

STATE OF OHIO DEPARTMENT OF TRANSPORTATION
BRIDGE INSPECTION REPORT

BR-86 REV 02-95

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1 Structure File Number 7

Bridge Number **GUE 00070 1656 L** WILLS TWP
CO ROUTE UNIT

Date Built 07/01/1965

District **05** Bridge Type **STEEL/BEAM/CONTINUOUS**Type Service **1 11 I-70 OVER US 40 & SR 285****GUE**

DECK		Out/Out 44.3	2	THCK = 2.5		2
1. Floor	1-REINF CONCRT (PRESTRSD	8		2. Wearing Surface	A-SUPERPLASTICIZED DENSE	41
	N-NONE			W.S. Date = 01/01/1990		
3. Curbs, Sidewalks, Walkways	N-NONE	9	2	4. Median		42
5. Railing	1-REINFORCED CONCRETE PA	10	1	6. Drainage	3-SCUPPERS & DWNSPTS	43
7. Expansion Joints	8-ELASTOMERIC STRIP SEAL	11	2	8. Summary		44
SUPERSTRUCTURE		MAX.SPAN=50				
9. Alignment		12	1	10. Beams/Girders/Slab	1-ROLLED STEEL	45
	TOT.LGTH=133					
11. Diaphragms or Crossframes		13	1	12. Joists/Stringers		46
13. Floor Beams		14		14. Floor Beam Connections		47
15. Verticals		15		16. Diagonals		48
17. End Posts		16		18. Top Chord		49
19. Lower Chord		17		20. Lower Lateral Bracing		50
21. Top Lateral Bracing		18		22. Sway Bracing		51
23. Portals		19		3-SLIDING (BRONZE)		
25. Arch		20		24. Bearing Devices	N-NONE	52
27. Spandrel Walls		21		26. Arch Columns or Hangers		53
29. Pins/Hangers/Hinges		22		TYPE = 1-RED LEAD		
31. Live Load Response		23	S	28. Protective Coating System	DATE = 01/01/1980	54
				30. Fatigue Prone Connections		55
				32. Summary		56
SUBSTRUCTURE		2-CONCRETE		PIERS=2	SPANS = 3	
33. Abutments	2-CONCRETE	24	2	34. Abutment Seats		57
35. Piers	TYPE = 2-CONCRETE	25	2	36. Pier Seats		58
37. Backwalls		26	2	ABUTMENT:=SPREAD / SPREAD		59
39. Fenders and Dolphins		27		40. Scour	N-BRIDGE NOT OVER WATERW	60
41. Slope Protection	2-STONE (NO.1 AGGREGATE)	28	1	42. Summary		62
				DIVE DT=N/A		
CULVERTS						
43. General		29		44. Alignment		63
45. Shape		30		46. Seams		64
47. Headwalls or Endwalls		31		48. Scour		65
49.		32		50. Summary		66
CHANNEL				X-N/A		
51. Alignment		33		52. Protection		67
53. Waterway Adequacy		34		54. Summary		68
APPROACHES						
55. Pavement	2-BITUMINOUS	35	1	56. Approach Slabs		69
57. Guardrail	1-STEEL BEAM	36	1	58. Relief Joints		70
59. Embankment	BRDG.WIDTH=41.0	37	1	60. Summary		71
				PCT.LEGAL=150		
GENERAL				ROUTINE.RESP: 1-OHIO TRAN DEPT		
61. Navigation Lights	MVC ON=9999 UND=0000	38		62. Warning Signs	MAINT.RESP: 1-OHIO TRAN DEPT	72
63. Sign Supports		39	1	64. Utilities		73
65. Vertical Clearance		40	1	66. General Appraisal & Operational Status		74

