



RIDOT Bridge Inspection Report

126001
Crook Point Bascule Bridge

Inspected By AI ENGINEERS
Inspector: CHRISTOPHER KOLASA
Inspection Date 07/09/2021

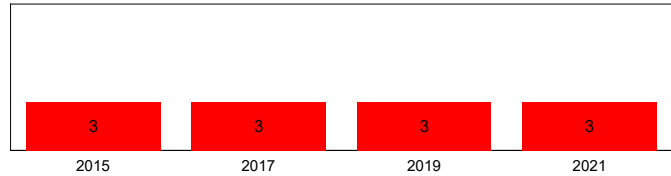
Bridge Condition **Poor**

IDENTIFICATION		
Bridge ID:	126001	
NBI Number	Crook Point Bascule Bridge	
Structure Name:	Crook Point Bascule Bridge	
Location (9):	-	
Carries (7):	E.Prov. Sec.Track	
Type of Service (42A):	2 Railroad	
Feature Crossed (6):	SEEKONK RIVER	
Type of Service (42B):	5 Waterway	
Placecode (4):	Providence	
County (3):	Providence	
State (1):	44 Rhode Island	
Station:	900 - Not NBI	
Region (2):	District 3	
Latitude (16):	41.8237667	
Longitude (17):	-71.3848639	
Owner (22):	01 State Highway Agency	
Custodian (21):	01 State Highway Agency	
Year Built (27):	1908	Border State: Not Applicable (P)
Year Recon (106):		Border Number: -
Historical (37):	3 Possibly eligible for	% Responsibility:

INSPECTION			
Date of Routine Inspection (90):	7/9/2021		
Frequency (91):	24		
Next Inspection:	7/9/2023		
Inspection Type	Freq (92)	Last Insp (93)	Next Insp
Element	24	7/9/2021	7/9/2023
Fracture Critical (A)	24	7/9/2021	7/9/2023
Underwater (B)	48	7/17/2019	7/9/2023
Special Insp (C)	24	7/9/2021	7/9/2023

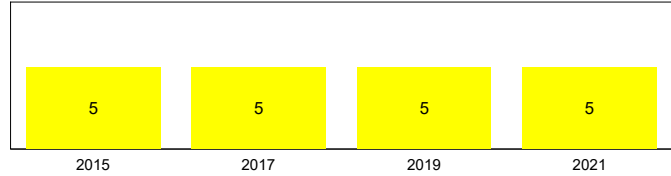
LOAD RATING AND POSTING	
Posting Status (41)	K Closed to all traffic
Posting % (70):	0 >39.9% below
Rating Date:	8/21/2014
Design Load (31):	0 Unknown
Opr Method (63):	0 Field eval and docs
Opr Rating (64):	0.00 Tons
Inv Method (65):	0 Field eval and docs
Inv Rating (66):	0.00 Tons

DECK GEOMETRY	
Deck Geometry (68):	N Not applicable (NBI)
Deck Area:	25,500.00
Deck Type (107):	9 Other
Wearing Surface (108A):	9 Other
Membrane (108B):	N N/A (no deck (NBI))
Deck Protection (108C):	N N/A (no deck (NBI))
O. to O. Width (52):	30.00
Curb / Sidewalk Width L (50A):	0.00
Curb / Sidewalk Width R (50B):	0.00
Median (33):	0 No median



DECK CONDITION	
Deck Rating (58):	3 Serious
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):	11
Main Material (43 A):	3 Steel
Main Design (43 B):	16 Movable-Bascule
Max Span Length (48):	135.00
Structure Length (49):	850.00
NBIS Length (112):	Too Short
Temp Structure (103):	T Temporary
Skew (34):	
Structure Flared (35):	1 Yes, flared
Parallel Structure (101):	No bridge exists
Approach Alignment (72):	0 Bridge closed



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



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SUBSTRUCTURE GEOMETRY		SUBSTRUCTURE CONDITION			
Navigation Control (38):	Permit Not Required				
Nav Vert Clearance (39):	36.09				
Nav Horiz Clearance (40):	295.28				
Pier Protection (111):	3 In-Place, Deteriorated				
Lift Bridge Vertical Clearance (116):		Substructure Rating (60):	4 Poor		
Scour Rating (113):	6 Calcs not made	Channel Rating (61):	6 Bank Slumping		
Waterway Adequacy (71):	6 Equal Minimum				

ROUTE ON STRUCTURE: _		ROADWAY LOCATION		ROADWAY CLASSIFICATION		CLEARANCES	
Pos Prefix (5A):	Route On Structure	Funct Class (26):	Not Applicable	Vertical (10):			
Kind of Hwy (5B):	Not Applicable (P)	Level Service (5C):	0 None of the below	Min Vert Over (53):	99.99	99.99	
Route Num (5D):	-	NHS (104):	0 Not on NHS	Vert Ref (54A):	N Feature not hwy or RR		
LRS Route (13A/B):	0/0	Defense Hwy (100):	0 Not a STRAHNET hwy	Horizontal (47):			
Milepost (11):	0.00 mi (0.00 km)	Toll Facility (20):	3 On free road	Min Lat Left (56):	99.99		
Suffix (5E):	Unknown (NBI)	ADT (29):		Min Lat Right (55B):	99.90		
Lanes On (28A):	0	Pct Trucks (109):		Horiz Ref (55A):	N Feature not hwy or RR		
Detour Length (19):	0.00 mi (0.00 km)	ADT Year (30):		Underclearance (69):	N Not applicable (NBI)		

BRIDGE NOTES

TRAFFIC CONTROL INFORMATION: None
EQUIPMENT USED: SPRAT Rope Access, Northeast Safety Boat.
POLICE DETAIL NEEDED: None
CONTRACTED PERSONNEL: None
INSPECTION RESTRICTIONS: None

ACCESS TO SITE: Access to the bridge can be found along the east and west embankments. Gano Park off Power Street is located on the west side of the Seekonk River and inspection vehicles can be parked in the parking lot, adjacent to the baseball field. There is a security gate with a padlock, the door locking hardware was loose and able to be slid open to allow access to the bridge on the west approach. The east approach was accessed via an abandoned walking trail (old rail spur) through some brush off Waterfront Drive, near Kelley Metals Corporation.

