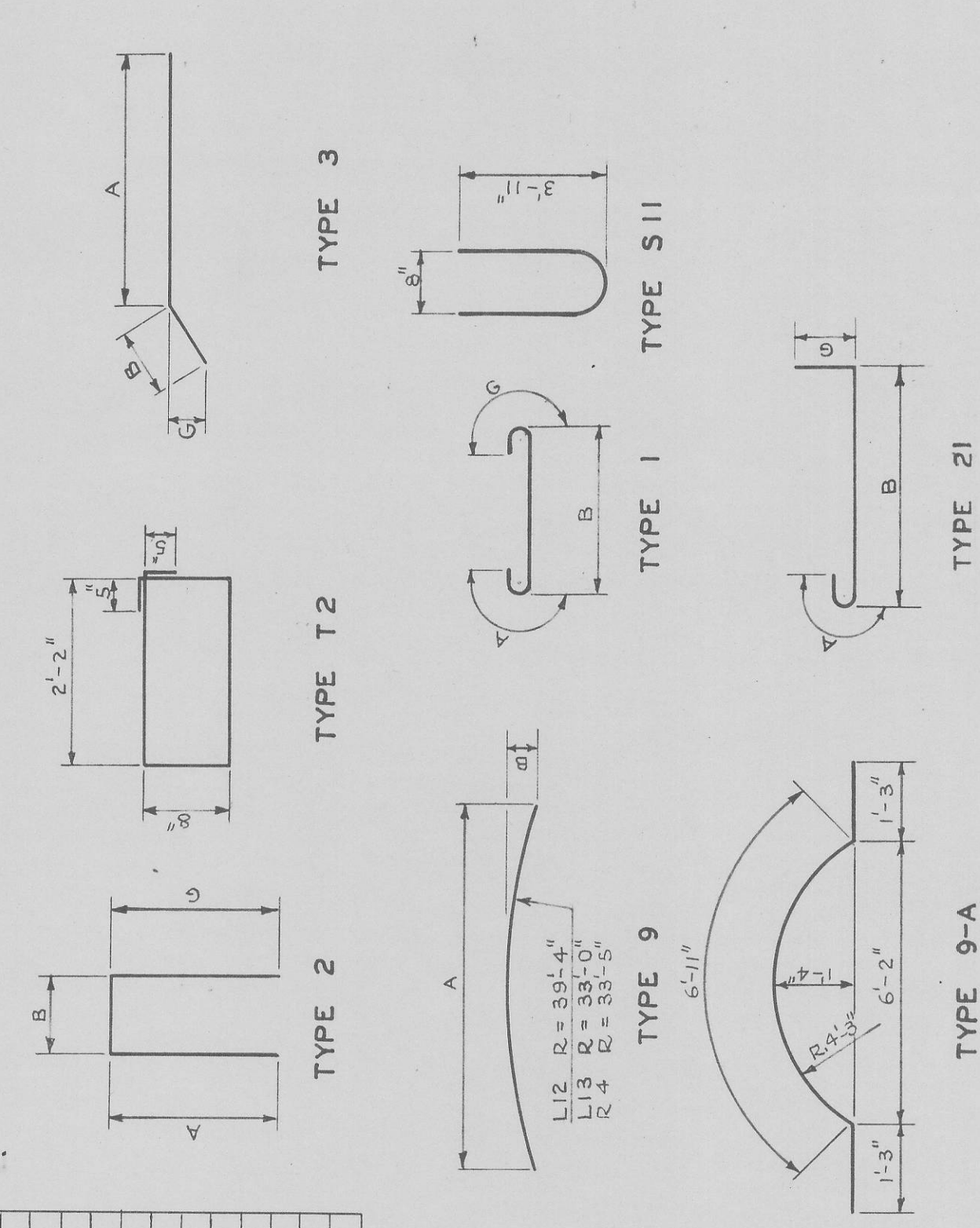
DECK  
H.C.H. CHECKED BY S.R.E.  
TRACED BY J.A.M.  
APPROVED *David P. Caspell*  
BRIDGE ENGINEER  
SEPT. 7, 1931

DRAWN BY J.K.T.  
FINAL DATE  
APPROVED *W. J. Thompson*  
PRINCIPAL HIGHWAY ENGINEER  
ISSUED TO

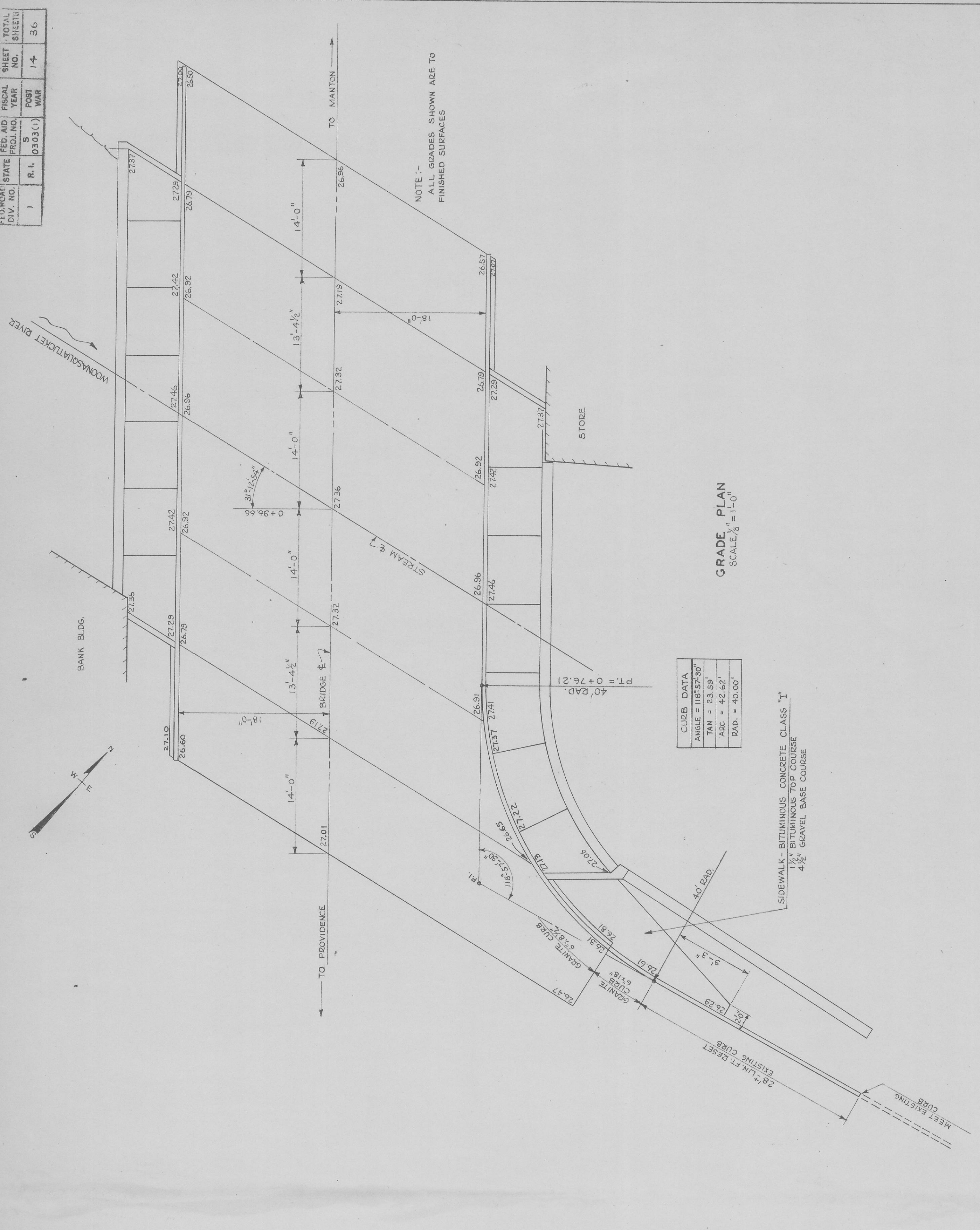
FED. PROJ. NO.	STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	R.I.	0333(1)	14	36

SIZE	MARK	NO.	LENGTH	LOCATION	
#7	E1	45	1'-6"	PARAPET	
	S1	157	13'-6"	APPROACH SLAB	
	S2	7	12'-9"	"	
	#6	E2	19	0'-9"	APPROACH SLAB
		S3	9	23'-6"	"
		S4	18	21'-10"	"
		S5	9	30'-6"	"
S6	18	13'-0"	"		
S17	12	9'-0"	"		
T1	12	15'-7"	ABUTMENT CAP		
T2	6	29'-3"	"		
T3	24	15'-0"	"		
V11	4	8'-0"	PARAPET		
#5	R1	16	24'-4"	RAILING	
	R2	8	26'-0"	"	
	S7	60	27'-9"	DECK SLAB	
	S8	19	32'-3"	"	
	S9	19	4'-5"	"	
	S10	4	12'-10"	"	
	S11	144	27'-8"	"	
	S12	79	18'-6"	"	
	S15	4	3'-10"	"	
	E3	19	2'-6"	WINGWALL	
	L1	163	4'-6"	SIDEWALK	
	L2	16	27'-8"	"	
L3	16	21'-0"	"		
L4	9	6'-0"	"		
L5	8	5'-3"	"		
L6	14	4'-0"	"		
L7	5	3'-6"	"		
L8	3	13'-0"	"		
V3	2	7'-3"	PARAPET		
V4	2	7'-10"	"		
V7	5	22'-10"	"		
V8	4	6'-3"	"		
V9	2	23'-0"	"		
W1	8	17'-6"	WINGWALL		

SIZE	MARK	TYPE	NO.	LENGTH	A	B	G	LOCATION	
#6	R3	S11	28	8'-1"				RAILING POST	
	V1	2	90	5'-1"	2'-3"	0'-7"	2'-3"	PARAPET	
	V2	2	18	9'-0"	4'-3"	0'-6"	4'-3"	"	
	V10	3	2	12'-2"	8'-6"	3'-8"	1'-10"	"	
	V12	2	9	5'-1"	3'-5"	1'-8"		"	
	V13	2	9	3'-11"	3'-5"	0'-6"		"	
	V14	2	1	6'-2"	2'-8"	0'-10"	2'-8"	"	
	T5	9A	5	9'-5"				ABUTMENT AT SEWER	
	R4	9	8	25'-0"	24'-5"	2'-3 1/2"		RAILING	
	S16	2	954	5'-5 1/2"	0'-4"	4'-9 1/2"	0'-4"	DECK SLAB	
	#4	L9	2	74	8'-5"	0'-4"	0'-9"	7'-4"	SIDEWALK
		L10	2	89	5'-11"	2'-2"	0'-8"	3'-11"	"
		L11	2	15	7'-8"	0'-4"	0'-6"	7'-3"	"
		L12	9	1	20'-0"	15'-9"	1'-3"		"
L13		5	4	25'-0"	24'-5"	2'-4"		"	
L14		2	6	8'-0"	0'-4"	0'-9"	6'-11"	"	
S13		1	9	1'-10"	0'-6"	0'-10"	0'-6"	DECK SLAB	
S14		21	4	8'-1"	0'-6"	7'-3"	0'-4"	DIAPHRAGM	
T4		T2	115	6'-6"				ABUTMENT CAP	
V5		3	2	8'-10"	0'-10"	0'-5"		PARAPET	
V6		3	2	9'-3"	0'-10"	0'-10"		"	
V15		3	1	9'-11"	8'-9"	1'-2"	1'-0"	"	



NOTE: - ALL DIMENSIONS ARE CUT TO OUT OF BAR. ALL REINFORCING STEEL BARS SHALL CONFORM TO A.S.T.M. SPEC. A 305-49. A & G DIMENSIONS TO BE ADDED TO B DIMENSION TO MAKE BAR LENGTH IN TYPE 1.



RHODE ISLAND  
DEPARTMENT OF PUBLIC WORKS  
DIVISION OF ROADS & BRIDGES  
TAR BRIDGE  
PROVIDENCE, R. I.

REINFORCEMENT & DETAILS

DRAWN BY J.K.T. TRACED BY H.C.H. CHECKED BY S.A.E. R.A.C.  
APPROVED: *[Signature]* SET NO.   
BRIDGE ENGINEER PRINTED  
FINAL DATE SEPT. 7, 1971  
APPROVED: *[Signature]* ISSUED TO   
PRINCIPAL HIGHWAY ENGINEER



# RIDOT Bridge Inspection Report

051301  
Tar Bridge

Inspected By: WSP  
Inspector: MATTHEW GREER  
Inspection Date: 10/10/2022

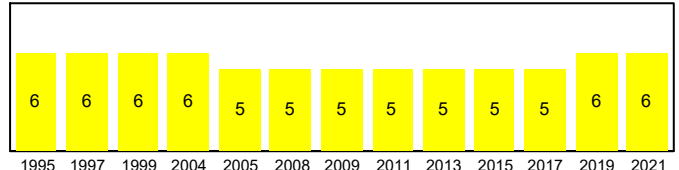
Bridge Condition **Fair**

IDENTIFICATION		
Bridge ID:	051301	
NBI Number:	Tar Bridge	
Structure Name:	Tar Bridge	
Location (9):	1.0 Mi W of JCT RI 10	
Carries (7):	MANTON AV	
Type of Service (42A):	5 Highway-pedestrian	
Feature Crossed (6):	WOONASQUATUCKET RIVER	
Type of Service (42B):	5 Waterway	
Placecode (4):	Providence	
County (3):	Providence	
State (1):	44 Rhode Island	
Station:	NBI	
Region (2):	District 3	
Latitude (16):	41.8171910	
Longitude (17):	-71.4436413	
Owner (22):	04 City/Municipal Hwy Ag	
Custodian (21):	04 City/Municipal Hwy Ag	
Year Built (27):	1951	Border State: Not Applicable (P)
Year Recon (106):		Border Number:
Historical (37):	5 Not eligible for NRHP	% Responsibility:

INSPECTION			
Date of Routine Inspection (90):	10/15/2021		
Frequency (91):	24		
Next Inspection:	10/15/2023		
Inspection Type	Freq (92)	Last Insp (93)	Next Insp
Element	12	10/10/2022	10/15/2023
Fracture Critical (A)		1/1/1901	1/1/1901
Underwater (B)		1/1/1901	1/1/1901
Special Insp (C)	12	10/10/2022	10/15/2023

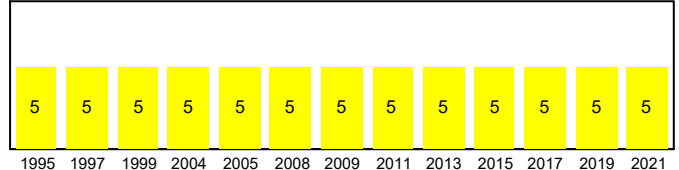
LOAD RATING AND POSTING	
Posting Status (41)	P Posted for load
Posting % (70):	0 >39.9% below
Rating Date:	12/3/2019
Design Load (31):	5 MS 18 (HS 20)
Opr Method (63):	8 LRFR (HL93)
Opr Rating (64):	41.80 Tons
Inv Method (65):	8 LRFR (HL93)
Inv Rating (66):	32.00 Tons

