

BRIDGE INSPECTION REPORT

1805436
Structure File Number

BRIDGE NUMBER CUY 00176 1334

YEAR BUILT 1968

DIST 12 Bridge Type 322 TYPE SERVICE 1 0 IR-71NB (CUY-71-1791R)

DECK		out/out 54 Deck Area 57,943 sqft		2 INTEGRAL CONCRETE (MONOLITHIC)	
1. FLOOR	1 REINF CONCRT (PRESTRSD, PRECAST)	2	2. WEARING SURFACE	Thk 1.2	2
3. CURBS, SIDEWALKS AND WALKWAYS			4. MEDIAN Lanes on 3		
5. RAILING	1 REINFORCED CONCRETE PARAPET	2	6. DRAINAGE	3 SCUPPERS & DWNSPTS	2
7. EXPANSION JOINTS	8 ELASTOMERIC STRIP SEAL	2	8. SUMMARY		6
SUPERSTRUCTURE			18 ROLLED STEEL		
9. ALIGNMENT	Max Spans 79	1	10. BEAMS/GIRDERS/SLAB		1
11. DIAPHRAGMS or CROSSFRAMES		2	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	2 ROCKERS	2
25. ARCH			26. ARCH COLUMNS or HANGERS		
27. SPANDREL WALLS			28. PROTECTIVE COATING SYSTEM		Paint Date 1/1/1991 0 OTHER
29. PINS/HANGERS/HINGES		2	30. FATIGUE PRONE DETAIL (E, E')		1
31. LIVE LOAD RESPONSE (E OR S)		S	32. SUMMARY		6
SUBSTRUCTURE			5 STUB GRAVITY		
33. ABUTMENTS	5 STUB GRAVITY	1	34. ABUTMENT SEATS	Abutment: ON PILING	1
35. PIERS		2	36. PIER SEATS	5 CAPPED COLUMN Piers: ON PILING	1
37. BACKWALLS		2	38. WINGWALLS		1
39. FENDERS and DOLPHINS		Piers = 17 NN NN Spans = 18	40. SCOUR (INSP TYPE - 1,2,3)		
41. SLOPE PROTECTION	2 STONE (NO.1 AGGREGATE)	2	42. SUMMARY		Dive Date 12/30/1899
CULVERTS			N NONE/NOT APPLICABLE		
43. GENERAL			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			X N/A		
51. ALIGNMENT			52. PROTECTION		
53. HYDRAULIC OPENING			54. SUMMARY		
APPROACHES					
55. PAVEMENT	2 BITUMINOUS	1	56. APPROACH SLABS		1
57. GUARDRAIL	1 STEEL BEAM	1	58. RELIEF JOINTS		1
59. EMBANKMENT		1	60. SUMMARY		Percent Legal = 150
GENERAL			Maint Resp 1 OHIO TRAN DEPT		
61. NAVIGATION LIGHTS			62. WARNING SIGNS		4
63. SIGN SUPPORTS	Signs on = Y MVC on = 9999.9 Under C = 16.2	1	64. UTILITIES		
65. VERTICAL CLEARANCE	Under NC = 0	1	66. GENERAL APPRAISAL & OPERATIONAL STATUS		6 A
67. INSPECTED BY			68. REVIEWED BY		
SIGNED		PE Number	SIGNED		68177
Name ANN GRIESSMANN			Name ANN GRIESSMANN		PE Number
DATE 8/10/2012			1 1 1 1 1 N N N		DATE 8/10/2012
			SURVEY		

DECK

FLOOR: THE FLOOR IS IN FAIR CONDITION. THERE ARE HAIRLINE TO NARROW TRANSVERSE CRACKS WITH EFFLORESCENCE. A FEW AREAS SHOW HONEYCOMBING AND SPALLING WITH EXPOSED REBAR. THERE ALSO ARE AREAS OF DELAMINATED CONCRETE.

WEARING SURFACE: THE WEARING SURFACE IS IN FAIR CONDITION. THERE ARE AREAS OF FULL-DEPTH PATCHES THAT ARE IN GOOD QUALITY. THERE ARE TRANSVERSE CRACKS SPACED ROUGHLY AT 10 FT INTERVALS IN THE POSITIVE MOMENT REGIONS AND AT 6 FT INTERVALS IN THE NEGATIVE MOMENT REGIONS. THERE ARE ISOLATED AREAS OF MAP CRACKING, SPALLING, AND DETERIORATED PATCHES. SEVERAL RPMS ARE MISSING LEAVING SHALLOW HOLES.

