

OHIO DEPARTMENT OF TRANSPORTATION

BRIDGE INSPECTION REPORT

1	8	0	1	5	0	3	CUY	00010	1613	YEAR BUILT	1932	
STRUCTURE FILE NUMBER							CO	ROUTE	UNIT			
DIST	12	BRIDGE TYPE		343	TYPE OF SERVICE		5 7	CUY RIVER VALLEY & F I RR				

Deck

- The east cellular unit exhibits one 10' diameter spalled area exhibiting 7 consecutive transverse bars with 100% section loss, as well as spalls with exposed rebar exhibiting minor section loss over 10% of the deck area. The main truss spans deck soffit exhibits spalls with exposed rebar in isolated locations over up to 5% of total deck area, and transverse cracking at 10' spacings with efflorescence. The utility deck underside exhibits widespread spalling due to 1" to 2" thick concrete that was poured below the underside of floorbeam top flanges, which are potential falling hazards over the streets and industrial yard below.
- Isolated expansion joints exhibit areas of torn neoprene glands.

Superstructure

- The first interior stringers of the main truss spans exhibit isolated holed through sections and minor pitting (cleaned and painted) on the web and bottom flanges.
- Moderate section loss (cleaned and painted) noted with isolated locations up to 1/4" due to previous corrosion. Pack rust between web plates and flange angles is beginning to reactivate.
- Moderate section loss with isolated advanced section loss to web up to 1/4" at gusset plate interface (cleaned and painted).
- Moderate section loss with isolated areas of advanced loss due to previous corrosion of web plates and rivet heads. Pack rust is beginning to reactivate in several locations, mainly between web plates and top flange angles.
- Typical moderate section loss up to 10% widespread throughout gusset plates with isolated areas of advanced section loss up to 50%. Isolated average section loss of 20% noted on gusset plates along lower chord members. Gusset plate CL70S exhibits a laminar split on the west free edge below the diagonal, reducing the effective gusset plate thickness to 1/4" remaining.
- Rust staining over the top coat on truss members primarily beneath leaking joints.
- Pins exhibit pack rust between web plates and gusset plates which have caused bending in chord web plates, preventing sliding pins from fully bearing on chord members. Lower chord sliding pins at panel points AL17 and BL41 appear to be frozen as a result of pack rust. Several pins exhibit advanced wear up to 1/4" along one-third of the pin diameter.
- Utility deck floorbeams exhibit cracks due to lack of radial coping at truss connections. Isolated cracks in floorbeams have not been arrested, and crack ends without arrest holes have been marked and dated to monitor propagation.

Substructure

- Large spalls with exposed rebar are typical throughout pier towers above truss bearings, with many spalls now sealed. The exterior walls of the piers exhibit hairline cracks and isolated corner spalls along outside corbels.
- Severe timber rot and collision damage have caused total failure of the fender system.

Channel

- Channel has a sharp bend just upstream of the bridge.
- West bank sheet piling is washed out 200 yards north (downstream) of the bridge.

General

- Widespread cracking with isolated spalls noted on precast concrete light poles mounted outside bridge railing. Numerous access covers for electrical boxes and hand access hatches on light poles missing. Several damaged or missing decorative lights located on piers.

For additional comments, see report in bridge file.