DECK GEOMETRY	
Deck Geometry (68):	2 Intolerable - Replace
Deck Area:	2,957.60
Deck Type (107):	1 Concrete-Cast-in-Place
Wearing Surface (108A):	6 Bituminous
Membrane (108B):	9 Other
Deck Protection (108C):	None
O. to O. Width (52):	52.33
Curb / Sidewalk Width L (50A):	7.00
Curb / Sidewalk Width R (50B):	7.00
Median (33):	0 No median



DECK CONDITION	
Deck Rating (58):	6 Satisfactory
Bridge Rail (36A):	0 Substandard
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):	53.00
Structure Length (49):	56.52
NBIS Length (112):	Long Enough
Temp Structure (103):	Not Applicable (P)
Skew (34):	31
Structure Flared (35):	1 Yes, flared
Parallel Structure (101):	No    bridge exists
Approach Alignment (72):	7 Above Min Criteria



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



# RIDOT Bridge Inspection Report

051301  
Tar Bridge

Inspected By WSP  
Inspector: MATTHEW GREER  
Inspection Date 10/10/2022

Bridge Condition **Fair**

SUBSTRUCTURE GEOMETRY		
Navigation Control (38):	Permit Not Required	
Nav Vert Clearance (39):	0.00	
Nav Horiz Clearance (40):	0.00	
Pier Protection (111):	Not Applicable (P)	
Lift Bridge Vertical Clearance (116):		
Scour Rating (113):	8 Stable Above Footing	
Waterway Adequacy (71):	7 Above Minimum	
SUBSTRUCTURE CONDITION		
Substructure Rating (60):	5 Fair	
Channel Rating (61):	6 Bank Slumping	

ROUTE ON STRUCTURE: Manton Ave		
ROADWAY LOCATION	ROADWAY CLASSIFICATION	CLEARANCES
Pos Prefix (5A): Route On Structure	Funct Class (26): 16 Urban Minor Arterial	Vertical (10): 99.99
Kind of Hwy (5B): 5 City Street	Level Service (5C): 0 None of the below	Min Vert Over (53): 99.99 0.00
Route Num (5D): 00000	NHS (104): 0 Not on NHS	Vert Ref (54A): N Feature not hwy or RR
LRS Route (13A/B): 49400-A/00	Defense Hwy (100): 0 Not a STRAHNET hwy	Horizontal (47): 36.00
Milepost (11): 2.17 mi (3.49 km)	Toll Facility (20): 3 On free road	Min Lat Left (56): 0.00
Suffix (5E): 0 N/A (NBI)	ADT (29): 19,384 Cars/Day	Min Lat Right (55B): 0.00
Lanes On (28A): 3	Pct Trucks (109): 4.00%	Horiz Ref (55A): N Feature not hwy or RR
Detour Length (19): 0.50 mi (0.80 km)	ADT Year (30): 2021	Underclearance (69): N Not applicable (NBI)

BRIDGE NOTES

ORIENTATION: The bridge is oriented from South to North with Beam A at the west fascia. The Woonasquatucket River runs West to East below the structure.

EQUIPMENT REQUIRED: Waders and Ladder

TRAFFIC CONTROL INFORMATION: None

ACCESS TO SITE: The waterway was accessed via the northeast wingwall area from the adjacent parking lot.

INSPECTION NOTES



# RIDOT Bridge Inspection Report

**051301  
Tar Bridge**

**Bridge Condition Fair**

Inspected By WSP  
Inspector: MATTHEW GREER  
Inspection Date 10/10/2022

WSP

SPECIAL INSPECTION

INSPECTION DATE: 10/10/2022

WEATHER CONDITIONS: 50 Degrees F, Sunny

TEAM LEADER: Matthew Greer, P.E.

STAFF INSPECTOR: Ryan McCormick

SCOPE: This special inspection includes the deck, superstructure, and substructure.

NBI RATING SUMMARY: The NBI Ratings for the Deck (Item 58) (6), Superstructure (Item 59) (5), Substructure (Item 60) (5), and Channel (Item 61) (6) have not changed since the previous inspection.

Deflection and Vibration: There was no significant vibration or deflection noted during the inspection.

Temporary Barriers: Temporary concrete barriers are present along both sides of the bridge at the curb lines with scrape marks, hairline map cracks, and areas of heavy scale at the ends of the sections.

Utilities: The west fascia has a single 2-1/2" diameter galvanized steel conduit attached with metal clips. In Bay A, there is a 4" diameter utility conduit and a 12" steel utility pipe with light to moderate surface rust. The 12" diameter utility pipe in Bay A has scattered coupling bolts with up to 100% section loss (Photo 45). In Bay K, there are two (2) 4" diameter utility conduits and a 12" diameter utility pipe with light to moderate surface rust. The steel cross channels supporting the utilities in Bays A and K have laminated rust measuring up to 3/8" thick and up to 100% section loss (Photo 46). There are lengths of timber at the support locations with 100% section loss.

Elm/Env	Description	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4
<b>12/3</b>	<b>Re Concrete Deck</b>	<b>2,035.00</b>	<b>100%</b>	<b>2,035.00</b>	<b>0%</b>	<b>0.00</b>	<b>0%</b>	<b>0.00</b>	<b>0%</b>	<b>0.00</b>
510/3	Wearing Surfaces	2,035.00	98%	1,989.00	1%	30.00	1%	16.00	0%	0.00
3210/3	Del/Spall/Patch/Pot(Wear Surf)	21.00	0%	0.00	95%	20.00	5%	1.00	0%	0.00
3220/3	Crack (Wearing Surface)	25.00	0%	0.00	40%	10.00	60%	15.00	0%	0.00
<b>107/3</b>	<b>Steel Opn Girder/Beam</b>	<b>546.00</b>	<b>0%</b>	<b>0.00</b>	<b>82%</b>	<b>446.00</b>	<b>18%</b>	<b>100.00</b>	<b>0%</b>	<b>0.00</b>
1000/3	Corrosion	546.00	0%	0.00	82%	446.00	18%	100.00	0%	0.00
<b>217/3</b>	<b>Masonry Abutment</b>	<b>116.00</b>	<b>46%</b>	<b>53.00</b>	<b>22%</b>	<b>25.00</b>	<b>33%</b>	<b>38.00</b>	<b>0%</b>	<b>0.00</b>
1120/3	Efflorescence/Rust Staining	15.00	0%	0.00	100%	15.00	0%	0.00	0%	0.00
1620/3	Split/Spall (Masonry)	20.00	0%	0.00	25%	5.00	75%	15.00	0%	0.00
1630/3	Patched Area (Masonry)	8.00	0%	0.00	0%	0.00	100%	8.00	0%	0.00
1640/3	Masonry Displacement	20.00	0%	0.00	25%	5.00	75%	15.00	0%	0.00
<b>301/3</b>	<b>Pourable Joint Seal</b>	<b>61.00</b>	<b>92%</b>	<b>56.00</b>	<b>0%</b>	<b>0.00</b>	<b>8%</b>	<b>5.00</b>	<b>0%</b>	<b>0.00</b>
2320/3	Seal Adhesion	5.00	0%	0.00	0%	0.00	100%	5.00	0%	0.00
<b>302/3</b>	<b>Compressn Joint Seal</b>	<b>43.00</b>	<b>0%</b>	<b>0.00</b>	<b>51%</b>	<b>22.00</b>	<b>49%</b>	<b>21.00</b>	<b>0%</b>	<b>0.00</b>
2330/3	Seal Damage	10.00	0%	0.00	0%	0.00	100%	10.00	0%	0.00
2350/3	Debris Impaction	2.00	0%	0.00	100%	2.00	0%	0.00	0%	0.00
2360/3	Adjacent Deck or Header	31.00	0%	0.00	65%	20.00	35%	11.00	0%	0.00
<b>305/3</b>	<b>Assem Jnt Wthut Seal</b>	<b>19.00</b>	<b>74%</b>	<b>14.00</b>	<b>26%</b>	<b>5.00</b>	<b>0%</b>	<b>0.00</b>	<b>0%</b>	<b>0.00</b>
1000/3	Corrosion	5.00	0%	0.00	100%	5.00	0%	0.00	0%	0.00
<b>310/3</b>	<b>Elastomeric Bearing</b>	<b>1.00</b>	<b>0%</b>	<b>0.00</b>	<b>0%</b>	<b>0.00</b>	<b>100%</b>	<b>1.00</b>	<b>0%</b>	<b>0.00</b>
2220/3	Alignment	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00
<b>311/3</b>	<b>Moveable Bearing</b>	<b>12.00</b>	<b>0%</b>	<b>0.00</b>	<b>33%</b>	<b>4.00</b>	<b>67%</b>	<b>8.00</b>	<b>0%</b>	<b>0.00</b>
1000/3	Corrosion	4.00	0%	0.00	0%	0.00	100%	4.00	0%	0.00



# RIDOT Bridge Inspection Report

**051301  
Tar Bridge**

Inspected By **WSP**  
Inspector: **MATTHEW GREER**  
Inspection Date **10/10/2022**

**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	4.00	0%	0.00	0%	0.00	100%	4.00	0%	0.00
2210/3	Movement	4.00	0%	0.00	100%	4.00	0%	0.00	0%	0.00
<b>313/3</b>	<b>Fixed Bearing</b>	<b>12.00</b>	<b>0%</b>	<b>0.00</b>	<b>0%</b>	<b>0.00</b>	<b>100%</b>	<b>12.00</b>	<b>0%</b>	<b>0.00</b>
1000/3	Corrosion	6.00	0%	0.00	0%	0.00	100%	6.00	0%	0.00
1020/3	Connection	5.00	0%	0.00	0%	0.00	100%	5.00	0%	0.00
2240/3	Loss of Bearing Area	1.00	0%	0.00	0%	0.00	100%	1.00	0%	0.00
<b>321/3</b>	<b>Re Conc Approach Slab</b>	<b>1,206.00</b>	<b>90%</b>	<b>1,090.00</b>	<b>9%</b>	<b>107.00</b>	<b>1%</b>	<b>9.00</b>	<b>0%</b>	<b>0.00</b>
510/3	Wearing Surfaces	1,206.00	90%	1,090.00	9%	107.00	1%	9.00	0%	0.00
3210/3	Del/Spall/Patch/Pot(Wear Surf)	16.00	0%	0.00	44%	7.00	56%	9.00	0%	0.00
3220/3	Crack (Wearing Surface)	100.00	0%	0.00	100%	100.00	0%	0.00	0%	0.00
<b>331/3</b>	<b>Re Conc Bridge Railing</b>	<b>113.00</b>	<b>88%</b>	<b>100.00</b>	<b>12%</b>	<b>13.00</b>	<b>0%</b>	<b>0.00</b>	<b>0%</b>	<b>0.00</b>
1090/3	Exposed Rebar	3.00	0%	0.00	100%	3.00	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	4.00	100%	4.00	0%	0.00	0%	0.00	0%	0.00
<b>8107/3</b>	<b>Steel Opn Girder/Beam ENC</b>	<b>125.00</b>	<b>0%</b>	<b>0.00</b>	<b>84%</b>	<b>105.00</b>	<b>16%</b>	<b>20.00</b>	<b>0%</b>	<b>0.00</b>
1000/3	Corrosion	120.00	0%	0.00	83%	100.00	17%	20.00	0%	0.00
1900/3	Distortion	5.00	0%	0.00	100%	5.00	0%	0.00	0%	0.00
<b>8214/3</b>	<b>R/C Wingwall</b>	<b>39.00</b>	<b>100%</b>	<b>39.00</b>	<b>0%</b>	<b>0.00</b>	<b>0%</b>	<b>0.00</b>	<b>0%</b>	<b>0.00</b>
<b>8218/3</b>	<b>Backwall, All Types</b>	<b>116.00</b>	<b>84%</b>	<b>98.00</b>	<b>15%</b>	<b>17.00</b>	<b>1%</b>	<b>1.00</b>	<b>0%</b>	<b>0.00</b>
1080/3	Delamination/Spall/Patched Area	10.00	0%	0.00	90%	9.00	10%	1.00	0%	0.00
1120/3	Efflorescence/Rust Staining	6.00	0%	0.00	100%	6.00	0%	0.00	0%	0.00
1130/3	Cracking (RC and Other)	2.00	0%	0.00	100%	2.00	0%	0.00	0%	0.00
<b>8245/3</b>	<b>Stone Masonry Wingwall</b>	<b>60.00</b>	<b>67%</b>	<b>40.00</b>	<b>33%</b>	<b>20.00</b>	<b>0%</b>	<b>0.00</b>	<b>0%</b>	<b>0.00</b>
1610/3	Mortar Breakdown (Masonry)	20.00	0%	0.00	100%	20.00	0%	0.00	0%	0.00
1640/3	Masonry Displacement	20.00	100%	20.00	0%	0.00	0%	0.00	0%	0.00
<b>8335/3</b>	<b>Guardrail, Vehicular</b>	<b>25.00</b>	<b>100%</b>	<b>25.00</b>	<b>0%</b>	<b>0.00</b>	<b>0%</b>	<b>0.00</b>	<b>0%</b>	<b>0.00</b>
<b>8371/3</b>	<b>Conc Diaphragms</b>	<b>55.00</b>	<b>98%</b>	<b>54.00</b>	<b>2%</b>	<b>1.00</b>	<b>0%</b>	<b>0.00</b>	<b>0%</b>	<b>0.00</b>
1120/3	Efflorescence/Rust Staining	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
1130/3	Cracking (RC and Other)	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
<b>8398/3</b>	<b>Curb/sidewalks - Con</b>	<b>113.00</b>	<b>16%</b>	<b>18.00</b>	<b>83%</b>	<b>94.00</b>	<b>1%</b>	<b>1.00</b>	<b>0%</b>	<b>0.00</b>
1080/3	Delamination/Spall/Patched Area	15.00	0%	0.00	93%	14.00	7%	1.00	0%	0.00
1090/3	Exposed Rebar	40.00	0%	0.00	100%	40.00	0%	0.00	0%	0.00
1120/3	Efflorescence/Rust Staining	8.00	0%	0.00	100%	8.00	0%	0.00	0%	0.00
1130/3	Cracking (RC and Other)	50.00	20%	10.00	80%	40.00	0%	0.00	0%	0.00
<b>8427/3</b>	<b>Pro Screen Type2</b>	<b>10.00</b>	<b>100%</b>	<b>10.00</b>	<b>0%</b>	<b>0.00</b>	<b>0%</b>	<b>0.00</b>	<b>0%</b>	<b>0.00</b>
515/3	Steel Protective Coating	40.00	63%	25.00	38%	15.00	0%	0.00	0%	0.00
3420/3	Peel/Bub/Crack(Stl Protect Coat)	15.00	0%	0.00	100%	15.00	0%	0.00	0%	0.00
<b>8440/3</b>	<b>Posting Sign</b>	<b>2.00</b>	<b>100%</b>	<b>2.00</b>	<b>0%</b>	<b>0.00</b>	<b>0%</b>	<b>0.00</b>	<b>0%</b>	<b>0.00</b>
<b>8441/3</b>	<b>Advanced Posting Sign</b>	<b>4.00</b>	<b>100%</b>	<b>4.00</b>	<b>0%</b>	<b>0.00</b>	<b>0%</b>	<b>0.00</b>	<b>0%</b>	<b>0.00</b>

ELEMENT NOTES

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
<b>12</b>	<b>Re Concrete Deck</b>	<b>3</b>	<b>2,035.00</b>	<b>sq.ft</b>	<b>2,035.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>



# RIDOT Bridge Inspection Report

**051301  
Tar Bridge**

Inspected By WSP  
Inspector: MATTHEW GREER  
Inspection Date 10/10/2022

**Bridge Condition Fair**

The top of the reinforced concrete deck is overlaid by a bituminous wearing surface. The wearing surface has scattered cracks, patches, and moderate wheel line rutting throughout (Photos 3 to 5 & 8). The deck underside is concealed from view by concrete utility/closure slabs between beams along the bottom flanges in Bays B through J. The concrete closure slabs between the beam bottom flanges have hollow areas, spalls with and without exposed rebar, cracks, efflorescence, and rust staining (Photos 12 to 21). Refer to the attached documents "Element 12 Re Concrete Deck\_01" and "Element 12 Re Concrete Deck\_02" for specific measurements and locations.