67. INSPECTED BY

68. REVIEWED BY

SIGNED _____
76 PEA A
78 INITIALSSIGNED _____
81 PE5 8 4 4 0
C Z
83 INITIALS

DOT 2852

DECK AREA 5,888

Date 0 3 0 7 1 2
86 910 0 1 1 N N N N
92 69 Survey 99Date 0 5 0 1 1 2
100 105

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Type Service **1 1 1**

I-70 OVER US 40 & SR 285

Deck	1 = Transverse leaching cracks with some dark spots in all
Deck	three spans. Dark wet areas in spans 1 and 3. The faces of
Deck	the deck edges are leaching and have some spalling but there
Deck	is no loose concrete over the traffic lanes. The left deck
Deck	corners are spalled off forward and rear. Span two is mostly
Deck	covered with a dark soot and it is hard to see the condition
Deck	of the deck. An estimated 10% of the deck is saturated.
Deck	2 = Cracks over most of the surface of the deck. Large
Deck	concrete patch in span one. Large spalls forming left and
Deck	right in span 3, some of which have been patched with
Deck	asphalt. There is a smaller spall forming in span
Deck	three near the bridge end.
Deck	5 = Typical vertical leaching cracks left and right. Some
Deck	horizontal leaching cracks and saturation near the bottom on
Deck	the left rail in span 2.
Deck	6 = Dirt and debris build up laying along the shoulders with
Deck	grass growing from it, more left then right.
Deck	7 = The joints are full of dirt and debris. The armor is
Deck	rusty and causing the concrete along the joints to chip.
Deck	Joint openings measured at 55 degrees:
Deck	Rear = 1.25"
Deck	Forward = 1.375"
Superstructure	9 = The damage to beam 1 has been repaired. It was
Superstructure	straightened and a small section was replaced. Clearance
Superstructure	measured 10-13-2011 at 60 degrees from the backwalls to the
Superstructure	ends of the bottom beam flanges:
Superstructure	Rear = 1.75" to 3.25"
Superstructure	Forward = 1.5" to 2.375"
Superstructure	10 = The damage to beam 1 has been repaired. It was
Superstructure	straightened and a small section was replaced. The rear end
Superstructure	of beam 1 under an area of saturated deck is very rusty and
Superstructure	is losing section. Some rust and flaking on the exterior
Superstructure	faces of beams 1 and 6 for the full length of the bridge.
Superstructure	There are many scrapes on the bottom flanges of all of the
Superstructure	beams in span 2. Beam 1 has been heat straightened in the
Superstructure	past and has nicks and dings in the bottom flange.
Superstructure	11 = Minor scrapes in span two. The damaged crossframe in
Superstructure	span 2 bay 1 has been replaced.
Superstructure	24 = Flaking rust, pitting and pack rust on the end
Superstructure	bearings forward and rear, with the worst conditions being
Superstructure	on bearings 1 and 6. Forward end bearings 2, 3 and 5 are
Superstructure	floating slightly, only 3 and 5 were noted as floating last
Superstructure	year. Rear end bearing 3 was noted to be floating last year
Superstructure	but it is not floating today.
Superstructure	28 = Heavy rust on beam 1 in span one near the rear
Superstructure	abutment. The paint is 20% failed overall. New paint on the
Superstructure	repaired are of beam 1 in span 2.
Superstructure	30 = The welded moment plates and welded beam splices over
Superstructure	the piers are in good condition. The welded repair of beam 1
Superstructure	in span 2 is in good condition.
Substructure	33 and 34 = Vertical cracks and leaching. Spalls and
Substructure	delamination left rear, right rear and left forward. There
Substructure	is some dirt and debris laying on the tops of the seats. The
Substructure	abutments are mostly buried.
Substructure	35 = There is a 1' diameter spall on column 2 of pier 1 at
Substructure	the ground. Pier 2 column 3 has a large 10 sq.ft. spalling
Substructure	and delaminated area at the ground.
Substructure	37 = Typical cracks and leaching. The tops are chipping and
Substructure	spalling along the expansion joints with the worst areas
Substructure	of deterioration along the forward expansion joint.
Substructure	38 = Some minor deterioration along the horizontal
Substructure	construction joints left rear and right forward.
Approaches	55 = Typical cracking of the asphalt pavement. The surface

Approaches	is still mostly smooth.
Approaches	56 = The approach slabs have been paved over with asphalt.
Approaches	The asphalt is cracking along the transverse slab ends and
Approaches	is breaking up and rough at the bridge ends causing bumps,
Approaches	more forward then rear.
Approaches	57 = Minor panel damage left rear.
General	62 = There are OM-H3 bridge end markers at the forward
General	bridge end and they are in good condition. Vertical
General	clearance sign W12-2 attached to the left rail of the WB
General	bridge and to the right rail of the EB bridge. There are
General	W12-2P's in place north and south of the bridges and they
General	are in good condition.
General	-
General	65- Vertical Clearance measured 10-13-2011: Posted at 14'3".
General	
General	\ Ÿ Ÿ Ÿ /
General	\ 14'8" 14'5" 14'9" /
General	\ Ÿ _____ Ÿ _____ Ÿ /
General	SB NB
General	SR 285
General	-
General	Photos taken during the inspection.
General	-
General	Inspected by Albert Abel, Bridge Specialist II,
General	Ohio Department of Transportation, District 5, Jacksontown.
General	March 7, 2012