MISCELLANEOUS INFORMATION: The inspection of the raised bascule span requires rope access trained technicians to perform the inspection due to the advanced climbing techniques that are required to inspect the truss members.

As per Louis Berger & Associates, Inc. in September 1993 for the Metropolitan Providence Transportation Improvement Study, the report stated that Gordon R. Archibald, Inc. performed a field inspection, at the request of RIDOT, in June 1983. The report was titled Preliminary Observations on the Condition of the Seekonk River Lift Bridge (Railroad). The inspection report stated "There are presently cables assisting in keeping the bridge in the raised position." Remnants of the cables were found at the north side of the counterweight during this inspection but there was no indication of where the cables were originally attached to assist in keeping the bridge in the raised position.

INSPECTION NOTES



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ROUTINE INSPECTION ON: 6/28/2021, 6/29/2021, 6/30/2021, 07/01/201, 7/2/2021, 7/3/2021, 7/8/2021 and 7/9/2021 by AI Engineers Inc.

CREW CHIEF: Chris Kolasa, P.E.

ROPE ACCESS BY CAN-USA

WEATHER CONDITIONS: 80F-97F degrees Sunny, 6/28-6/30, 07/08, 07/09 and 60F-69F degrees Rainy 7/1, 7/2.

NBI RATING SUMMARY: The bridge is in overall Poor Condition. The condition ratings for Deck (Item 58) (3-Serious), Superstructure (Item 59) (5-Fair), Substructure (Item 60) (4-Poor) and Channel/Channel Protection (Item 61) (6-Bank Slumping) have not changed since last inspection.

After two days of routine inspection of this bridge, on the evening of 06/29/21, the bascule span 7 caught fire that night and continued to burn the following day. During this fire incident, inspection was not allowed on 06/30/21. Immediately, RIDOT requested AI Engineers Inc. in co-ordination with CAN-USA (Rope Access Company) to provide a Post Fire Emergency Inspection of the Bascule Span 7. See "Post Fire Emergency Damage Inspection Report" for More Information.

DEFLECTION AND VIBRATION: Bridge is closed.

CHAIN LINK FENCE: Previously mentioned a hole in the fence on the west approach has been repaired since last inspection (Photo 5).

See "126001_Inspection Notes.pdf" for more information.

CHANNEL NOTES:

FENDER SYSTEM: Fender system has been removed since last inspection (Photos 3 and 4).

EMBANKMENTS: All embankments exhibit moderate to heavy vegetation growth noted.

There is a detached and hanging conduit in the channel in span 2 at south face (Photo 125).

As per 2019 Underwater Inspection Report 2019

CHANNEL NOTES: Based on visual observation and soundings performed during this inspection, channel bottom elevations are generally uniform with no apparent scour observed around the perimeter of the piers except as described under Element 6000 - Scour under Element 213 - Masonry Pier Walls. Compared to the 2015 soundings there are several areas of apparent aggradation and degradation along the piers, however, the greatest changes occur in areas with large stones or timber debris which could affect sounding measurements. Additionally, soundings were taken in different locations during this inspection to conform with the new RIDOT guidelines for soundings."

CHANNEL DEBRIS: There are areas of timber debris accumulation up to 12" diameter around the perimeter of the piers that do not significantly affect the hydraulic opening at the bridge. In Span #8, there is a train car resting along the channel bottom near the northeast corner of Pier #7 that partially constricts the hydraulic opening through this span. At Pier #6, the southeast corner has timber debris 10' diameter x 6' high. At Pier #6, the downstream (south) nose has an area of timber debris 10' long x full pier width due to the failing fender system. At Pier #7, the upstream (north) nose has an area of 8" diameter timber debris 5' long (east face) x full pier width x 4' high. At Pier #8, the upstream (north) nose has timber formwork full pier width x 4' wide extending 5' long x 3' wide on the west side and 14' long x 18" wide on the east face. At Pier #8, the southeast corner has timber formwork 5' long x 18" wide.

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
31/3	Timber Deck	11,750.00	0%	0.00	45%	5,330.00	23%	2,675.00	32%	3,745.00
1140/3	Decay/Section Loss	11,750.00	0%	0.00	45%	5,330.00	23%	2,675.00	32%	3,745.00
38/3	Re Concrete Slab	600.00	0%	0.00	100%	600.00	0%	0.00	0%	0.00
8368/3	Graffiti	600.00	0%	0.00	0%	0.00	100%	600.00	0%	0.00
107/3	Steel Opn Girder/Beam	3,180.00	0%	0.00	90%	2,861.00	10%	319.00	0%	0.00
1000/3	Corrosion	3,180.00	0%	0.00	90%	2,861.00	10%	319.00	0%	0.00