510	Wearing Surfaces	3	2,035.00	sq.ft	1,989.00	30.00	16.00	0.00
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The wearing surface has scattered cracks, patches, and moderate wheel line rutting throughout (Photos 3 to 5 & 8).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
3210	Del/Spall/Patch/Pot(Wt 3		21.00	sq.ft	0.00	20.00	1.00	0.00

The northbound lane at the Abutment 1 joint has a bituminous patch measuring 2'-6" in diameter (Photo 8). The northbound lane near the Abutment 1 joint has a spall with exposed rebar measuring 18" long x 24" wide x 4" deep that exposes the beam top flange (Photo 8).

The Abutment 2 concrete headers have scattered cracked/depressed bituminous patches measuring up to 7.0' long x 17" wide with moderate scaling and several spalls measuring up to 9" wide x 2" deep (Photo 5).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
3220	Crack (Wearing Surfac 3		25.00	sq.ft	0.00	10.00	15.00	0.00

The wearing surface has scattered hairline cracks measuring up to 3.0' long throughout (Photo 3).

There are transverse cracks at the Abutment 1 joint measuring up to 5.0' long x 1/8" wide (Photo 4).

The southbound lane near the Abutment 2 joint has an area of map cracking measuring 5.0' long x 3.0' wide x up to 1/8" wide (Photo 5).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
107	Steel Opn Girder/Beam	3	546.00	ft	0.00	446.00	100.00	0.00

The superstructure consists of twelve (12) concrete encased rolled steel beams labeled A through L from west to east with tapered partial length cover plates. The superstructure is flared at the southeast end with a kicker beam labeled as Beam M that is attached to Beam L near Abutment 1. Beams A, K, and L are encased in concrete with exposed bottom flanges and cover plates. The remaining beams are concealed from view by concrete closure slabs with only the bottom flanges and cover plates exposed. The exposed beam bottom flanges and cover plates have laminated rust with section loss (Photos 23 & 25). The steel beam concrete encasements have the following defects: The west face of Beam B has a longitudinal crack measuring full-length with edge spalling measuring up to 1" deep, heavy efflorescence, and leakage staining (Photo 22). The east face of Beam K has an edge spall measuring 38.0' long x up to 18" high x 3" deep (Photo 24). The east face of Beam L has scaling over 1/2 beam length x up to 15" high and a longitudinal crack at the Abutment 1 haunch measuring 3'-9" long x 1/2" wide (Photo 26).

1000	Corrosion	3	546.00	ft	0.00	446.00	100.00	0.00
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The exposed portions of the steel beams have moderate to heavy laminated rust with section loss on the bottom flanges and cover plates measuring up to 3/16" deep (1/16" deep average) throughout (Photos 23 & 25).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
217	Masonry Abutment	3	116.00	ft	53.00	25.00	38.00	0.00



# RIDOT Bridge Inspection Report

**051301  
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Inspection Date 10/10/2022

**Bridge Condition Fair**

The abutments consist of dry-laid stone masonry with a reinforced concrete bridge seat and some random mortared joints. The abutments are labeled as Abutment 1 and Abutment 2 with Abutment 1 at the south end of the structure and Abutment 2 at the north end of the structure (Photos 34 & 35). The abutment bridge seats have hollow areas, spalls, and cracks with efflorescence (Photos 36 to 38, 40 & 42). The masonry portions have split stones, masonry patches, random mortar joints with deterioration/cracks, and displaced stones with voids (Photos 36, 38, 39 & 41). The pedestals for the Abutment 1 fixed bearings have heavy scaling with punky concrete (Photo 30).

1120	Efflorescence/Rust Staining	3	15.00	ft	0.00	15.00	0.00	0.00
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The bridge seats have cracks measuring full-height x up to 1/16" wide with efflorescence (Photo 34 & 35).

The Abutment 1 breastwall below Bays J and K has a cracked hollow mortar patch measuring up to 7'-6" long x full-height with efflorescence around the stormwater outfall pipe (Photo 38). There is also an area of hairline mapcracking with efflorescence at the top measuring up to 4.0' long x 12" high (Photo 38).

1620	Split/Spall (Masonry)	3	20.00	ft	0.00	5.00	15.00	0.00
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Abutment 1:

The bridge seat below Bays A and B has a spall measuring 6'-4" long x up to full-height x 2'-6" wide (top face) x 5" deep with an adjacent hollow area in Bay A measuring 18" long x 12" high (Photo 36).

The bridge seat below Bay F has a spall measuring 7" long x 9" high x 4-1/2" deep with an adjacent vertical crack measuring 14" long x 1/8" wide (Photo 37).

The bridge seat below Bays K and L has a cracked hollow area measuring 19" long x 11" high (Photo 38).

Abutment 2:

The breastwall below Bay A has a split stone in the second course from the base that has shifted 5" to the south (Photo 39).

The bridge seat below Beam F has a hollow area at the top measuring 14" long x 12" high (Photo 40).

The bridge seat at the east end has a corner spall measuring 5" long x 4" high x 3" deep (Photo 42).

1630	Patched Area (Masonry)	3	8.00	ft	0.00	0.00	8.00	0.00
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Abutment 1:

The breastwall below Bays A and B has deteriorated/hollow mortar at joints (Photo 36).

The breastwall below Bays J and K has a cracked hollow mortar patch measuring up to 7'-6" long x full-height with efflorescence around the stormwater outfall pipe (Photo 38).

1640	Masonry Displacement	3	20.00	ft	0.00	5.00	15.00	0.00
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# RIDOT Bridge Inspection Report

**051301  
Tar Bridge**

Inspected By WSP  
Inspector: MATTHEW GREER  
Inspection Date 10/10/2022

## Bridge Condition Fair

The masonry abutments have scattered displaced stones and voids (Photos 34 & 35). Specific deficiencies are as follows:

**Abutment 1:**

The bridge seat below Beam D has a formed box-out measuring 16" long x 18" high x 3.0' deep (Photo 36).

The breastwall below Beam J has a void measuring 4'-6" long x 2'-6" high x 3'-6" deep (Photo 38).

The breastwall below Beam K has a void adjacent to the drainage outfall pipe measuring 18" diameter x up to 3.0' deep (Photo 38).

The breastwall below Bay L has a void at the water surface measuring 2'-11" long x 12" high x 2.0' deep (Photo 38).

**Abutment 2:**

The breastwall at the west end has a displaced stone with a void measuring 18" long x 10" high x up to 13.0' deep (Photo 39).

The breastwall below Bay B has a void measuring 3.0' long x 12" high x 16" deep (Photo 39).

The breastwall below Beam C has a void measuring 12" long x 12" high x 20" deep (Photo 39).

The breastwall below Beam I has a void measuring 4'-6" long x 4.0' wide x up to 14" deep with scattered cracks under the stormwater outfall pipe measuring up to 1/4" wide (Photo 41).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
301	Pourable Joint Seal	3	61.00	ft	56.00	0.00	5.00	0.00

The pourable joint seal at Abutment 1 has seal adhesion separations, vegetation growth, and accumulation of sand/debris (Photo 4).

2320	Seal Adhesion	3	5.00	ft	0.00	0.00	5.00	0.00
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The pourable joint seal in the northbound lane has adhesion separations measuring up to 5.0' long x 1/8" wide (Photo 4).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
302	Compressn Joint Seal	3	43.00	ft	0.00	22.00	21.00	0.00

There is a compression joint seal with concrete headers at the Abutment 2 roadway joint. The compression joint concrete headers have patches, scaling, and spalls throughout (Photo 5). The compression joint seal is bulging with small tears and accumulations of sand/debris (Photo 5).

2330	Seal Damage	3	10.00	ft	0.00	0.00	10.00	0.00
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The compression joint seal has areas of bulging with small tears (Photo 5).

2350	Debris Impaction	3	2.00	ft	0.00	2.00	0.00	0.00
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The Abutment 2 joint has light to moderate accumulations of sand/debris (Photo 5).



# RIDOT Bridge Inspection Report

**051301  
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**Bridge Condition Fair**

2360	Adjacent Deck or Header	3	31.00	ft	0.00	20.00	11.00	0.00
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The Abutment 2 concrete headers have scattered cracked/depressed bituminous patches measuring up to 7.0' long x 17" wide with moderate scaling and several spalls measuring up to 9" wide x 2" deep (Photo 5).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY	QTY	QTY	QTY
					CS 1	CS 2	CS 3	CS 4
<b>305</b>	<b>Assem Jnt Wthut Seal</b>	<b>3</b>	<b>19.00</b>	<b>ft</b>	<b>14.00</b>	<b>5.00</b>	<b>0.00</b>	<b>0.00</b>

There are sliding plate joints at Abutment 2 sidewalk joints. The joints have areas of surface rust, vertical misalignment, and missing connection bolts (Photos 6 & 7). The northwest sidewalk joint has four (4) missing connection bolts and the sliding plate is vertically misaligned up to 1" over a 4.0' length (Photo 6). The northeast sidewalk joint has two (2) missing connection bolts and the sliding plate is vertically misaligned up to 3/4" over a 4.0' length (Photo 7).

1000	Corrosion	3	5.00	ft	0.00	5.00	0.00	0.00
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The sliding plates have areas of light surface rust throughout (Photos 6 & 7).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY	QTY	QTY	QTY
					CS 1	CS 2	CS 3	CS 4
<b>310</b>	<b>Elastomeric Bearing</b>	<b>3</b>	<b>1.00</b>	<b>each</b>	<b>0.00</b>	<b>0.00</b>	<b>1.00</b>	<b>0.00</b>

The Beam M bearing at Abutment 1 consists of two (2) 1/4" thick stacked elastomeric bearing pads with stacked steel masonry plates. The elastomeric pads have shifted with bulging/crushing and the steel masonry plates have moderate surface rust with vertical misalignment (Photo 29).

2220	Alignment	3	1.00	each	0.00	0.00	1.00	0.00
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The lower elastomeric pad has shifted up to 2" to the north. There is significant bulging/crushing to both bearing pads due to vertical misalignment of the masonry plates (Photo 29).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY	QTY	QTY	QTY
					CS 1	CS 2	CS 3	CS 4
<b>311</b>	<b>Moveable Bearing</b>	<b>3</b>	<b>12.00</b>	<b>each</b>	<b>0.00</b>	<b>4.00</b>	<b>8.00</b>	<b>0.00</b>

There are steel expansion bearings at Abutment 2 for all beams. The expansion bearings are expanded and have laminated rust, and section loss to anchor bolts and nuts (Photo 32).

1000	Corrosion	3	4.00	each	0.00	0.00	4.00	0.00
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The expansion bearings have laminated rust measuring up to 1/4" thick with minor section loss throughout (Photo 32). Scattered anchor bolts and nuts have up to 100% section loss (Photo 32).

1020	Connection	3	4.00	each	0.00	0.00	4.00	0.00
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There are scattered missing anchor bolt nuts (Photo 32).

2210	Movement	3	4.00	each	0.00	4.00	0.00	0.00
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The expansion bearings are expanded up to 1-3/4" to the north at an ambient temperature of 50° Fahrenheit (Photo 32).

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



# RIDOT Bridge Inspection Report

**051301  
Tar Bridge**

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Inspection Date 10/10/2022

**Bridge Condition Fair**

<b>313</b>	<b>Fixed Bearing</b>	<b>3</b>	<b>12.00</b>	<b>each</b>	<b>0.00</b>	<b>0.00</b>	<b>12.00</b>	<b>0.00</b>
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There are steel fixed bearings at Abutment 1 for Beams A through L. The fixed bearings have laminated rust, section loss to anchor bolt nuts, missing anchor bolt nuts, and an isolated undermined bearing (Photos 30 & 31).

1000	Corrosion	3	6.00	each	0.00	0.00	6.00	0.00
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The fixed bearings have laminated rust measuring up to 1/4" thick and scattered anchor bolts and nuts with heavy rust and up to 100% section loss (Photos 30 & 31).

1020	Connection	3	5.00	each	0.00	0.00	5.00	0.00
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There are scattered missing anchor bolt nuts (Photo 31).

2240	Loss of Bearing Area	3	1.00	each	0.00	0.00	1.00	0.00
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The Beam B bearing is undermined the full width of the west and east faces and on the south face by up to 1" deep over a 6" length due to deterioration of the concrete pedestal (Photo 30).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
<b>321</b>	<b>Re Conc Approach Slab</b>	<b>3</b>	<b>1,206.00</b>	<b>sq.ft</b>	<b>1,090.00</b>	<b>107.00</b>	<b>9.00</b>	<b>0.00</b>

This element was not included as part of this 2022 Special Inspection. Notes below are retained from the 2021 Routine Inspection. The reinforced concrete approach slabs are concealed from view by a bituminous concrete wearing surface. The rating is based on the condition of the wearing surface.

510	Wearing Surfaces	3	1,206.00	sq.ft	1,090.00	107.00	9.00	0.00
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The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The bituminous concrete approach wearing surfaces have potholes, patches, core holes, cracks, and map cracks.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
3210	Del/Spall/Patch/Pot(Wt 3		16.00	sq.ft	0.00	7.00	9.00	0.00

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

South Approach – There are three (3) core holes, two (2) 4" diameter and one (1) 6" diameter in the southbound lane.

North Approach – There is a patched core hole 6" diameter in the west shoulder, a pothole 4" long x 9' wide x 2" deep, and several bituminous concrete patches up to 2' diameter along the Abutment #2 deck joint.

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

**051301  
Tar Bridge**

Inspected By WSP  
Inspector: MATTHEW GREER  
Inspection Date 10/10/2022

**Bridge Condition Fair**

3220	Crack (Wearing Surfac	3	100.00	sq.ft	0.00	100.00	0.00	0.00
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The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

South Approach – There is an area of map cracks full perimeter x 2' wide with cracks up to 1/8" wide around a manhole cover in the northbound lane and three (3) transverse cracks up to 6' long x 1/8" wide.

North Approach – There are scattered cracks up to 8' long x 1/8" wide (see Photo No. 5) and transverse cracks up to 4' long x 1/2" wide.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
331	Re Conc Bridge Railing	3	113.00	ft	100.00	13.00	0.00	0.00

There are reinforced concrete bridge railings along the east and west sides of the bridge with two (2) horizontal concrete rails and vertical concrete posts. The railings have spalls, cracks, and isolated areas of graffiti (Photos 9 to 11).