RAILING: THE RAILING IS IN FAIR CONDITION. THERE ARE SEVERAL SPALLS ALONG THE TOE OF THE BARRIER. VERTICAL CRACKS EXIST THROUGHOUT. THERE ARE LONGITUDINAL CRACKS WITH EFFLORESCENCE ON THE EXTERIOR FACE IN SPAN 19BE. THE SPALLING AND CRACKING IN THE RAILING IS THE REASON FOR LOWERING THE RATING TO A 2, PER THE 2010 REVISION OF THE ODOT MANUAL OF BRIDGE INSPECTION.

DRAINAGE: THE DRAINS ARE IN FAIR CONDITION. SEVERAL DRAINS ARE CLOGGED. THE RATING WAS RAISED TO A 2 SINCE THE AMOUNT OF SCUPPERS CLOGGED IS UP TO $\frac{1}{4}$, PER THE 2010 REVISION OF THE ODOT MANUAL OF BRIDGE INSPECTION.

EXPANSION JOINTS: THE EXPANSION JOINTS ARE IN FAIR CONDITION. THE GLANDS SHOW SIGNS OF MINOR LEAKAGE. DEBRIS EXISTS IN MOST OF THE JOINTS. THE ELASTOMERIC SEAL JOINT NEAR PIERS 13 & 24BE HAVE A PORTION OF THE SEALER STICKING UP OUT OF THE JOINT WITH TEARS IN THE SEALER VISIBLE. THE ELASTOMERIC SEAL JOINT AT PIER 24BE ALSO HAVE A $\frac{1}{4}$ " TO $\frac{1}{2}$ " ELEVATED LIP FROM ONE SIDE OF THE JOINT TO THE OTHER. THE ELASTOMERIC SEAL JOINT NEAR PIER 18BE HAS PORTIONS OF THE ARMOR MISSING.

SUPERSTRUCTURE

BEAMS/GIRDERS: The beams and girders are in good condition. There is surface corrosion at various locations, especially on the bottom flange, splice bolts, and near the seated hinges. The area near the seated hinges has up to $\frac{1}{16}$ " section loss. A loose bolt exists at the splice at Beam C, Span 18BW.

DIAPHRAGMS OR CROSSFRAMES: The crossframes are in fair condition. There are locations of corrosion holes in Spans

18BW and 13. A paint crack exists in Span 15 on Beam L.

There is an incomplete weld in Beam A, Span 15. Pack rust is bowing the top gusset plate 1" in Span 18BW.

BEARING DEVICES: The bearings are in fair condition. There are six bearings that are rocked =10°. One bearing is rocked beyond recall; North Abut BE, Bearing G.

PAINT: The paint is in satisfactory condition. There is greater than 5% and less than 10% of the total coating system has failed. Surface or freckled rust is prevalent throughout. There are random locations of peeling paint and surface corrosion.

PINS/HANGERS/HINGES: The seated hinges are in fair condition. The hinges have surface corrosion with the corrosion heavier at the groove.

FATIGUE PRONE CONNECTIONS: The fatigue prone connections are in good condition. There is surface corrosion on the welds.

LIVE LOAD RESPONSE: The live load response is in satisfactory condition.

SUBSTRUCTURE

ABUTMENTS: The abutments are in good condition. There is rust staining and map cracking. This is the reason for raising the rating to a 1. The previous deficiency noted is actually located on the backwall and that rating correlates with the problem.

PIERS: The piers are in fair condition. There are hairline to medium cracks, spalling with exposed rebar, and delaminations.

PIER SEATS: The pier seats are in good condition. There are multiple areas along the pier seat edge that are cracking.

BACKWALLS: The backwalls are in fair condition. There is map cracking at North Abut BW.

SLOPE PROTECTION: The slope protection is in good condition. The stone slope protection shows signs of erosion.

APPROACHES

PAVEMENT: THE PAVEMENT IS IN GOOD CONDITION. THERE ARE SPALLS AND PATCHES IN THE ASPHALT ADJACENT TO THE EXPANSION JOINTS.

GUARDRAIL: THE GUARDRAIL IS IN GOOD CONDITION. THE IMPACT ATTENUATOR BETWEEN PIER 17 AND PIER 18BW HAS BEEN HIT BY A VEHICLE.

GENERAL

WARNING SIGNS: THERE ARE NO BRIDGE END MARKERS.

SIGN SUPPORTS: THE RATING WAS RAISED TO A 1 BECAUSE THERE WERE NO SIGNIFICANT DEFICIENCIES NOTED.

VERTICAL CLEARANCE: THE RATING WAS CHANGED TO A 1 SINCE THERE IS A RESTRICTION FOR TRAFFIC ON THE BRIDGE AND THERE ARE NO CHANGES FROM LAST YEAR.