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Elm/Env	Description	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4
113/3	Steel Stringer	688.00	0%	0.00	100%	688.00	0%	0.00	0%	0.00
1000/3	Corrosion	688.00	0%	0.00	100%	688.00	0%	0.00	0%	0.00
120/3	Steel Truss	135.00	0%	0.00	100%	135.00	0%	0.00	0%	0.00
1000/3	Corrosion	135.00	0%	0.00	100%	135.00	0%	0.00	0%	0.00
152/3	Steel Floor Beam	247.00	0%	0.00	0%	0.00	100%	247.00	0%	0.00
1000/3	Corrosion	247.00	0%	0.00	0%	0.00	100%	247.00	0%	0.00
162/3	Stl Gus Plate	32.00	0%	0.00	100%	32.00	0%	0.00	0%	0.00
1000/3	Corrosion	32.00	0%	0.00	100%	32.00	0%	0.00	0%	0.00
202/3	Steel Column	1.00	0%	0.00	100%	1.00	0%	0.00	0%	0.00
213/3	Masonry Pier Wall	450.00	0%	0.00	16%	70.00	82%	370.00	2%	10.00
1610/3	Mortar Breakdown (Masonry)	302.00	0%	0.00	0%	0.00	100%	302.00	0%	0.00
1620/3	Split/Spall (Masonry)	15.00	0%	0.00	100%	15.00	0%	0.00	0%	0.00
1640/3	Masonry Displacement	16.00	0%	0.00	13%	2.00	63%	10.00	25%	4.00
4000/3	Settlement	82.00	0%	0.00	37%	30.00	56%	46.00	7%	6.00
6000/3	Scour	35.00	0%	0.00	66%	23.00	34%	12.00	0%	0.00
8368/3	Graffiti	1,000.00	0%	0.00	0%	0.00	100%	1,000.00	0%	0.00
216/3	Timber Abutment	40.00	0%	0.00	0%	0.00	0%	0.00	100%	40.00
7000/3	Damage	40.00	0%	0.00	0%	0.00	0%	0.00	100%	40.00
217/3	Masonry Abutment	65.00	98%	64.00	2%	1.00	0%	0.00	0%	0.00
8368/3	Graffiti	200.00	0%	0.00	0%	0.00	0%	0.00	100%	200.00
311/3	Moveable Bearing	57.00	0%	0.00	95%	54.00	5%	3.00	0%	0.00
1020/3	Connection	3.00	0%	0.00	0%	0.00	100%	3.00	0%	0.00
313/3	Fixed Bearing	57.00	0%	0.00	63%	36.00	37%	21.00	0%	0.00
1000/3	Corrosion	36.00	0%	0.00	100%	36.00	0%	0.00	0%	0.00
1020/3	Connection	21.00	0%	0.00	0%	0.00	100%	21.00	0%	0.00
332/3	Timb Bridge Railing	790.00	0%	0.00	0%	0.00	0%	0.00	100%	790.00
1140/3	Decay/Section Loss	790.00	0%	0.00	0%	0.00	0%	0.00	100%	790.00
8107/3	Steel Opn Girder/Beam ENC	570.00	0%	0.00	90%	514.00	10%	56.00	0%	0.00
1000/3	Corrosion	570.00	0%	0.00	90%	514.00	10%	56.00	0%	0.00
8218/3	Backwall, All Types	65.00	100%	65.00	0%	0.00	0%	0.00	0%	0.00
8368/3	Graffiti	200.00	0%	0.00	0%	0.00	0%	0.00	100%	200.00
8245/3	Stone Masonry Wingwall	40.00	0%	0.00	100%	40.00	0%	0.00	0%	0.00
8368/3	Graffiti	40.00	0%	0.00	0%	0.00	100%	40.00	0%	0.00
8370/3	Steel Diaphragms	350.00	0%	0.00	94%	328.00	6%	22.00	0%	0.00
1000/3	Corrosion	328.00	0%	0.00	100%	328.00	0%	0.00	0%	0.00
1900/3	Distortion	22.00	0%	0.00	0%	0.00	100%	22.00	0%	0.00
8374/3	Loose or Missing Bolts	13.00	0%	0.00	100%	13.00	0%	0.00	0%	0.00

ELEMENT NOTES

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
31	Timber Deck	3	11,750.00	sq.ft	0.00	5,330.00	2,675.00	3,745.00



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The timber deck is composed of timber railroad ties that rest on the top flanges of the main load carrying girders in all spans. The ties are typically located along the north half of each span except in Spans 6 to 8 where they are across the entire width of the span. The railroad ties have areas of heavy to severe rot, decay, insect infestation and there are numerous railroad ties that have extensive fire damage. Approximately 50% of the railroad ties for the entire bridge are severely deteriorated. The timber safety walks have heavy deterioration throughout Span 10 with fire damage at the north end. Numerous timber deck ties exhibit fire damage and deterioration (Photos 7 and 13 to 17). SPAN 7 (Bascule Span): There are numerous anchor plates, ties and approximately 15' to 20' long sections of rail at the top of the span that are loose and hanging (Photo 15). There are a few steel rail sections that are being held by one (1) bolt resting against the tie. In panel 6, there was a loose rail section that was secured with a lanyard. Numerous areas of timber debris were removed during the damage inspection, please see 'Post Fire Damage Inspection' (Photo 17).

1140	Decay/Section Loss	3	11,750.00	sq.ft	0.00	5,330.00	2,675.00	3,745.00
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The railroad ties have areas of heavy to severe rot, decay, insect infestation and there are numerous railroad ties that have fire damage from vandalism. Approximately 50% of the railroad ties for the entire bridge are severely deteriorated (Photos 7 and 13 to 17).

TIE DETERIORATION (Photos 13 thru 17):

- Span 1 – 30 of 56 (54%);
- Span 2 – 29 of 64, with 2 missing (45%);
- Span 3 – 35 of 63, with 11 missing (56%);
- Span 4 – 44 of 64, with 4 missing (69%);
- Span 5 – 48 of 64, with 6 missing (75%);
- Span 6 – 16 of 47 (34%);
- Span 7 – Majority are deteriorated;
- Span 8 – 37 of 84, with 9 missing (44%);
- Span 9 – 27 of 50 (54%);
- Span 10 – 52 of 66, with 1 missing (79%);
- Span 11 – 55 of 103 (53%);
- Span 12 – 71 of 121, with 2 missing (64%) = Total % deteriorated (57%).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
38	Re Concrete Slab	3	600.00	sq.ft	0.00	600.00	0.00	0.00

There is a reinforced concrete slab in Span 5 that is 3.25" thick that was used to support the control house for the bascule lift span. The concrete slab exhibits heavy graffiti and minor edge spalls at random locations. (Photo 18).

8368	Graffiti	3	600.00	sq.ft	0.00	0.00	600.00	0.00
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The concrete slab exhibits heavy graffiti throughout (Photo 18).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
107	Steel Opn Girder/Beam	3	3,180.00	ft	0.00	2,861.00	319.00	0.00

The top flanges of the girders have scattered areas of rivet head loss measuring up to 100% (Photos 19 & 20). There are areas of peeling paint and moderate to heavy rusting throughout the girders. The bottom flanges and lower webs of the girders typically have scattered moderate to heavy steel delamination that measures up to 6" high. There are scattered vertical stiffeners that have 100% section loss at the lower ends near the bottom flange (Photos 21-26, 29, 31- 35, and 37-47). See the attached document labeled "126001_Element 107 Steel Open Girder.pdf" for additional comments and conditions.