1090	Exposed Rebar	3	3.00	ft	0.00	3.00	0.00	0.00
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The west face of the west bridge rail has a spall with exposed rebar in the top rail at the south end measuring 12" long x 6" high x 1" deep and a spall with exposed rebar on the lower rail at the south end measuring 6" long x 2-1/2" high x 1" deep (Photo 10).

The east face of the east bridge rail has a spall with exposed rebar on the lower rail at the north end measuring 7" long x 3" high x 1" deep (Photo 11).

1130	Cracking (RC and Other)	3	10.00	ft	0.00	10.00	0.00	0.00
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There are scattered vertical and horizontal hairline cracks with and without edge chipping throughout (Photo 9).

The west face of the west bridge rail has two (2) cracks at the south end measuring up to 3'-6" long x 1/2" wide (Photo 10).

8368	Graffiti	3	4.00	ft	4.00	0.00	0.00	0.00
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The bridge railings have isolated areas of graffiti (Photo 9).

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	125.00	ft	0.00	105.00	20.00	0.00

The superstructure consists of twelve (12) concrete encased rolled steel beams labeled A through L from west to east with tapered partial length cover plates. The superstructure is flared at the southeast end with a kicker beam labeled as Beam M that is attached to Beam L near Abutment 1. Beams A, K, and L are encased in concrete with exposed bottom flanges and cover plates. The remaining beams are concealed from view by concrete closure slabs with only the bottom flanges and cover plates exposed. The exposed beam bottom flanges and cover plates have laminated rust with section loss (Photos 23 & 25). The steel beam concrete encasements have the following defects: The west face of Beam M at Abutment 1 has a longitudinal crack measuring up to full-length x 1/8" wide (Photo 27). The east face of Beam M at Abutment 1 has a hollow area measuring 11" long x up to full-height, vertical cracks measuring up to full-height x 1/16" wide, and a longitudinal crack measuring full-length x up to 1/8" wide that has been partially covered by a thin concrete patch (Photo 28).

1000	Corrosion	3	120.00	ft	0.00	100.00	20.00	0.00
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# RIDOT Bridge Inspection Report

051301  
Tar Bridge

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## Bridge Condition Fair

The exposed portions of the steel beams have moderate to heavy laminated rust with section loss on the bottom flanges and cover plates measuring up to 3/16" deep throughout. Specific deficiencies are as follows:

The bottom flange of Beam B has heavy laminated rust with section loss measuring full-length x full-width x up to 1/8" deep (Photo 23).

The bottom flange of Beam K has heavy laminated rust with section loss measuring full-length x full-width x up to 3/16" deep with dampness (Photo 25).

1900	Distortion	3	5.00	ft	0.00	5.00	0.00	0.00
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There is pack rust measuring up to 3/8" thick between the concrete encasement and the top of the bottom flange with slight distortion of the bottom flange at Beam A at Abutment 2, Beam M at Abutment 1, and Beam L at both Abutments (Photo 29).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8214	R/C Wingwall	3	39.00	(LF)	39.00	0.00	0.00	0.00

This element was not included as part of this 2022 Special Inspection. Notes below are retained from the 2021 Routine Inspection. There is a reinforced concrete wingwall located at the southeast corner of the bridge. No significant deficiencies were noted at the time of inspection. There is graffiti present on a previously noted painted over area.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8218	Backwall, All Types	3	116.00	(LF)	98.00	17.00	1.00	0.00

The abutment backwalls in Bays B through J are concealed from view by the concrete utility/closure slabs between the beams. The backwalls in Bays "A" and "K" at both abutments are constructed of brick and mortar and the backwall in Bay L at Abutment 1 is constructed of reinforced concrete (Photos 43 & 44). The brick and mortar backwall in Bays A and K have displaced bricks, scattered spalled bricks, and hairline mapcracking with efflorescence and rust staining (Photo 44).

1080	Delamination/Spall/Patched Area		10.00	(LF)	0.00	9.00	1.00	0.00
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The backwalls have scattered spalled bricks with deteriorated mortar. The Abutment 2 backwall in Bay K has displaced bricks (Photo 44).

1120	Efflorescence/Rust Staining	3	6.00	(LF)	0.00	6.00	0.00	0.00
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The concrete backwall at Abutment 1 in Bay L has hairline mapcracking with efflorescence and rust staining (Photo 43).

1130	Cracking (RC and Other)	3	2.00	(LF)	0.00	2.00	0.00	0.00
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The concrete backwall at Abutment 1 in Bay L has hairline map cracking with efflorescence and rust staining (Photo 43).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8245	Stone Masonry Wingwall	3	60.00	(LF)	40.00	20.00	0.00	0.00

This element was not included as part of this 2022 Special Inspection. Notes below are retained from the 2021 Routine Inspection. There are dry-laid and pointed stone masonry wingwalls located at the southwest, northwest, and northeast corners of the bridge. The wingwalls have areas of missing chinking stones, voids up to 2'-8" diameter x 4'-6" deep, vegetation overgrowth, and 2' diameter tree growth.

1610	Mortar Breakdown (Masonry)	3	20.00	(LF)	0.00	20.00	0.00	0.00
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# RIDOT Bridge Inspection Report

**051301  
Tar Bridge**

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Inspector: MATTHEW GREER  
Inspection Date 10/10/2022

**Bridge Condition Fair**

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The Southwest Wingwall has an area of missing mortar full-length x 2' high near the waterline.

1640	Masonry Displacement	3	20.00	(LF)	20.00	0.00	0.00	0.00
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The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The wingwalls have areas of missing chinking stones and voids.

Northwest Wingwall – There is a void up to 2'-8" diameter x 3' deep located 15' from the bridge and a 2' diameter tree growth through the face of the wingwall.

Northeast Wingwall – There is a void 2'-6" long x 18" high x up to 20" deep.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8335	Guardrail, Vehicular	3	25.00	(LF)	25.00	0.00	0.00	0.00

This element was not included as part of this 2022 Special Inspection. Notes below are retained from the 2021 Routine Inspection. There is a galvanized steel W-beam guardrail at the southeast corner of the bridge that has no significant deficiencies. The three (3) remaining corners of the bridge do not contain guardrails.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8371	Conc Diaphragms	3	55.00	each	54.00	1.00	0.00	0.00

The concrete diaphragms in Bays B through J are concealed from view by the concrete utility/closure slabs between the beams.

1120	Efflorescence/Rust Staining	3	1.00	each	0.00	1.00	0.00	0.00
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The concrete diaphragm in Bay L at Abutment 1 has a horizontal crack on the north face measuring full-length x up to 1/4" wide with efflorescence and a hairline crack on the underside measuring 18" long with efflorescence (Photo 33).

1130	Cracking (RC and Other)	3	1.00	each	0.00	1.00	0.00	0.00
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The concrete diaphragm in Bay L at Abutment 1 has a horizontal crack on the north face measuring full-length x up to 1/4" wide with efflorescence and a hairline crack on the underside measuring 18" long with efflorescence. There are horizontal cracks measuring up to full length x 1/16" wide throughout (Photo 33).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8398	Curb/sidewalks - Con	3	113.00	ft	18.00	94.00	1.00	0.00



# RIDOT Bridge Inspection Report

**051301  
Tar Bridge**

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Inspector: MATTHEW GREER  
Inspection Date 10/10/2022

**Bridge Condition Fair**

**This element was not included as part of this 2022 Special Inspection. Notes below are retained from the 2021 Routine Inspection. There are concrete sidewalks with granite curbs along both sides of the bridge. The top side of the sidewalks have spalls, exposed rebar, and cracks. The underside of the sidewalks has hollow areas, scale, and spalls with exposed rebar. There are temporary concrete barriers along the base of the west and east curbs with scape marks, hairline map cracks, and heavy scale at the ends of each barrier segment. The curbs are partially concealed from view by vegetation, debris, and the temporary barriers. Visible sections of the curb show a spall and cracks. Average curb reveal (from accessible portions of curb): West Curb: 6-1/2" East Curb: 7" The Southeast and Northwest Approach Sidewalks have settled up to 1" deep with respect to the bridge sidewalks.**

1080	Delamination/Spall/Patched Area	15.00	ft	0.00	14.00	1.00	0.00
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The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The top of the sidewalks has hollow areas and spalls noted as follows:

West Sidewalk, North End – There is a hollow area 4' long x 2' wide near the bridge railing and a cracked hollow area 5' long x 12" wide near the curb.

West Sidewalk, South End – There is a cracked hollow area 10" long x 10" wide.

East Curb, South End – There is a broken curb 10" long x full-width x up to 2" deep.

East Sidewalk, North End – There is a cracked hollow area 3' long x 16" wide near the curb.

The underside of the sidewalks has moderate scale and hollow areas noted as follows:

West Sidewalk Underside, Bay "A" – There is moderate scale on up to 25% of the bay area and a hollow area 12" long x 2' wide near Abutment #2.

East Sidewalk Underside, Bay "K" – There is a hollow area up to 20' long x full-width south of the midspan and two (2) hollow areas: 4' long x 2' wide and 4' long x 10" wide with a spall with exposed rebar near Abutment #2. The north half of the bay has several areas of moderate scaling up to 6' long x 15" wide.

East Sidewalk Underside, Bay "L" – There is a hollow area full-length x full-bay-width with cracks, spalls, and exposed rebar.

1090	Exposed Rebar	3	40.00	ft	0.00	40.00	0.00	0.00
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# RIDOT Bridge Inspection Report

**051301  
Tar Bridge**

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Inspection Date 10/10/2022

## Bridge Condition Fair

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The top of the sidewalks has spalls with exposed rebar noted as follows:

West Sidewalk – There are six (6) shallow rebar popouts up to 4" long x 10" wide x 1/4" deep.

The underside of the sidewalks at the fascia overhangs has random shallow rebar popouts and there are spalls with exposed rebar noted as follows:

West Sidewalk Underside – There is a spall 8" long x 5" wide x 1" deep with exposed rebar near Abutment #2.

East Sidewalk Underside, Bay "K" – There are shallow rebar spalls up to 1" long x 1/4" deep and a spall 11" long x up to 11" wide up to 2-3/4" deep with exposed and debonded rebar longitudinal rebar above the utility coupling near Abutment #1. There is a spall up to 35' long x full-bay-width x 2" deep around midspan. There is a spall 4" diameter x 1" deep with exposed rebar and a spall 3' long x 10" wide x 1-1/2" deep with exposed rebar near Abutment #2.

East Sidewalk Underside, Bay "L" – There are four (4) spalls with exposed rebar: 9" long x 6" wide x 1-1/2" deep; 2' long x full-bay-width x 4-1/2" deep with six (6) transverse and three (3) longitudinal exposed rebar and four (4) debonded; 17" long x 12" wide x 1" deep; and 3" long x 4" wide x 1/2" deep.

1120	Efflorescence/Rust Staining	3	8.00	ft	0.00	8.00	0.00	0.00
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The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

East Sidewalk Underside, Bay "K" – The bay has several areas of map cracks up to full-length x full-width x up to 1/8" wide with efflorescence and rust stains.

1130	Cracking (RC and Other)	3	50.00	ft	10.00	40.00	0.00	0.00
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The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The top side of the curbs and sidewalks have cracks noted as follows:

West Sidewalk – There are longitudinal and transverse hairline cracks up to full-length x up to 1/16" wide throughout.

East Sidewalk – There is a longitudinal hairline crack 6' long near midspan.

East Curb – There are scattered hairline cracks throughout to top face of the curbs.

The underside of the sidewalks has cracks noted as follows:

West Sidewalk Underside, Bay "A" – There is a transverse hairline crack full-width at the north quarter point.

East Sidewalk Underside, Bay "L" – There is an area of longitudinal cracks full-length x full-bay-width x up to 1/16" wide within the hollow area.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY	QTY	QTY	QTY
					CS 1	CS 2	CS 3	CS 4
8427	Pro Screen Type2	3	10.00	ft	10.00	0.00	0.00	0.00



# RIDOT Bridge Inspection Report

051301  
Tar Bridge

Inspected By WSP  
Inspector: MATTHEW GREER  
Inspection Date 10/10/2022

Bridge Condition **Fair**

This element was not included as part of this 2022 Special Inspection. Notes below are retained from the 2021 Routine Inspection. There are sections of fence 5' long x 4' high at the southwest, northwest, and northeast corners of the bridge. The Southwest Fence has deteriorated paint with light rust and a tree growing through the fence.

515	Steel Protective Coating	3	40.00	sq.ft	25.00	15.00	0.00	0.00
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The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The chain link fences have a galvanized protective costing that is faded, and the painted metal picket fence has a deteriorated paint coating.

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		15.00	sq.ft	0.00	15.00	0.00	0.00

The parent item for this protective element or defect was not within the scope of this 2022 Special Inspection. The notes below have been retained from the 2021 Routine Inspection.

The Southwest Fence has deteriorated paint coating on 25% of the surface area.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8440	Posting Sign	3	2.00	each	2.00	0.00	0.00	0.00

There are at-bridge load posting signs on the west and east approaches that are posted for "WEIGHT LIMIT: 2 AXLE 11 TONS; 3 AXLE 13 TONS; 4 AXLE+ 12 TONS" (Photos 47 & 48).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8441	Advanced Posting Sign	3	4.00	each	4.00	0.00	0.00	0.00

There are four (4) advanced posting signs that are posted for "WEIGHT LIMIT: 2 AXLE 11 TONS; 3 AXLE 13 TONS; 4 AXLE+ 12 TONS". The south advance posting signs are located on Westminster Street at the intersection with Manton Avenue (Photo 49), Plainfield Street at the intersection with Dike Street (Photo 50), and Westminster just west of the intersection with Broadway (Photo 51). The north advance posting signs is located on Manton Avenue at the intersection with Delaine Street (Photo 52). The south advance posting sign located on Plainfield Street at the intersection with Dike Street has been vandalized partially obscuring the sign but the posted load restrictions are still legible (Photo 50).

Work History From completed work candidates.

Completion Date	Action	Notes
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# RIDOT Bridge Inspection Report

**051301**  
**Tar Bridge**

Inspected By WSP  
Inspector: MATTHEW GREER  
Inspection Date 10/10/2022

**Bridge Condition Fair**

## Work Candidates

Assigned to To be assigned

Status	Priority	Action	Date Proposed	Notes
Under Review	1	Bearing Pedestal Repair	10/15/2021	The concrete pedestals for the fixed bearings at Abutment #1 have significant scale and punky concrete.
Under Review	1	Sub Chip & Patch	10/15/2021	The Abutment #1 bridge seat has a spall up to 5" deep below Bays "A" and "B" and a spall up to 4-1/2" deep below Bay "F". The east end of Abutment #1 has two (2) hollow areas up to 7'-6" long x full-height.
Under Review	2	Utility Issues	10/15/2021	[Collins] The utilities in Bays "A" and "K" are supported by steel cross channels that are connected to the concrete encasement on the beam webs that have laminated rust up to 3/8" thick and up to 100% section loss (see Photo Nos. 8, 13, 15, and 39).



