

BRIDGE INSPECTION REPORT

3002438

Structure File Number

BRIDGE NUMBER

GUE 00077 0111 R

YEAR BUILT

1968

DIST 05

Bridge Type 112

TYPE SERVICE

1 5

I-77 OVER SENECA FORK CK

DECK	out/out 42.3 Deck Area 4,736 sqft		A SUPERPLASTICIZED DENSE CONCRETE (SDC) OV	
1. FLOOR	1 REINF CONCRT (PRESTRSD, PRECAST) Left N NONE / Right N NONE	1	2. WEARING SURFACE	Thk 2.5 Wear Date 9/1/2010 1
3. CURBS, SIDEWALKS AND WALKWAYS			4. MEDIAN	Lanes on 2
5. RAILING	C 32" DEFLECTOR-TYPE PARAPET (NJ)	1	6. DRAINAGE	3 SCUPPERS & DWNSPTS 1
7. EXPANSION JOINTS	N NONE		8. SUMMARY	7
SUPERSTRUCTURE				
9. ALIGNMENT	Max Spans 43	1	10. BEAMS/GIRDERS/SLAB	3 SLAB 1
11. DIAPHRAGMS or CROSSFRAMES			12. JOISTS/STRINGERS	
13. FLOOR BEAMS			14. FLOOR BEAM CONNECTIONS	
15. VERTICALS			16. DIAGONALS	
17. END POSTS			18. UPPER CHORD	
19. LOWER CHORD			20. GUSSET PLATES	
21. LATERAL BRACING			22. SWAY BRACING	
23. PORTALS			24. BEARING DEVICES	N NONE
25. ARCH			26. ARCH COLUMNS or HANGERS	
27. SPANDREL WALLS			28. PROTECTIVE COATING SYSTEM	
29. PINS/HANGERS/HINGES			30. FATIGUE PRONE DETAIL (E, E')	
31. LIVE LOAD RESPONSE (E OR S)		S	32. SUMMARY	7
SUBSTRUCTURE				
33. ABUTMENTS	6 STUB-CAPPED PILE (SINGLE ROW PILES)	2	34. ABUTMENT SEATS	6 STUB-CAPPED PILE (SINGLE ROW PILES) Abutment: ON PILING
35. PIERS		1	36. PIER SEATS	8 CAPPED PILE Piers: ON PILING
37. BACKWALLS			38. WINGWALLS	1
39. FENDERS and DOLPHINS	Piers = 02 NN NN Spans = 3		40. SCOUR (INSP TYPE - 1,2,3)	1 1
41. SLOPE PROTECTION	N NONE-NATURAL PROTECTION(GRA)		42. SUMMARY	Dive Date 12/30/1899 6
CULVERTS				
43. GENERAL	N NONE/NOT APPLICABLE		44. ALIGNMENT	
45. SHAPE			46. SEAMS	
47. HEADWALLS or ENDWALLS	Culvert Length 0		48. SCOUR (INSP TYPE - 1,2,3)	
49. ABUTMENT			50. SUMMARY	
CHANNEL				
51. ALIGNMENT		1	52. PROTECTION	2 STONE 1
53. HYDRAULIC OPENING	8 SLIGHT CHANCE OVERTOPPING	1	54. SUMMARY	7
APPROACHES				
55. PAVEMENT	2 BITUMINOUS	1	56. APPROACH SLABS	1
57. GUARDRAIL	1 STEEL BEAM	1	58. RELIEF JOINTS	
59. EMBANKMENT		1	60. SUMMARY	Percent Legal = 150 7
GENERAL				
61. NAVIGATION LIGHTS			62. WARNING SIGNS	Maint Resp 1 OHIO TRAN DEPT 1
63. SIGN SUPPORTS	Signs on = N MVC on = 9999.9 Under C = 0		64. UTILITIES	
65. VERTICAL CLEARANCE	Under NC = 0	N	66. GENERAL APPRAISAL & OPERATIONAL STATUS	6 A

67. INSPECTED BY

68. REVIEWED BY

SIGNED

PE Number

AA

INITIALS

SIGNED

PE Number INITIALS

DATE 8/7/2013

0 1 1 1 N N N N
SURVEY

DATE

DECK

1 = LONGITUDINAL CRACKS IN ALL THREE SPANS WITH SOME CRACKS THAT ARE LEACHING IN SPANS 1 AND 3. DARK ALONG THE FORWARD ABUTMENT IN SPAN 3. DIAGONAL LEACHING CRACKS AT THE LEFT AND RIGHT FORWARD CORNERS. LEACHING CRACKS ALONG THE LEFT DECK EDGE FACE AND BOTTOM LEFT EDGE, MOSTLY IN SPANS 1 AND 2.

2 = NEW CONCRETE OVERLAY PLACED IN 2010 WITH MINOR LONGITUDINAL CRACKS ALONG THE BRIDGE ENDS. THE SURFACE IS SMOOTH.

5 = VERTICAL LEACHING CRACKS LEFT AND RIGHT WITH MINOR HORIZONTAL CRACKS FORMING 4" DOWN FROM THE TOP OF THE RIGHT RAIL.

6 = SOME DIRT AND DEBRIS LAYING ALONG THE DECK EDGES.

SUPERSTRUCTURE

10 = See item #1 Floor.

28 = the pier piles were painted in 2000+/-, the paint is in good condition(7).

SUBSTRUCTURE

33 = The rear abutment was repaired in 2010 and is in good condition. The forward abutment is leaching and chipping along the horizontal slab construction joint and has leaching horizontal cracking and is unsound 1' below the joint for 65% of the length of the abutment. Typical deterioration at the ends of the abutments under the deck edges.

35 = The bottom of 7 out of the 8 jackets on pier 1 are exposed and the piles are visible and rusting.

40 = There is no scour at the bridge. Streambed elevations measured 8-7-2012 from the tops of the bridge rails at the center of the stream:

Right = 25'-8"

Left = 26'-6"

CHANNEL

51 = THE STREAM ENTERS THE RIGHT SIDE OF SPAN 2 AT A SLIGHT ANGLE FROM RIGHT FORWARD WITH THE NORMAL LOW FLOWS RUNNING MORE ALONG PIER 1.

APPROACHES

55 = REFLECTIVE CRACKING OF THE ASPHALT PAVEMENT WITH A PATCH LEFT FORWARD. THE SURFACE IS MOSTLY SMOOTH. SOME OF THE CRACKS HAVE BEEN SEALED WITH TAR.

56 = LONGITUDINAL CRACKS AND CHIPPING ALONG THE TRANSVERSE ENDS OF THE SLABS. THE REAR COMPRESSION SEAL IS GONE. THERE IS A 1'X1.5' SPALL IN CENTER OF THE FORWARD SLAB.

57 = MINOR PANEL DAMAGE RIGHT REAR AND RIGHT FORWARD. NEW RAIL WAS PLACED THIS PAST SPRING AT THE LEFT REAR END.

GENERAL

62 = THERE ARE OM-H3 BRIDGE END MARKERS AT THE REAR BRIDGE CORNERS AND THERE ARE IN GOOD CONDITION.

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PHOTOS TAKEN DURING THE INSPECTION.

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INSPECTED BY ALBERT ABEL, BRIDGE SPECIALIST II,
OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 5, JACKSONTOWN