1000	Corrosion	3	3,180.00	ft	0.00	2,861.00	319.00	0.00
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The top flange of the girders have scattered areas of rivet head loss (up to 100%) (Photos 19 & 20). There are areas of peeling paint and moderate to heavy rusting throughout the girders. The bottom flanges and lower webs of the girders typically have scattered moderate to heavy steel delamination that measures up to 6" high. There are scattered vertical stiffeners that have 100% section loss at the lower ends near the bottom flange (Photos 21-26, 29, 31- 35, and 37-47).

See the attached document labeled "126001_Element 107 Steel Open Girder.pdf" for additional comments and conditions.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
113	Steel Stringer	3	688.00	ft	0.00	688.00	0.00	0.00

There are steel stringers in Spans 6 and 7. The stringers typically have peeling paint and light to moderate rust throughout.

1000	Corrosion	3	688.00	ft	0.00	688.00	0.00	0.00
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The stringers typically have peeling paint and light to moderate rusting throughout.

SPAN 6:

- The bottom flange of Stringer "A" at the connection to Floorbeam "B" exhibits pack rust that measures 3/8" thick.
- The connections between Stringers "B", "C" and "D" at Floorbeam "A" exhibit up to 1" thick pack rust at Floorbeam "A" (Photo 49).
- The stringers between Floorbeam "A" and Floorbeam "B" exhibit typical section loss with steel delamination along the bottom flange angles measuring up to 2' from Floorbeam "B".
- At Stringer "A", the north face of the bottom flange angle between Floorbeam "A" and Floorbeam "B" has steel delamination and section loss measuring full length x up to 2" high x 1/16" to 1/8" deep on the vertical face, and up to full width of the top of the horizontal leg. The north face of Stringer "C" between Floorbeams "A" & "B" is similar but less severe.
- There is 1/4" pack rust at the bottom angle of Stringer "A" at Floorbeam "A".
- There are random vertical stiffeners that exhibit moderate to heavy steel delamination near the base.
- Stringer "C" between Floorbeams "A" & "B" has a stiffener adjacent to Floorbeam "B" with a hole at the base measuring 3" high x full width (Photo 50).

SPAN 7:

- There are scattered areas of pack rust between the stringer flanges and connection plates.
- There is pack rust between Stringer "D" and the diagonal connection plate measuring 1.5" thick in Panel 5 (Photo 51). This is similar in Panel 6 at Floorbeam 5, but with up to 3/4" pack rust at the top flange. The bracing connection plate also has two (2) popped rivets (Photo 51).

Machinery Stringers

- At Stringer "C" there is an "L"-shaped web hole at the counterweight measuring 9" high x up to 4" long with adjacent section loss measuring down to 1/16" to 1/8" remaining x up to 1-1/2" wide (Photo 52).
- The center connection plate below Stringer "C" at the counterweight has a hole at the south side that measures 4-1/2" wide x 6" long (Photos 52 & 53).
- The south vertical stiffener below Stringer "C" has a hole at the top that measures 4" long x 4-1/2" wide (Photo 53).
- The machinery stringer bracing angles have typical pack rust between each angle measuring up to 1/2" thick.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
120	Steel Truss	3	135.00	ft	0.00	135.00	0.00	0.00



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Bridge Condition Poor

Span 7 is the moveable rolling bascule portion of the bridge and is comprised of a Warren Truss (Photos 1 & 3). The top gear drive platforms typically have rust and grease throughout. The members composing the trusses have peeling paint, light to moderate rusting, isolated areas of heavy rusting and section loss, with random areas up to 100%. There is typical pack rust between the top chord lacing angles and the web plates and connection plates. There is heavy graffiti throughout all elements associated with Span 7. See the attached document labeled 126001_Element 120 Steel Truss.pdf for additional comments and conditions.

1000	Corrosion	3	135.00	ft	0.00	135.00	0.00	0.00
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See the attached document labeled "126001_Element 120 Steel Truss.pdf" for additional comments and conditions

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
152	Steel Floor Beam	3	247.00	ft	0.00	0.00	247.00	0.00

There are three (3) steel floorbeams in Span 6, the track girder span, and seven (7) steel floor beams in Span 7, the rolling lift bascule span. The floorbeams have peeling paint, light to moderate rusting and heavy graffiti throughout.

1000	Corrosion	3	247.00	ft	0.00	0.00	247.00	0.00
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SPAN 6:

- The floorbeams exhibit moderate steel delamination along the bottom flange angles at scattered locations.

SPAN 7

- The east face of the floorbeams in Span 7 have heavy accumulation of debris and moderate to heavy steel delamination along the lower webs and bottom flanges (Photos 90-93). There are also scattered stiffeners with 100% section loss up to 10" high x 1" wide at the base (Photo 92).
- The majority of the Span 7 floorbeam east face vertical stiffeners below the stringer connection angles have heavy section loss and areas of up to 100% section loss. (Photo 93).
- The lower portion of the east face floorbeam webs have moderate to heavy section loss measuring up to full length x 16" high x 1/8" deep.
- The floorbeams also exhibit moderate to heavy steel delamination and section loss along the top of the web between the top flange and lateral bracing connection plates near the north and south trusses.
- The floorbeam top flange connections to the vertical truss members have areas of pack rust between the vertical truss members and the connection plates measuring up to 3/4" thick (Photo 94).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
162	Stl Gus Plate	3	32.00	each	0.00	32.00	0.00	0.00

There are scattered areas where the gusset plates in Span 7 have moderate rusting and minor steel delamination as well as isolated areas of distortion due to pack rust (Photos 95 and 96).