# RIDOT Bridge Inspection Report

**051301  
Tar Bridge**

Inspected By WSP  
Inspector: MATTHEW GREER  
Inspection Date 10/10/2022

**Bridge Condition Fair**

<p><b>Equipment</b></p> <ul style="list-style-type: none"> <li>Aerial Lift <input type="checkbox"/></li> <li>Boat <input type="checkbox"/></li> <li>Underbridgeinspvel <input type="checkbox"/></li> <li>Scaffolding <input type="checkbox"/></li> <li>BoesemansChair <input type="checkbox"/></li> <li>Waders <input checked="" type="checkbox"/></li> <li>Rail Mount Elliot <input type="checkbox"/></li> <li>Crash Truck <input type="checkbox"/></li> <li>Air Monitor <input type="checkbox"/></li> <li>Ladder <input checked="" type="checkbox"/></li> <li>Bucket Truck <input type="checkbox"/></li> <li>Rigging <input type="checkbox"/></li> <li>Floats <input type="checkbox"/></li> <li>Climbing <input type="checkbox"/></li> <li>Rail Mount Bucket Truck <input type="checkbox"/></li> <li>Light Tower <input type="checkbox"/></li> </ul>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px;">Poison Ivy <input type="checkbox"/></td> <td style="padding: 2px;">Speed Limit 25.00</td> </tr> <tr> <td style="padding: 2px;">Heavy Vegetation <input checked="" type="checkbox"/></td> <td style="padding: 2px;">Prep Time</td> </tr> <tr> <td style="padding: 2px;">Hurricane Evac Route ? <input type="checkbox"/></td> <td style="padding: 2px;">Crew Slize 2</td> </tr> </table> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px;">Cones No</td> <td style="padding: 2px;">Under Insp Vehicle Time</td> </tr> <tr> <td style="padding: 2px;">Traffic Setup Req No</td> <td style="padding: 2px;">Traffic Control Time</td> </tr> <tr> <td style="padding: 2px;">Police Req No</td> <td style="padding: 2px;">Mile Post</td> </tr> <tr> <td style="padding: 2px;">Night Insp Req No</td> <td style="padding: 2px;">Crew Days 1</td> </tr> <tr> <td style="padding: 2px;">Signs Yes</td> <td style="padding: 2px;">Time Report Time</td> </tr> <tr> <td></td> <td style="padding: 2px;">Bucket Truck Time</td> </tr> </table>	Poison Ivy <input type="checkbox"/>	Speed Limit 25.00	Heavy Vegetation <input checked="" type="checkbox"/>	Prep Time	Hurricane Evac Route ? <input type="checkbox"/>	Crew Slize 2	Cones No	Under Insp Vehicle Time	Traffic Setup Req No	Traffic Control Time	Police Req No	Mile Post	Night Insp Req No	Crew Days 1	Signs Yes	Time Report Time		Bucket Truck Time																												
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<p style="text-align: center;"><b>Site Access Notes</b></p> <p>A ladder was used to access the waterway from the parking lot to the northeast of the bridge.</p>																																															
<table style="width: 100%;"> <tr> <td style="width: 70%;">Avg Curb Reveal North/East</td> <td style="text-align: right;">7.00</td> </tr> <tr> <td>Avg Curb Reveal South/West</td> <td style="text-align: right;">6.50</td> </tr> <tr> <td>Posted Weight Limit</td> <td></td> </tr> <tr> <td>Posting Sign ?</td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> </tr> <tr> <td>Post Signs Legible</td> <td style="text-align: center;">01</td> </tr> <tr> <td>Post Sign Rec</td> <td style="text-align: center;">01</td> </tr> <tr> <td>Adv Min Vert Clear Sign</td> <td style="text-align: center;">-1</td> </tr> <tr> <td>Min Ver tClear Signs Leg</td> <td style="text-align: center;">-1</td> </tr> <tr> <td>Min Vert Clear Post Vales</td> <td></td> </tr> <tr> <td>Min Vert Clear Sign Rec</td> <td style="text-align: center;">-1</td> </tr> <tr> <td>Old Rating and Postings</td> <td></td> </tr> <tr> <td>RR Mile Post</td> <td></td> </tr> <tr> <td>US DOT/AAR No.</td> <td></td> </tr> </table>	Avg Curb Reveal North/East	7.00	Avg Curb Reveal South/West	6.50	Posted Weight Limit		Posting Sign ?	<input checked="" type="checkbox"/>	Post Signs Legible	01	Post Sign Rec	01	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		US DOT/AAR No.		<table style="width: 100%;"> <tr> <td>Telephone</td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Sewer</td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Cable</td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Oil</td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Fire Alarm</td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>OH Lines Present</td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Water</td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> </tr> <tr> <td>Gas</td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> </tr> <tr> <td>Electric</td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> </tr> <tr> <td>Fiber Optic</td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> </table>	Telephone	<input type="checkbox"/>	Sewer	<input type="checkbox"/>	Cable	<input type="checkbox"/>	Oil	<input type="checkbox"/>	Fire Alarm	<input type="checkbox"/>	OH Lines Present	<input type="checkbox"/>	Water	<input checked="" type="checkbox"/>	Gas	<input checked="" type="checkbox"/>	Electric	<input checked="" type="checkbox"/>	Fiber Optic	<input type="checkbox"/>
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# RIDOT Bridge Inspection Report

051301  
Tar Bridge

Inspected By WSP  
Inspector: MATTHEW GREER  
Inspection Date 10/10/2022

Bridge Condition **Fair**

11/9/2022

## Bat and Bird Observations

**Bats:**

<u>BATS OBSERVED</u>	<u>BATS VISUAL</u>	<u>BAT DROPPINGS</u>	<u>BAT STAINING</u>	<u>BAT SOUNDS</u>	<u>BAT PHOTOS</u>
No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

BATS NOTES

**Birds**

<u>BIRDS OBSERVED</u>	<u>BIRD PHOTOS</u>	<u>BIRDS SPECIES IDENTIFIED</u>
No	<input type="checkbox"/>	<input type="checkbox"/>

BIRD NOTES

Bridge: 051301  
Photo: 1

10/10/2022



(Beam A)

(Abutment 2)

West elevation, looking east.

Bridge: 051301

Photo: 2

10/10/2022

(Beam M)

(Beam L)

(Abutment 1)

East elevation, looking west.



Bridge: 051301  
Photo: 3

10/10/2022

(Scattered hairline  
cracks, up to 3.0' long)

(Moderate wheel  
line rutting)

Top of deck general view, looking northwest.

Bridge: 051301  
Photo: 4

10/10/2022

(Vegetation)

See photo 8

(South Approach)

(Bridge 051301)

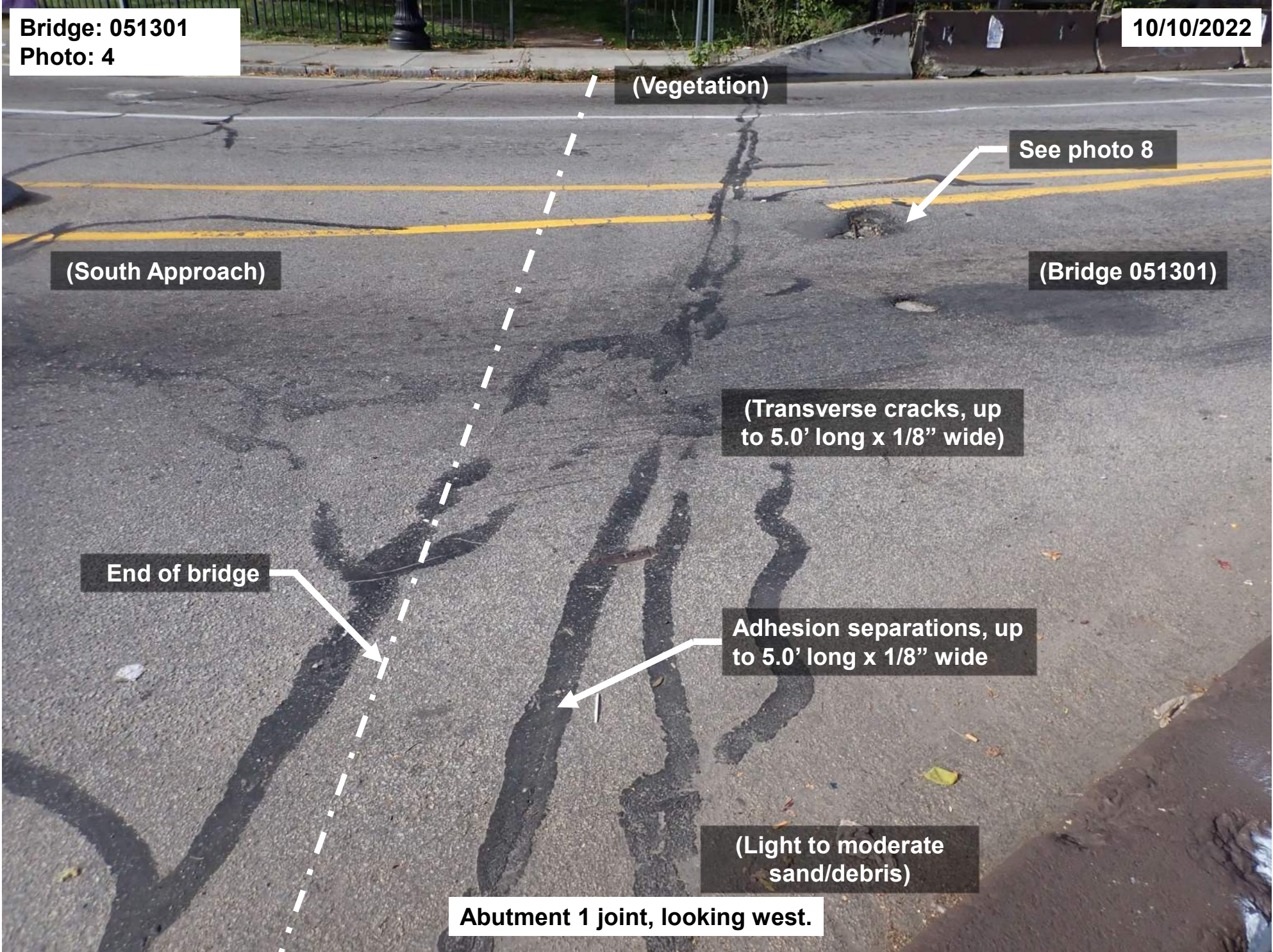
(Transverse cracks, up to 5.0' long x 1/8" wide)

End of bridge

Adhesion separations, up to 5.0' long x 1/8" wide

(Light to moderate sand/debris)

Abutment 1 joint, looking west.



Bridge: 051301  
Photo: 5

10/10/2022

Area of mapcracking,  
5.0' long x 3.0' wide x  
up to 1/8" wide

Moderate scaling and  
spalls, up to 9" wide x  
2" deep

(Bridge 051301)

(North Approach)

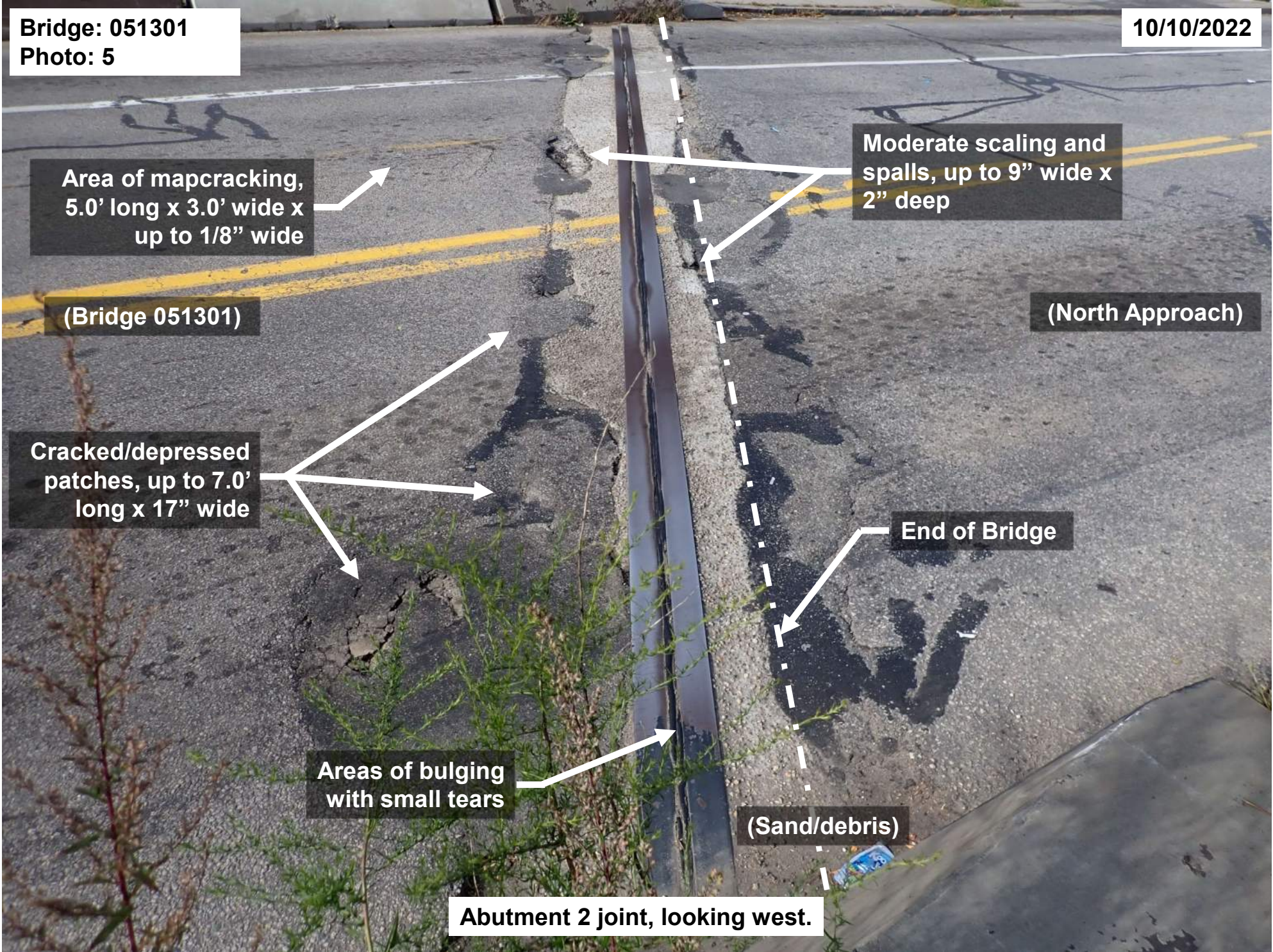
Cracked/depressed  
patches, up to 7.0'  
long x 17" wide

End of Bridge

Areas of bulging  
with small tears

(Sand/debris)

Abutment 2 joint, looking west.