1000	Corrosion	3	32.00	each	0.00	32.00	0.00	0.00
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Inspection Date 07/09/2021

Bridge Condition **Poor**

SPAN 7:

- There is 100% section loss measuring 8" long x 8" wide to the lower horizontal connection plate south of the center support under the motor house.
- The bottom chord gusset plates have section loss along the floorbeam top flanges measuring full width of the floorbeam top flange x up to 1" high x up to 1/4" deep (Photos 95 and 96). The gusset plates are nominally 1/2" thick.
- The North Truss gusset plates at Panel Point U1 exhibit heavy steel delamination with section loss measuring up to full width x 6" wide x 1/8" thick remaining within the bottom chord.
- Random gusset plates have up to 1.5" thick pack rust at the top of both sides and the edges of the gusset plates at both sides are reduced to 3/16" thick.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
202	Steel Column	3	1.00	each	0.00	1.00	0.00	0.00

The north and south bascule catwalks and drive gear are supported by two (2) steel columns on each side of the bridge. The north stairway is also partially supported by the columns. The west column of the north support has a bent angle on the southwest side that measures approximately 15" long x up to 1-3/4" bent out-of-plane located adjacent to the track Girder "A" top flange (Photo 97). The northwest and southwest columns along the base at the anchor bolt stiffeners have full width x up to 3-1/2" high areas of steel delamination with 1/8" deep section loss (Photo 98).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
213	Masonry Pier Wall	3	450.00	ft	0.00	70.00	370.00	10.00

Above Water Inspection Notes: The stone masonry pier walls exhibit areas of missing mortar, voids, misaligned stones, cracked stones and areas of rust/efflorescence noted at random locations (Photos 99 and 100). The east face of Pier 11 at the bridge seat has a broken capstone at Girder "C" in Span 11 that measures 22" high x 44" wide x 20" deep (Photo 101). **Underwater Inspection Notes Dated 07/11/2019:** The stone masonry pier stems have deteriorated / missing mortar, random cracked stones, and spalled stones up to 3" deep. The stone blocks have settled at the pier noses (a majority of the settlement occurring at the upstream (north) pier nose) with some displaced stones. See the Underwater Inspection Report dated 7/11/2019 for additional information regarding the subsurface inspection of Bridge No. 126001 and as described below.

1610	Mortar Breakdown (Masonry)	3	302.00	ft	0.00	0.00	302.00	0.00
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The stone masonry pier walls exhibit areas of missing mortar, voids, misaligned stones, cracked stones and areas of rust/efflorescence noted at random locations (Photos 99 and 100).

Underwater Inspection Notes dated 07/11/2019:

The stone masonry pier stems have 100% deteriorated / missing mortar with penetrations up to 1.8' (6" average) between stones extending from the high water mark down to the channel bottom. This mortar deterioration has resulted in some settlement and displacement of the stone blocks at the pier noses.

At the southeast corner of the Pier #2 stem there is a void 15" long (east face) x 18" wide (south face) x 4" high x 12" deep between the stone masonry stem and the concrete apron along the channel bottom.

1620	Split/Spall (Masonry)	3	15.00	ft	0.00	15.00	0.00	0.00
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RIDOT Bridge Inspection Report

126001
Crook Point Bascule Bridge

Inspected By **AI ENGINEERS**
Inspector: **CHRISTOPHER KOLASA**
Inspection Date **07/09/2021**

Bridge Condition Poor

The stone masonry pier stems have random cracked stones up to 1/8" wide and spalled stones up to 3" deep. At Pier #6, there is a spalled stone 3' long x 22" high x 7" deep on the east face of the pier in the 8th course from the cap. At Pier #9, there are cracks up to 1/2" wide. At the northeast corner of Pier #11, the stone blocks in the 5th course from the cap have spalls up to 3' wide x 2' high x 6" deep (Photo 101).

Underwater Inspection Notes dated 07/11/2019:

The stone masonry pier stems have random cracked stones up to 1/8" wide and spalled stones up to 3" deep. At Pier #6, there is a spalled stone 3' long x 22" high x 7" deep on the east face of the pier in the 8th course from the cap. At Pier #9, there are cracks up to 1/2" wide. At the northeast corner of Pier #11, the stone blocks in the 5th course from the cap have spalls up to 3' wide x 2' high x 6" deep.

1640	Masonry Displacement	3	16.00	ft	0.00	2.00	10.00	4.00
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Pier #2: A cap stone at the south end of the pier has been displaced and is resting on the channel bottom. At the north nose in the 7th course from the cap there is a stone shifted 3" to the west.

Pier #4: At the northeast corner of the pier along the 5th and 6th courses from the cap, the stone blocks are broken, loose, and laterally misaligned up to 2" (Photo 99).

Pier #8: At the northwest corner of the pier, the stone block in the 8th course from the cap is shifted 4" to the west.

Pier #10: At the upstream (north) pier nose, the stone block in the 8th course from the cap is shifted up to 5" to the west. At the 9th course from the cap, there is a 4' long x 2' high x 2' wide missing stone block at the northwest corner and the adjacent stone is shifted 1' to the south (Photo 100). The concrete core beyond the stone blocks exhibits spalling up to 3" deep.

Pier #11: At the northwest corner of the pier, two (2) stone blocks in the 7th course from the cap are shifted 4" to the west (Photo 101).

Also see Underwater Inspection Notes Dated 07/11/2019.

4000	Settlement	3	82.00	ft	0.00	30.00	46.00	6.00
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Underwater Inspection Notes dated 07/11/2019:

The stone blocks have settled between 1" and 3" vertically (due to missing mortar) from the high water mark down to the channel bottom at the pier noses with a majority of the settlement occurring at the upstream (north) pier nose.

6000	Scour	3	35.00	ft	0.00	23.00	12.00	0.00
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Bridge Condition Poor

Underwater Inspection Notes 07/11/2019:

Based on visual observation and soundings performed during this inspection, channel bottom elevations are generally uniform with no apparent scour observed around the perimeter of the piers. Compared to the 2015 soundings there are several areas of apparent aggradation and degradation along the piers, however, the greatest changes occur in areas with large stones or timber debris which could affect sounding measurements.