Bridge: 051301  
Photo: 6

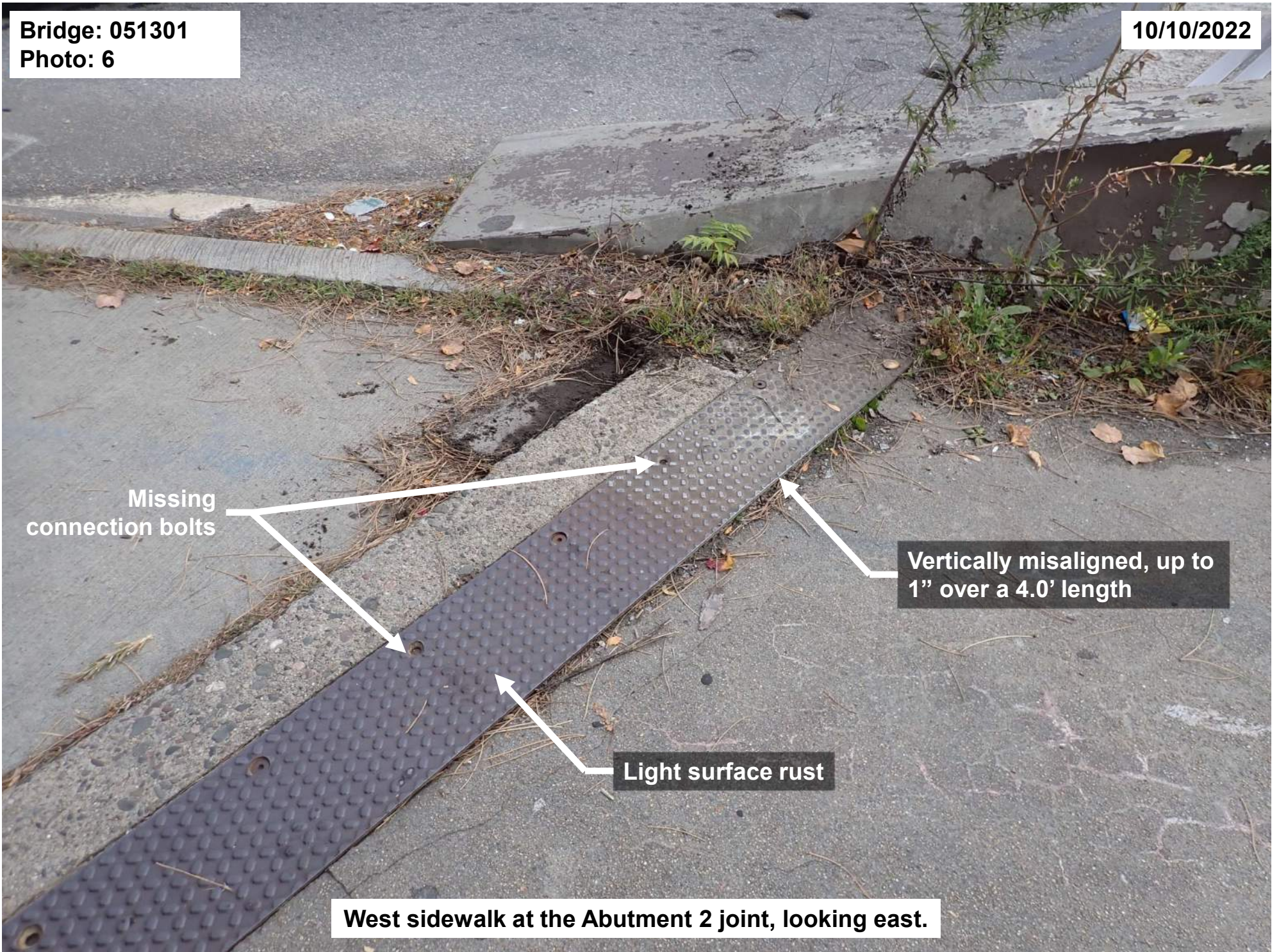
10/10/2022

Missing  
connection bolts

Vertically misaligned, up to  
1" over a 4.0' length

Light surface rust

West sidewalk at the Abutment 2 joint, looking east.



Bridge: 051301  
Photo: 7

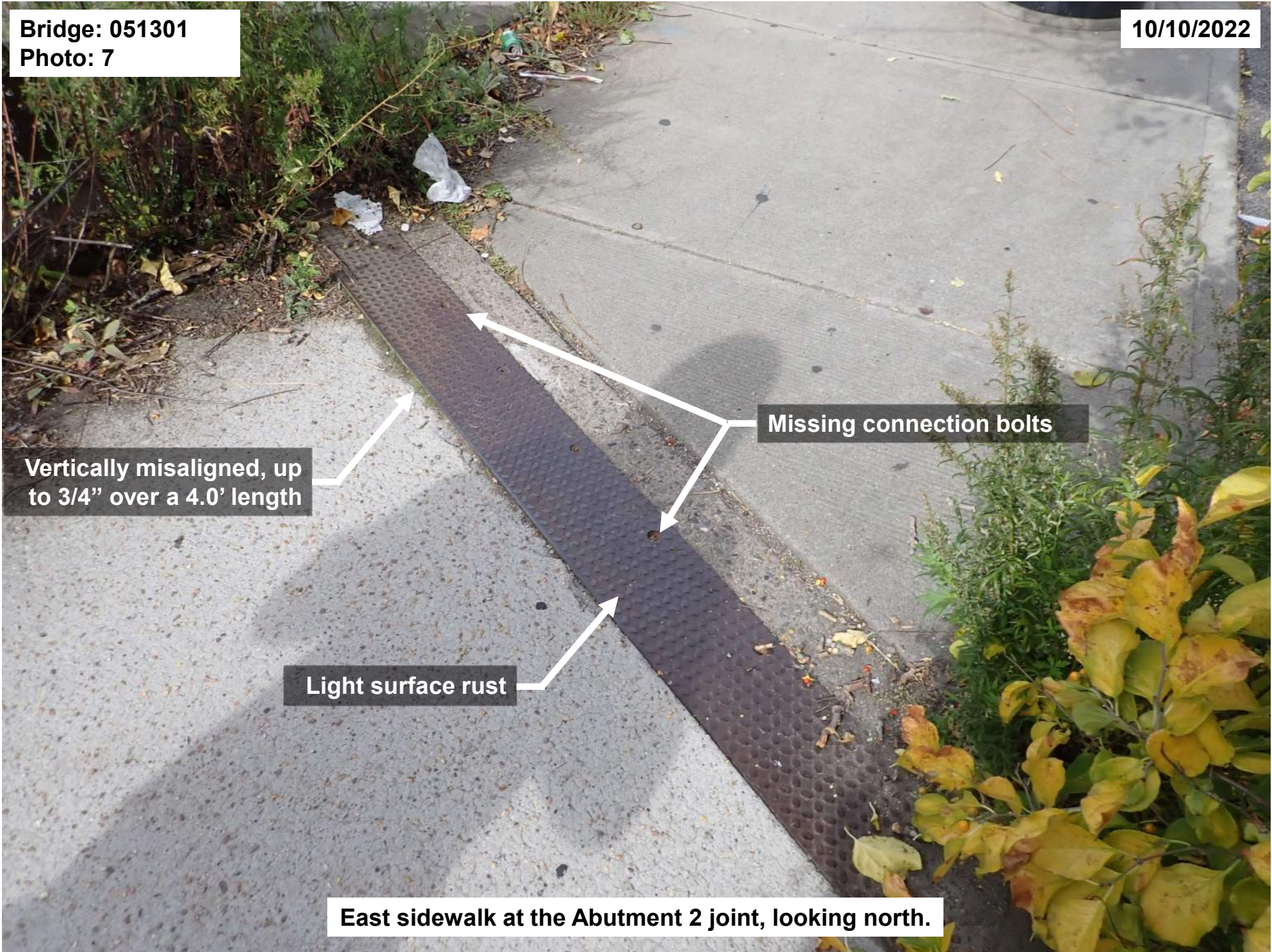
10/10/2022

Vertically misaligned, up to 3/4" over a 4.0' length

Missing connection bolts

Light surface rust

East sidewalk at the Abutment 2 joint, looking north.



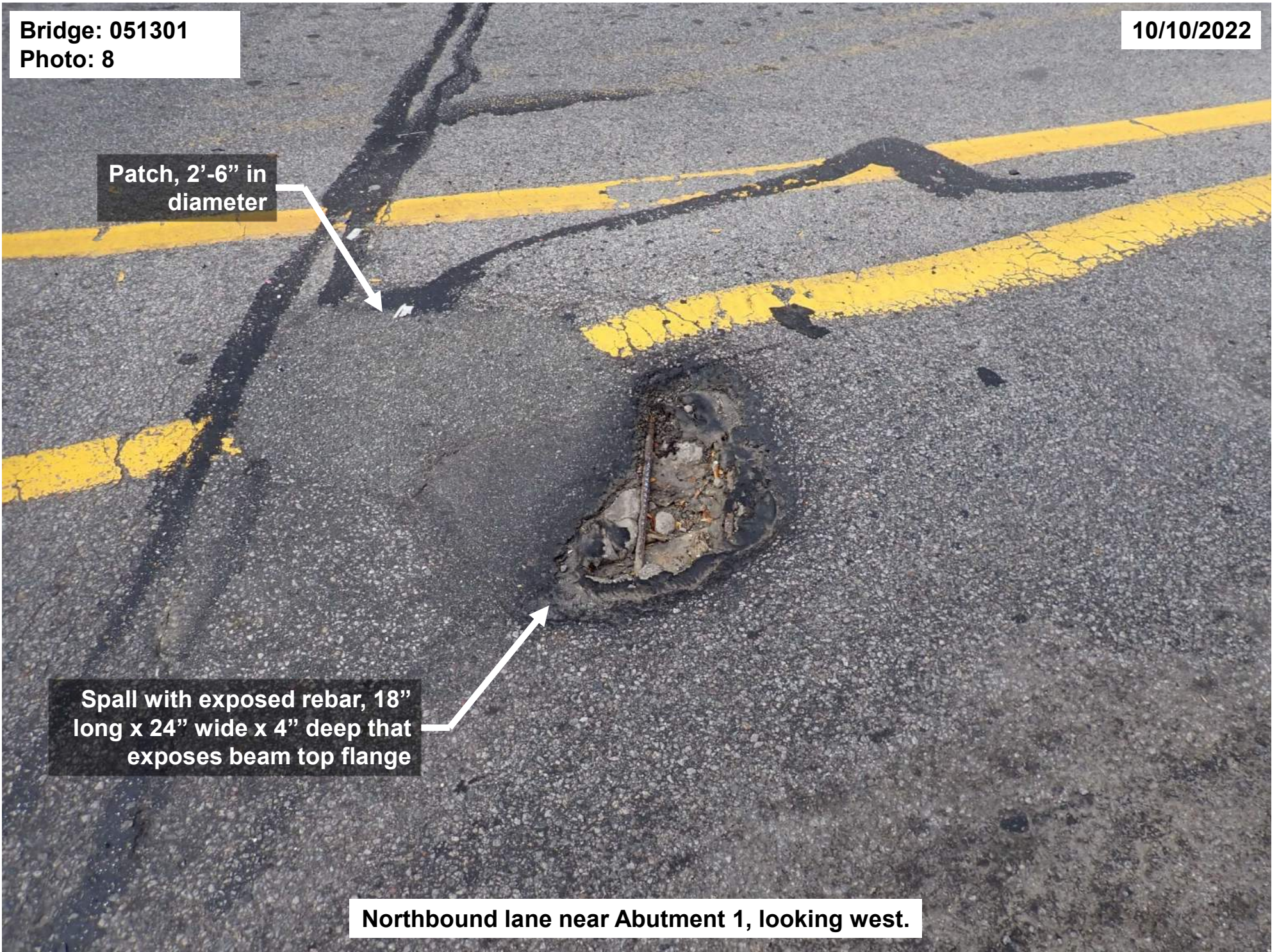
Bridge: 051301  
Photo: 8

10/10/2022

Patch, 2'-6" in diameter

Spall with exposed rebar, 18" long x 24" wide x 4" deep that exposes beam top flange

Northbound lane near Abutment 1, looking west.



**Bridge: 051301**  
**Photo: 9**

**10/10/2022**

**(Areas of graffiti and scattered vertical and horizontal hairline cracks with and without edge chipping)**

**West bridge railing, looking southwest.**



Bridge: 051301  
Photo: 10

10/10/2022

Spall with exposed rebar,  
12" long x 6" high x 1" deep

Crack, up to 3'-6" long  
x 1/2" wide

Spall with exposed rebar, 6" long  
x 2-1/2" high x 1" deep

West bridge railing at the south end, looking south.



Bridge: 051301  
Photo: 11

10/10/2022

Spall with exposed rebar,  
7" long x 3" high x 1" deep

East bridge railing at the north end, looking north.



Bridge: 051301  
Photo: 12

10/10/2022

(Beam I)

(Beam J)

(Beam K)

Underside general view, looking northwest.



Bridge: 051301  
Photo: 13

10/10/2022

Spall, 5" in diameter  
x 1/2" deep


Spall with exposed rebar, 21"  
long x full width x up to 2" deep

Hollow area, 20.0' long  
x full width with  
longitudinal hairline  
cracks, efflorescence,  
and rust staining

Bay B at Abutment 2, looking north.

Bridge: 051301  
Photo: 14

10/10/2022


A close-up photograph of a concrete bridge deck. The top left corner shows a dark, rusted metal surface. Below it, a concrete slab is visible, which has a large, irregularly shaped spall or hollow area. This area is approximately 2 feet 9 inches long and 2 and a half inches deep. Inside this spall, several steel rebar rods are exposed, along with two utility conduits. The concrete surface is light gray and shows signs of weathering and cracking. A white arrow points from a text box to the spall area.

Spall/hollow area with exposed rebar,  
2'-9" long x full width x 2-1/2" deep  
with two (2) exposed utility conduits

Bay D at Abutment 1, looking south.

Bridge: 051301  
Photo: 15

10/10/2022

A close-up photograph of a steel beam, likely part of a bridge structure. The beam is painted a light blue-grey color. A prominent longitudinal crack runs along the top edge of the beam. The crack is approximately 3 feet 6 inches long and 1/8 inch wide. The area around the crack is heavily corroded, showing a brown, rust-like efflorescence. A white arrow points from a text box to the crack. The background shows a dark, textured surface, possibly a concrete or steel deck.

Longitudinal crack, 3'-6"  
long x 1/8" wide with heavy  
efflorescence

Bay H at Abutment 1, looking west.

Bridge: 051301  
Photo: 16

10/10/2022

Longitudinal crack, 1/2 span length  
x up to 1/16" wide with rust  
staining, active leakage, and edge  
spalls, up to 1" wide x 1/2" deep

Cracked hollow area, up to  
10.0' long x 8" wide

Bay H at Abutment 2, looking north.

Bridge: 051301  
Photo: 17

10/10/2022

Spall with exposed rebar, 5-1/2"  
long x 2'-6" wide x 1" deep



Bay I at midspan, looking west.

Bridge: 051301  
Photo: 18

10/10/2022

Longitudinal crack, up to  
1/8" wide with efflorescence  
and rust staining

Shallow rebar spall, up to  
1" long x 9" wide x 1" deep


Bay K at Abutment 1, looking south.