There are several areas of scour adjacent to the piers noted as follows:

Pier #3: The previously noted 10' diameter x 3' deep scour depression at the upstream (north) end of the pier was not found during this inspection. The previously noted exposed timber cribbing at the upstream (north) nose of the pier was not found during this inspection.

Pier #4: The previously noted 6' diameter x 2' deep scour depression at the upstream (north) end of the pier was not found during this inspection. The previously noted exposed timber cribbing at the upstream (north) nose of the pier was not found during this inspection.

Pier #5: There is aggradation up to 5' at the upstream (north) pier nose. The previously noted 2' deep localized area of scour at the downstream (south) pier nose was not found during this inspection.

Pier # 6: There is a 5' deep localized area of scour at the downstream (south) pier nose that is filled with timber debris.

Pier #7: The previously noted 3' deep scour depression at the upstream (north) end of the pier was not found during this inspection due to the timber debris.

Pier #8: At the upstream (north) nose of the pier, there is timber formwork full pier width x 4' wide extending 5' long x 3' wide on the west side and 14' long x 18" wide on the east side along the channel bottom. There is exposed timber formwork along the channel bottom at the southeast corner 5' long x 18" wide. There are two 6" high timber steps exposed which do not appear to extend beneath the pier stem.

8368	Graffiti	3	1,000.00	ft	0.00	0.00	1,000.00	0.00
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There is moderate to heavy graffiti at random locations (Photo 101).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
216	Timber Abutment	3	40.00	ft	0.00	0.00	0.00	40.00

EAST ABUTMENT #3: The timber pile abutment along the southeast spur of the rail supports Girders "C" to "J" at the east end of the bridge and has heavy rot and fire damage throughout (Photos 102 and 103).

7000	Damage	3	40.00	ft	0.00	0.00	0.00	40.00
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The timber pile abutment has heavy rot and fire damage throughout (Photos 102 and 103).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
217	Masonry Abutment	3	65.00	ft	64.00	1.00	0.00	0.00

WEST ABUTMENT #1: There is heavy accumulation of debris and vegetation growth on the bridge seat and heavy graffiti throughout the breastwall (Photos 104 and 105). **EAST ABUTMENT #2 (NORTH SECTION):** There is heavy graffiti on the breastwall (Photos 106).

8368	Graffiti	3	200.00	ft	0.00	0.00	0.00	200.00
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There is heavy graffiti up to 100% of total area on both abutments.



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Bridge Condition **Poor**

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
311	Moveable Bearing	3	57.00	each	0.00	54.00	3.00	0.00

The majority of the bearings are covered with debris and steel delamination (Photo 107). There are several locations of missing anchor bolts throughout.

1020	Connection	3	3.00	each	0.00	0.00	3.00	0.00
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SPAN 1:

- The south face of Girder "C" at Pier 1 has a broken anchor bolt with heavy steel delamination build up.

PIER 10:

- There are no anchor bolts at the south face of Girder "A" and the north face of Girder "B".

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
313	Fixed Bearing	3	57.00	each	0.00	36.00	21.00	0.00

The majority of the bearings are covered with debris and steel delamination (Photo 107). Scattered anchor bolts and anchor bolt nuts are missing and have heavy section loss throughout (Photos 109 thru 111).

1000	Corrosion	3	36.00	each	0.00	36.00	0.00	0.00
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The majority of the bearings are covered with debris and steel delamination.

SPAN 5:

There is heavy section loss and steel delamination to the shim plates of the fixed bearings of Span 5 (Photo 108).

1020	Connection	3	21.00	each	0.00	0.00	21.00	0.00
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SPAN 1:

- At Pier 1 Girder "D", there are two (2) missing anchor bolts.

SPAN 2:

- At Pier 2 Girder "D", there are four (4) missing anchor bolts.
- At Pier 2, the north face of Girder "B" has 75% section loss to the anchor bolt.

SPAN 3:

- At Pier 3, there are four (4) missing anchor bolts with two (2) missing at Girder "C" and two (2) missing at Girder "D".

SPAN 4:

- At Pier 4, the north face of Girder "B" anchor bolt is bent to the south.
- At Pier 4, the north face of Girder "C" anchor bolt is broken (Photo 107).

SPAN 5:

- There is heavy section loss and steel delamination to the shim plates of the fixed bearings of Span 5 (photo 108).

SPAN 8:

- At Pier 7, the south face Girder "C" anchor bolt is missing (Photo 109).

PIER 11:

- All girders are missing anchor bolt nuts for both spans and there is steel delamination to shim plates (Photos 110 and 111).

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

332	Timb Bridge Railing	3	790.00	ft	0.00	0.00	0.00	790.00
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The timber hand railing and timber access walk is severely deteriorated throughout the south side of the tracks for Spans 1 to 5, the north side of the bridge in Spans 8 to 12, and along the north side of the southeast spur track. The majority of the rails and posts are missing and there are loose posts and members throughout (Photo 16).

1140	Decay/Section Loss	3	790.00	ft	0.00	0.00	0.00	790.00
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The timber hand railing and timber access walk is severely deteriorated throughout. The majority of the rails and posts are missing and there are loose posts and members throughout (Photo 16).

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	570.00	ft	0.00	514.00	56.00	0.00

The top flanges of the girders have scattered areas of rivet head loss up to 100% (Photo 20). There are areas of peeling paint and moderate to heavy rusting throughout the girders. The bottom flanges and lower webs of the girders typically have scattered moderate to heavy steel delamination that measures up to 6" high. There are scattered vertical stiffeners that have 100% section loss at the lower ends near the bottom flange (Photos 29, 32 & 44). See the attached document labeled "126001_Element 107 Steel Open Girder.pdf" for additional comments and conditions.

1000	Corrosion	3	570.00	ft	0.00	514.00	56.00	0.00
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The top flange of the girders have scattered areas of rivet head loss measuring up to 100% (Photo 20). There are areas of peeling paint and moderate to heavy rusting throughout the girders. The bottom flanges and lower webs of the girders typically have scattered moderate to heavy steel delamination that measures up to 6" high. There are scattered vertical stiffeners that have 100% section loss at the lower ends near the bottom flange (Photos 29, 32 & 44).