Bridge: 051301  
Photo: 19

10/10/2022

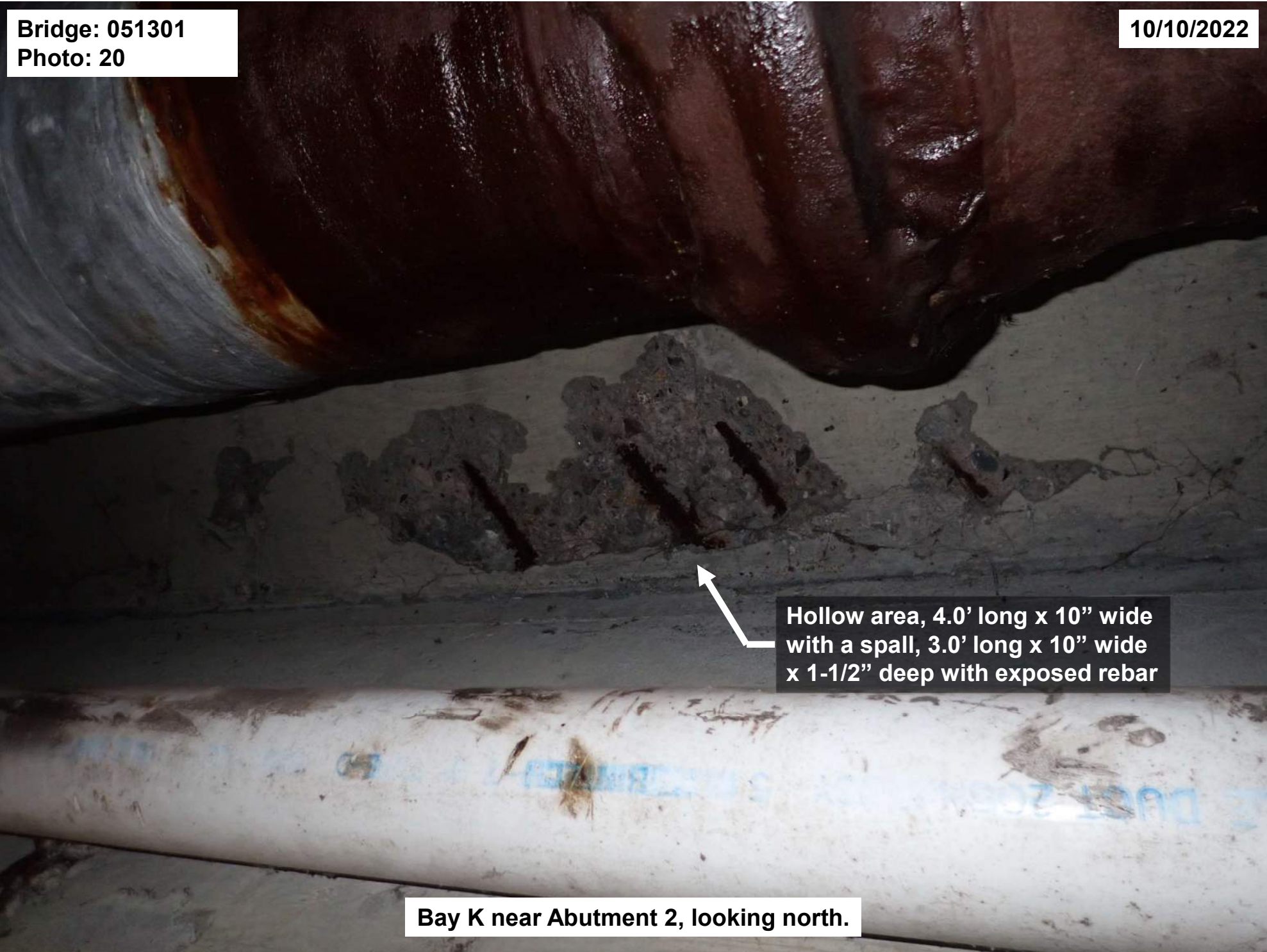
Spall with exposed rebar, 10.0'  
long x 17" wide x 1" deep



Bay K at midspan, looking south.

Bridge: 051301  
Photo: 20

10/10/2022




Hollow area, 4.0' long x 10" wide  
with a spall, 3.0' long x 10" wide  
x 1-1/2" deep with exposed rebar

Bay K near Abutment 2, looking north.

Bridge: 051301  
Photo: 21

10/10/2022



Spall with exposed and debonded rebar, 2.0' long x up to full width x up to 4-1/2" deep

Hollow area, up to full length x full width with longitudinal cracks, up to 1/16" wide

Bay L near midspan, looking north.

Bridge: 051301  
Photo: 22

10/10/2022

Longitudinal crack, full length x  
with edge spalling, up to 1" deep

(Heavy efflorescence  
and leakage staining)


West face of Beam B at Abutment 2, looking northeast.



Bridge: 051301  
Photo: 23

10/10/2022

Heavy laminated rust with  
section loss, full length x  
full width x up to 1/8" deep



Underside of Beam B near midspan, looking south.

Bridge: 051301  
Photo: 24

10/10/2022

Edge spall, 38.0' long x  
up to 18" high x 3" deep



East face of Beam K at Abutment 2, looking west.

Bridge: 051301  
Photo: 25

10/10/2022

Heavy laminated rust with section loss, full length x full width x up to 3/16" deep with moisture

Underside of Beam K near Abutment 2, looking south.



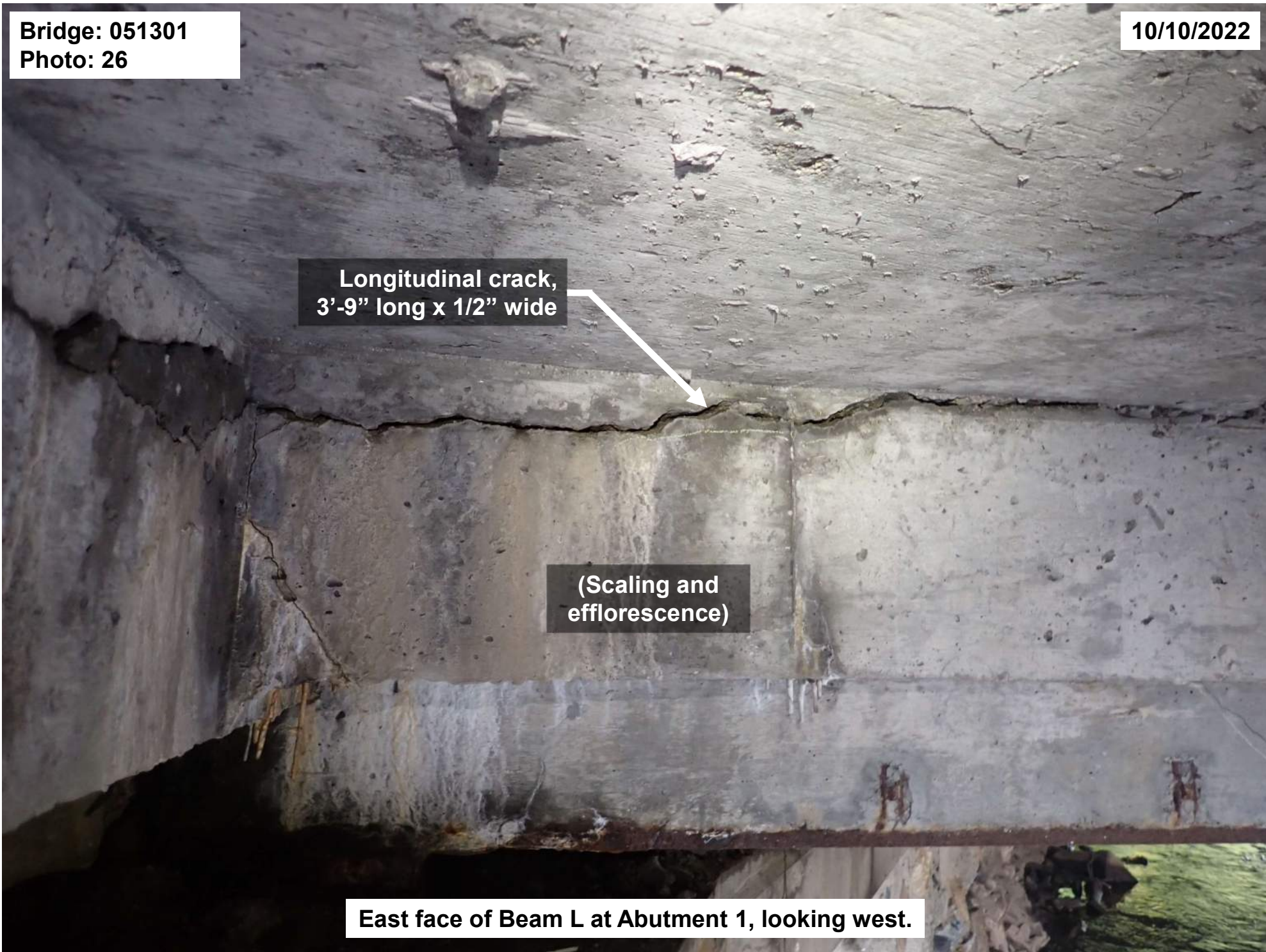
Bridge: 051301  
Photo: 26

10/10/2022

Longitudinal crack,  
3'-9" long x 1/2" wide

(Scaling and  
efflorescence)

East face of Beam L at Abutment 1, looking west.



Bridge: 051301  
Photo: 27

10/10/2022

Longitudinal crack,  
full length x 1/8" wide



West face of Beam M at Abutment 1, looking northeast.

Bridge: 051301  
Photo: 28

10/10/2022

Longitudinal crack, full length  
x up to 1/8" wide with thin  
concrete patch

Hollow area, 11" long x up to  
full height with vertical cracks,  
full height x 1/16" wide

East face of Beam M at Abutment 1, looking west.



Bridge: 051301  
Photo: 29

10/10/2022

Lower elastomeric bearing pad shifted, up to 2" to the north with bulging/crushing to both bearing pads.

Moderate surface rust with vertical misalignment

Pack rust, up to 3/8" thick with slight distortion of the bottom flange

East face of Beam M at Abutment 1, looking west.

Bridge: 051301  
Photo: 30

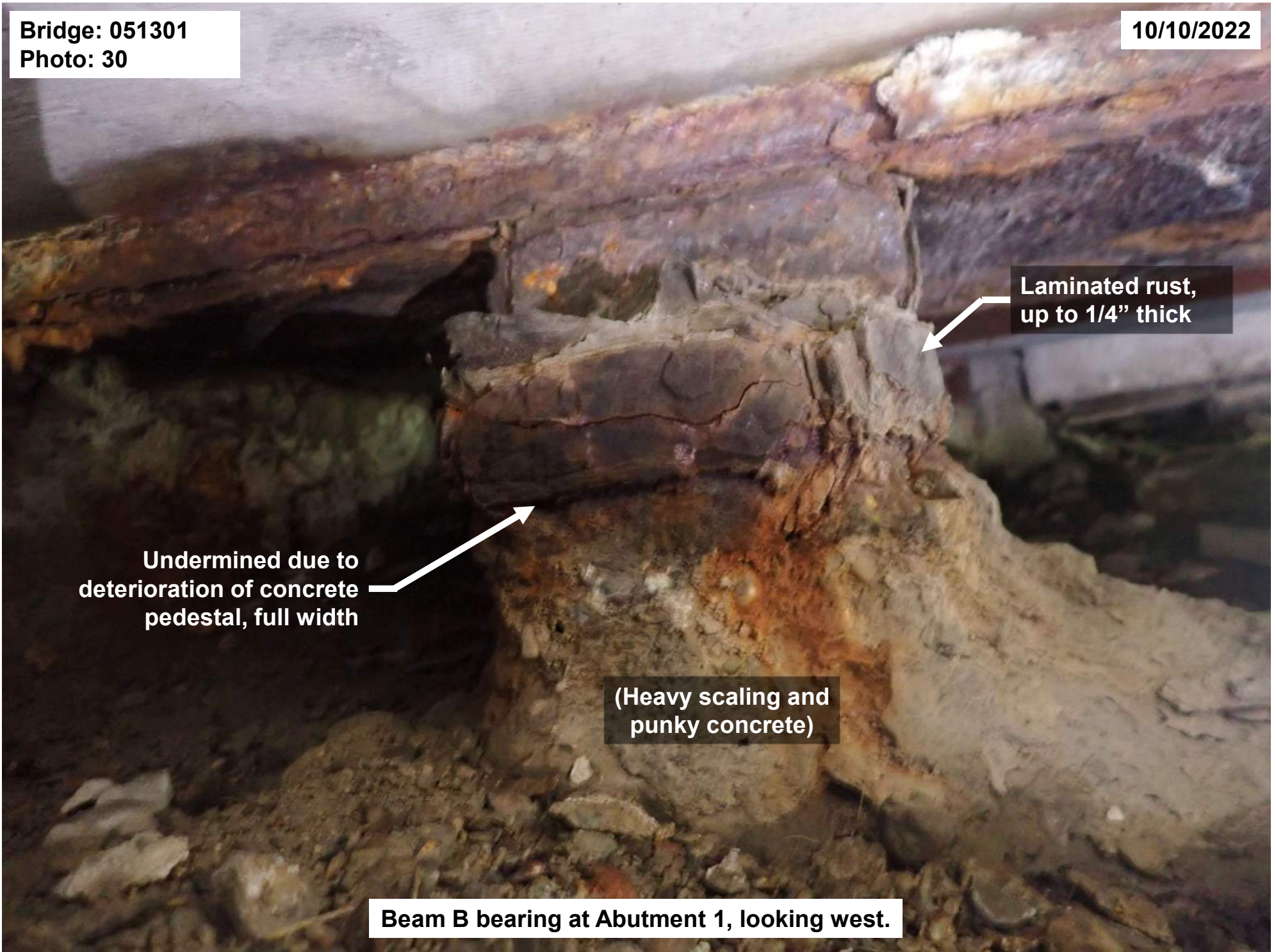
10/10/2022

Laminated rust,  
up to 1/4" thick

Undermined due to  
deterioration of concrete  
pedestal, full width

(Heavy scaling and  
punky concrete)

Beam B bearing at Abutment 1, looking west.