See the attached document labeled "126001_Element 107 Steel Open Girder.pdf" for additional comments and conditions.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8218	Backwall, All Types	3	65.00	ft	65.00	0.00	0.00	0.00

The reinforced concrete abutment backwalls exhibit heavy graffiti at random locations (Photo 106). The timber backwall at Abutment 3 has failed due to the fire and rot damage (Photo 102 and 103). The southernmost 9' of the East Abutment #2 backwall, exhibits hairline to narrow horizontal cracks with efflorescence.

8368	Graffiti	3	200.00	ft	0.00	0.00	0.00	200.00
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Random areas exhibit heavy graffiti (Photo 106).

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8245	Stone Masonry Wingwall	3	40.00	ft	0.00	40.00	0.00	0.00

The stone masonry wingwalls have heavy graffiti (Photo 104). There is a total of six (6) cracked stones, full height x up to 1/4" wide at the northwest wingwall (Covered with Graffiti). There is also scattered moderate vegetation growth to both the northwest and southwest wingwalls near the top end (Photo 104).

8368	Graffiti	3	40.00	ft	0.00	0.00	40.00	0.00
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The stone masonry wingwalls have heavy graffiti (Photo 104).



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Bridge Condition Poor

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8370	Steel Diaphragms	3	350.00	each	0.00	328.00	22.00	0.00

There are steel cross frames between the girders that exhibit peeling paint, moderate to heavy rusting and scattered areas of pitting throughout. There are several areas where the connection plates have moderate rusting and minor steel delamination as well as isolated areas of distortion and 100% section loss.

1000	Corrosion	3	328.00	each	0.00	328.00	0.00	0.00
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Bridge Condition **Poor**

SPANS 1- 4: Random diaphragm vertical and horizontal connection plates and exhibit areas of 100% section loss with heavy accumulation of steel delamination debris (Photos 25 & 26).

SPAN 5:

Bay "A":

- At Girder "A", Diaphragm 5, the lower horizontal connection plate has two (2) holes at the west side that measure 5" long x 2" wide and 3" long x 2" wide and a hole at the east side that measures up to 6" long x 2" wide.
- The east diagonal member at the bottom of Diaphragm 5 has a 2" in diameter hole, the center horizontal member has a 2" in diameter hole, and the west lower diagonal member at Diaphragm 5 has a 5" long x full height hole.

Bay "C":

- The lower diagonal bracing between Diaphragms 3 & 4 at Diaphragm 3 along Girder "C" has a hole measuring 12" long x full height.
- The lower horizontal connection plate at Diaphragm 4 along the south face of Girder "C" has two (2) holes measuring 8" long x full width and 6" high x 3" long.
- The lower connection plates of Diaphragm 4 at the north face of Girder "D" have heavy rusting, steel delamination and a hole measuring 2" in diameter at Girder "C" (Photo 112).
- At Diaphragm 5, there is 100% section loss to the bottom horizontal leg measuring full width x full length (Photo 113) and the vertical connection plate at Girder "C" that measures 2" high x 3" wide.
- The lower connection plate of Diaphragm 5 at Girder "C" has a hole measuring full length x 8" high. The upper horizontal connection plate has a hole that measures 14" long x full width.
- The top plate of Diaphragm 5 at Girder "D" has a hole at the east side measuring up to full length x up to full width and is paper thin on the west side (Photo 114).

SPAN 8:

- The bottom bracing at Pier 7 along Girder "A" in Bay "A" has a hole at the lower diagonal bracing measuring 2" long x 1" high.

SPAN 9:

Bay "A":

- The lower horizontal member at Diaphragm 9 along the north face of Girder "B" has a 3" long x 2" wide hole and heavy rivet head loss at the connection plate (Photo 115).
- There is a missing lower vertical connection plate of Diaphragm 3 at the south face of Girder "A".
- At the south face of Girder "A", Diaphragm 10, the lower diagonal connection plate has two (2) holes with adjacent section loss measuring up to 3" long by 1" wide.

Bay "C":

- The lower horizontal angles in Bay "C" typically exhibit 1/8" deep section loss.

SPAN 10:

Bay "D"

- At Diaphragm 4 along the south face of Girder "D", there is a hole measuring 1" wide x 1/2" long at the horizontal member (Photo 116).

SPAN 11:

Bay "C":

- At the north face of Girder "D", Diaphragm 1, there is 100% section loss of the connection plate around the diagonal diaphragm member measuring full length x full width (Photo 44).
- At Diaphragm 7 along the north face of Girder "D", there is a hole in the web stiffener plate measuring 4" high x 2" wide and to the horizontal connection plate measuring 3" wide x 2" long.
- At Diaphragm 7, the bottom horizontal connection plate on the east side has a hole 1" wide x 2" long.

Bay "D":

- The lower horizontal connection plate at Diaphragm 5 along the south face of Girder "D"



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Bridge Condition Poor

has a hole measuring 1" in diameter (Photo 42).

SPAN 12:
Bay "A":

- At Diaphragm 10 along Girder "A", there is a hole at the lower horizontal connection plate measuring full length x full width (Photo 117).

Bays "C to I":

- The lower lateral connection plates typically have pack rust up to 1/2" thick and scattered edge loss up to 2" wide.
- The adjacent bottom flanges also exhibit isolated edge loss up to 1/4" deep.

Bay "G":

- At Diaphragms 5 and 6 along the south face of Girder "G", the west stiffener is bent slightly to the east at the base.
- Diaphragms 11, 12, and 13 have several holes at the base. This is similar in Bay "I" at Diaphragms 12 and 13.

1900	Distortion	3	22.00	each	0.00	0.00	22.00	0.00
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SPAN 2:
Bay "C":

- The cross member between Diaphragms 10 & 11 is distorted.

SPAN 3:
Bay "C":

- The top cross member between Diaphragms 1 & 2 is distorted.
- The lower horizontal member and vertical connection plate at Diaphragm 3 is distorted.
- The top connection plate along the south face of Girder "C" at Diaphragm 2 is distorted.

SPAN 4:
Bay "A":

- The majority of the top bracing members in Bay "A" is bowed downward.

Bay "C":

- The diagonal cross bracing member at Diaphragm 11 is bent downward.
- At the top of Diaphragm 10, the connection plate and bracings members are distorted
- The diagonal member at Diaphragm 11 and top connection plate at Diaphragm 2 are distorted and bent west for Diaphragm 11.

SPAN 5:
Bay "A":

- The top brace member between Diaphragms 2 and 3 is bowed down 1/2".
- The top brace of Diaphragm 12 is bent to the west.

ELEM	ELEMENT NAME	ENV	QUANTITY	UNITS	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
8374	Loose or Missing Bolts	3	13.00	each	0.00	13.00	0.00	0.00

There are scattered areas of loose and missing bolts and rivets throughout the bridge. SPAN 2: At Diaphragm 2 of Girder "A" on the east side, there is one (1) popped rivet and one (1) rivet with 100% section loss. The adjacent rivets have 50% section loss. SPAN 6: The base of the northwest column has one (1) of four (4) popped rivets at the north flange. The top flange of Floorbeam "C" has ten (10) scattered popped rivets along the top face. SPAN 7: The top of the counterweight at the south side of the north extension has two (2) popped rivets above the crack in the plate (Photo 73). The top face of the counterweight along the west edge approximately 5.0' from the south extension has three (3) popped rivets on the top face and one (1) popped rivet on the west face (Photo 80). Member U3 (North Truss) – U4 (South Truss) at center – The member has one (1) popped rivet due to pack rust (Photo 68). Panel Point U4 (North Truss) – The top lateral brace connection to the North Truss on the east side has 1 of 6 popped rivets and 5/8" thick pack rust. Panel Point U5 (North Truss) – The U5 (North Truss) – U6 (South Truss) lateral brace top connection has 1 of 5 popped rivets (Photo 69). Panel 5, Stringer "D", at Floorbeam 4 there are two (2) popped rivets at the top flange bracing connection plate. Panel 6, Stringer "D" at Floorbeam "F" has three (3) popped rivets at the Northeast corner diagonal connection plate. Panel 7, Stringer "D" near Floorbeam 7 has a popped rivet at the second from the west along the north side.



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126001
Crook Point Bascule Bridge

Inspected By **AI ENGINEERS**
Inspector: **CHRISTOPHER KOLASA**
Inspection Date **07/09/2021**

Bridge Condition Poor

<p>Equipment</p> <ul style="list-style-type: none"> Aerial Lift <input type="checkbox"/> Boat <input checked="" type="checkbox"/> Underbridgeinspel <input type="checkbox"/> Scaffolding <input type="checkbox"/> BoesemansChair <input type="checkbox"/> Waders <input type="checkbox"/> Rail Mount Elliot <input type="checkbox"/> Crash Truck <input type="checkbox"/> Air Monitor <input type="checkbox"/> Ladder <input type="checkbox"/> Bucket Truck <input type="checkbox"/> Rigging <input checked="" type="checkbox"/> Floats <input type="checkbox"/> Climbing <input checked="" type="checkbox"/> Rail Mount Bucket Truck <input type="checkbox"/> Light Tower <input type="checkbox"/> 	<p>Poison Ivy <input type="checkbox"/></p> <p>Heavy Vegetation <input type="checkbox"/></p> <p>Hurricane Evac Route ? <input type="checkbox"/></p>	<p>Speed Limit</p> <p>Prep Time</p> <p>Crew Slize 1</p> <p>Under Insp Vehicle Time</p> <p>Traffic Control Time</p> <p>Mile Post</p> <p>Crew Days 4</p> <p>Time Report Time</p> <p>Bucket Truck Time</p>	
<p>Cones No</p> <p>Traffic Setup Req No</p> <p>Police Req No</p> <p>Night Insp Req No</p> <p>Signs NA</p>		<p style="text-align: center;">Site Access Notes</p> <p>Access to the bridge can be found along the east and west embankments. Gano Park off Power Street is located on the west side of the Seekonk River and inspection vehicles can be parked in the parking lot, adjacent to the baseball field. There is an opening in a pedestrian walkway where the fence has been broken to allow access to the bridge on the west approach.</p>	
<p>Avg Curb Reveal North/East</p> <p>Avg Curb Reveal South/West</p> <p>Posted Weight Limit</p> <p>Posting Sign ? <input type="checkbox"/></p> <p>Post Signs Legible -1</p> <p>Post Sign Rec -1</p> <p>Adv Min Vert Clear Sign -1</p> <p>Min Ver tClear Signs Leg -1</p> <p>Min Vert Clear Post Vales</p> <p>Min Vert Clear Sign Rec -1</p> <p>Old Rating and Postings</p> <p>RR Mile Post</p> <p>US DOT/AAR No.</p>		<p>Telephone <input type="checkbox"/></p> <p>Sewer <input type="checkbox"/></p> <p>Cable <input type="checkbox"/></p> <p>Oil <input type="checkbox"/></p> <p>Fire Alarm <input type="checkbox"/></p> <p>OH Lines Present <input type="checkbox"/></p> <p>Water <input type="checkbox"/></p> <p>Gas <input type="checkbox"/></p> <p>Electric <input type="checkbox"/></p> <p>Fiber Optic <input type="checkbox"/></p>	



RIDOT Bridge Inspection Report

126001

Crook Point Bascule Bridge

Inspected By AI ENGINEERS

Inspector: CHRISTOPHER KOLASA

Inspection Date 07/09/2021

Bridge Condition **Poor**

4/24/2023

Bat and Bird Observations

Bats:

BATS OBSERVED

BATS VISUAL

BAT DROPPINGS

BAT STAINING

BAT SOUNDS

BAT PHOTOS

BATS NOTES

Birds

BIRDS OBSERVED

BIRD PHOTOS

BIRDS SPECIES IDENTIFIED

BIRD NOTES