Bridge: 051301  
Photo: 31

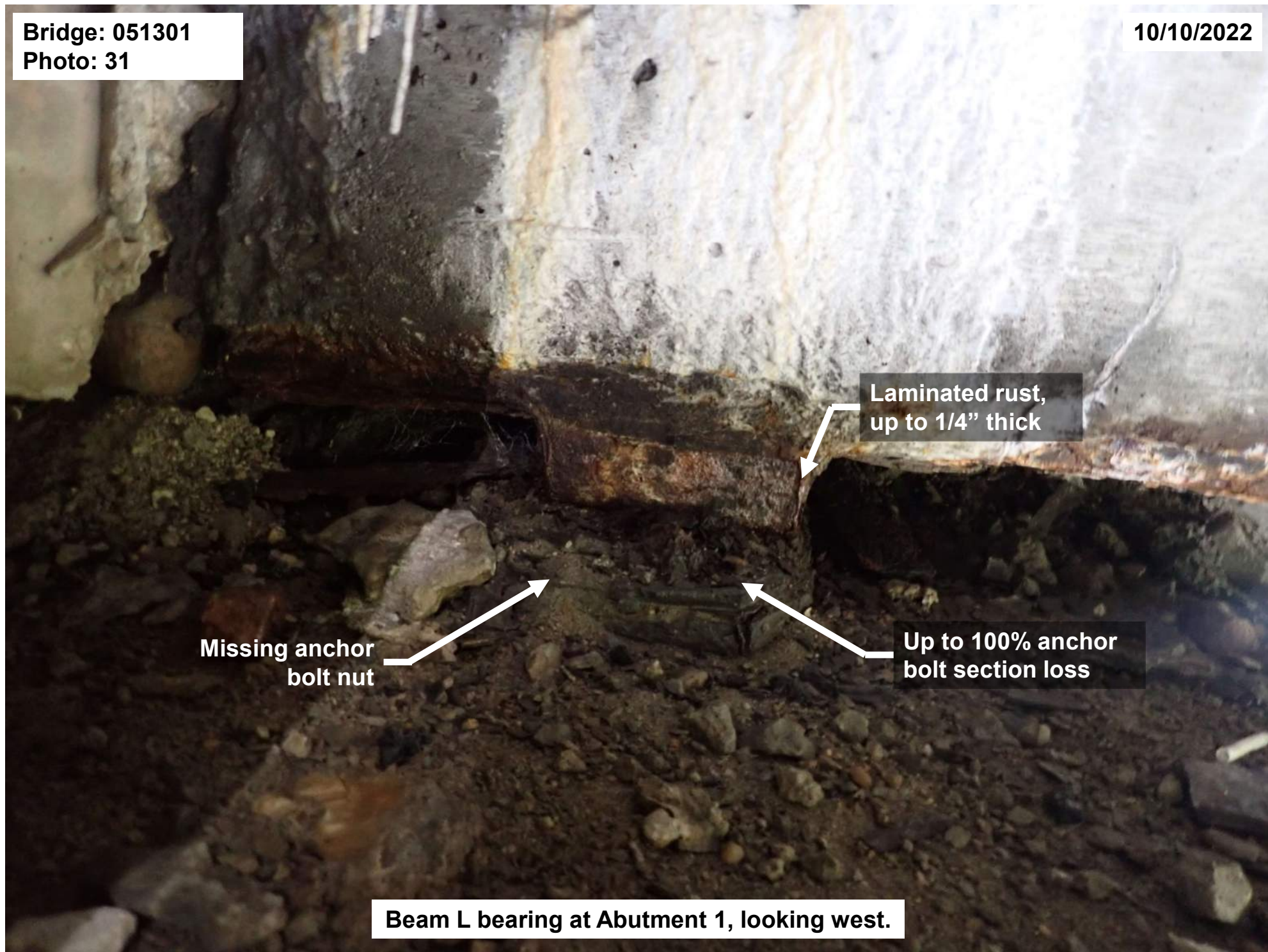
10/10/2022

Missing anchor  
bolt nut

Laminated rust,  
up to 1/4" thick

Up to 100% anchor  
bolt section loss

Beam L bearing at Abutment 1, looking west.



Bridge: 051301  
Photo: 32

10/10/2022

Expanded up to 1-3/4"  
to the north

Missing anchor  
bolt nut

Laminated rust, up to  
1/4" thick with minor  
section loss

Up to 100% anchor  
bolt section loss

Beam I bearing at Abutment 2, looking east.

Bridge: 051301  
Photo: 33

10/10/2022

Horizontal crack, full length  
x up to 1/4" wide with  
efflorescence



(Hollow throughout)

Bay L end diaphragm at Abutment 1, looking southwest.

Bridge: 051301  
Photo: 34

10/10/2022

(Beam L)

(Beam K)

(Beam J)

(Cracks, full height x up to 1/16" wide  
with efflorescence)

(Scattered displaced  
stones and voids)

Abutment 1, looking south.



Bridge: 051301  
Photo: 35

10/10/2022

(Beam J)

(Beam K)

(Beam L)

(Cracks, full height x up to 1/16" wide  
with efflorescence)

(Scattered displaced  
stones and voids)

Abutment 2 general view, looking north.

Bridge: 051301  
Photo: 36

10/10/2022

(Beam B)

(Beam A)

Spall, 6'-4" long x up to  
full height x 2'-6" wide  
(top face) x 5" deep

Hollow area, 18" long  
x 12" high

Deteriorated/hollow  
mortar at joints

Formed box-out, 16" long  
x 18" high x 3.0' deep

Abutment 1 below Bays A and B, looking south.

Bridge: 051301  
Photo: 37

10/10/2022

(Beam I)

(Beam H)

(Beam G)

Spall, 7" long x 9" high x 4-1/2"  
deep with an adjacent vertical  
crack, 14" long x 1/8" wide

Abutment 1 below Bays F to H, looking south.

Bridge: 051301  
Photo: 38

10/10/2022

(Beam K)

(Beam J)

(Beam L)

Cracked hollow area,  
19" long x 11" high

Area of hairline mapcracking,  
up to 4.0' long x 12" high with  
efflorescence

Void, 2'-11" long x  
12" high x 2.0' deep

Void, 4'-6" long x 2'-6"  
high x 3'-6" deep

Cracked hollow patch, up  
to 7'-6" long x full height  
with efflorescence

Void, 18" in diameter  
x up to 3.0' deep

Abutment 1 below Bays I to L, looking south.

Bridge: 051301  
Photo: 39

10/10/2022

(Beam A)

(Beam B)

(Beam C)

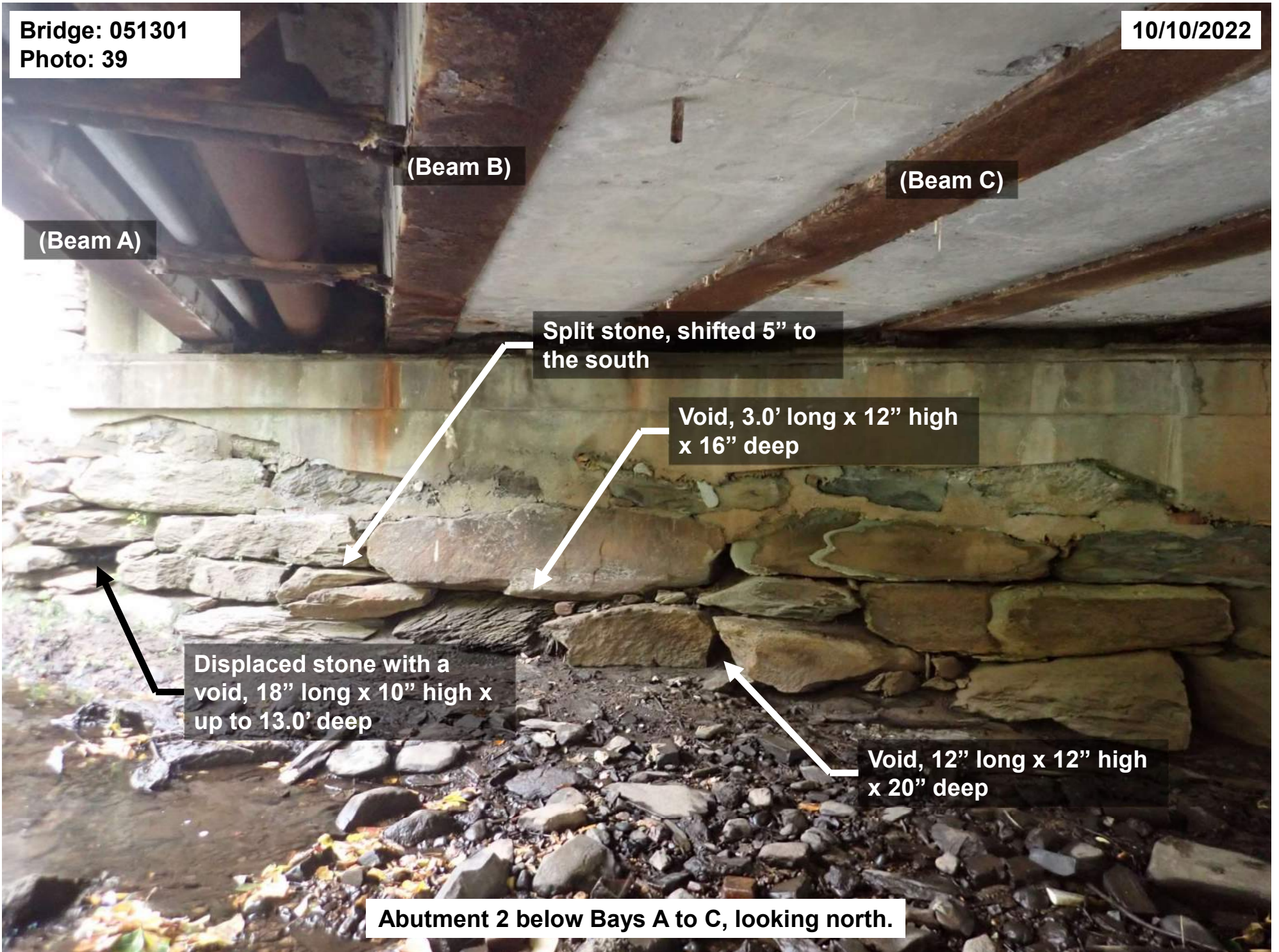
Split stone, shifted 5" to the south

Void, 3.0' long x 12" high x 16" deep

Displaced stone with a void, 18" long x 10" high x up to 13.0' deep

Void, 12" long x 12" high x 20" deep

Abutment 2 below Bays A to C, looking north.



Bridge: 051301  
Photo: 40

10/10/2022

(Beam D)

(Beam E)

(Beam F)


Hollow area, 14" long  
x 12" high



Abutment 2 below Bays D to F, looking north.

Bridge: 051301  
Photo: 41

10/10/2022



Void, 4'-6" long x 4.0'  
wide x up to 14" deep

Abutment 2 below Beam I, looking southd.

Bridge: 051301  
Photo: 42

10/10/2022

(Beam J)

(Beam K)

Corner spall, 5" long x  
4" high x 3" deep

Abutment 2 at the east end, looking north.



Bridge: 051301  
Photo: 43

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(Hairline mapcracking  
with efflorescence  
and rust staining)

Abutment 1 backwall in Bay L, looking south.



Bridge: 051301  
Photo: 44

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(Spalled/displaced  
bricks with  
deteriorated mortar)


Abutment 2 backwall in Bay K, looking north.



Bridge: 051301  
Photo: 45

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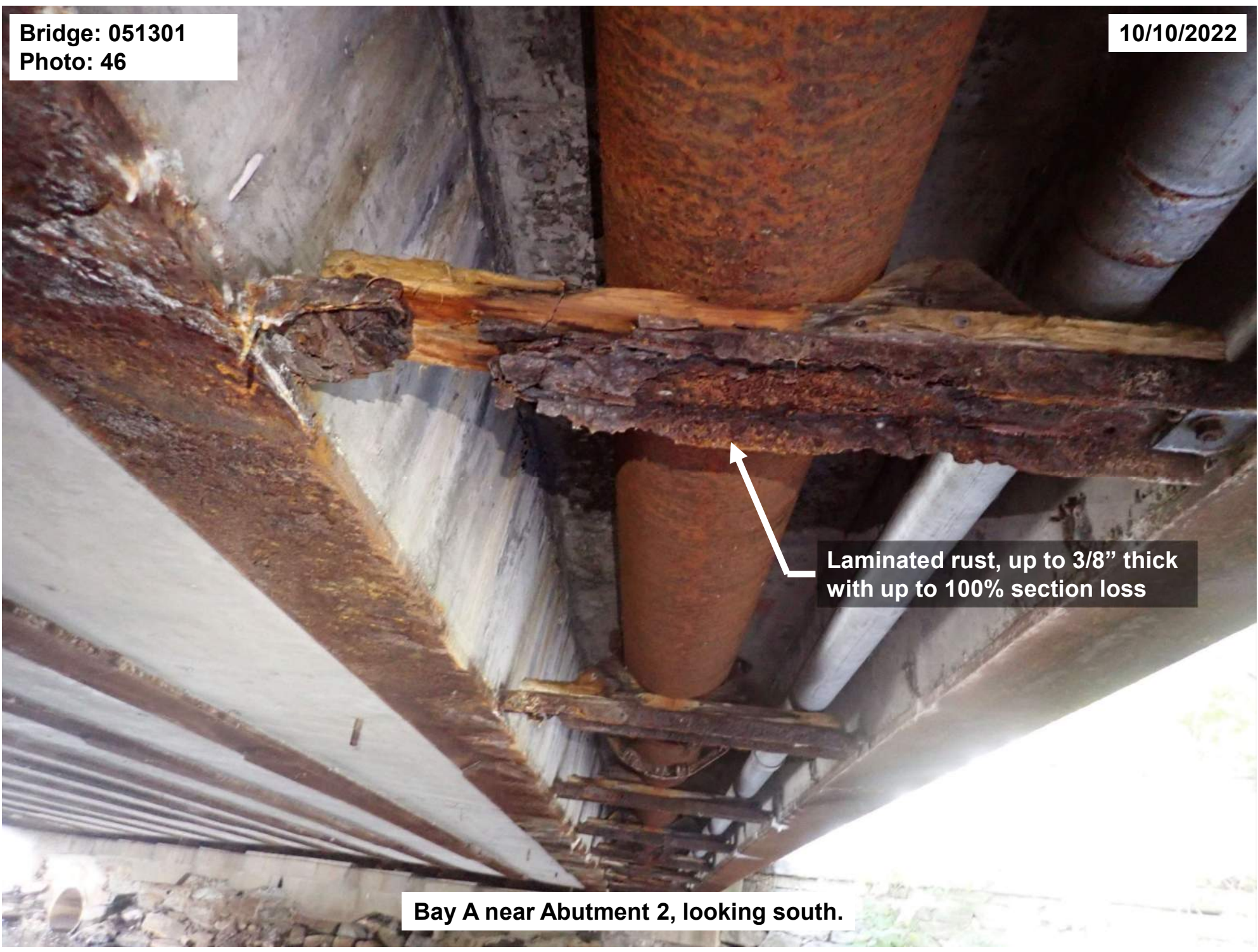
Up to 100% coupling bolt  
section loss



Bay A near Abutment 1, looking southeast.

Bridge: 051301  
Photo: 46

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Laminated rust, up to 3/8" thick  
with up to 100% section loss

Bay A near Abutment 2, looking south.

Bridge: 051301  
Photo: 47

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WEIGHT  
LIMIT  
2 AXLE 11 TONS  
3 AXLE 13 TONS  
4 AXLE+ 12 TONS

North at-bridge posting sign, looking south.



Bridge: 051301  
Photo: 48

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South at-bridge posting sign, looking north.

Bridge: 051301  
Photo: 49

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WEIGHT  
LIMIT  
2 AXLE 11 TONS  
3 AXLE 13 TONS  
4 AXLE+ 12 TONS

South advanced posting sign at intersection of Manton Ave. and Westminster St., looking north

Bridge: 051301  
Photo: 50

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South advanced posting sign at intersection of Plainfield St. and Dike St., looking east

Bridge: 051301  
Photo: 51

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South advanced posting sign at Westminster St., looking west.

Bridge: 051301  
Photo: 52

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North advanced posting sign at intersection of Manton Ave. and Delaine St., looking south