STATE OF OHIO DEPARTMENT OF TRANSPORTATION

BRIDGE INSPECTION REPORT

BR-86 REV 02-95

4	3	0	1	7	1	4

1 Structure File Number 7

Bridge Number **LAK** (CO) **00002** (ROUTE) **1656** (UNIT) **R** **PAINESVILLE** **Date Built 07/01/1964**

District **12** Bridge Type **STEEL/BEAM/CONTINUOUS** Type Service **1** **15 GRAND RIVER** **LAK**

DECK Out/Out 36.9			1. Floor: 1-REINF CONCRT (PRESTRSD 8	1	THCK = 1.2 2. Wearing Surface: 3-LATEX MODIFIED CONCRET 41	2
3. Curbs, Sidewalks, Walkways: N-NONE N-NONE 9		N-NONE	W.S. Date = 07/01/1989 4. Median 42			
5. Railing: C-32" DEFLECTOR-TYPE PAR 10	1		6. Drainage: 3-SCUPPERS & DWNSPTS 43	1		
7. Expansion Joints: 2-SLIDING METAL PLATE AN 11	3		**8. Summary** 44	6		
SUPERSTRUCTURE MAX.SPAN=100			9. Alignment 12	1	10. Beams/Girders/Slab: 3-WELDED BUILT-UP STEEL 45	1
TOT.LGTH=265 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			2-ROCKERS 24. Bearing Devices: N-NONE 52	1		
25. Arch 20			26. Arch Columns or Hangers 53			
27. Spandrel Walls 21			TYPE = 0-OTHER 28. Protective Coating System: DATE = 01/01/1992 54	6		
29. Pins/Hangers/Hinges 22			30. Fatigue Prone Connections 55			
31. Live Load Response 23	S		**32. Summary** 56	7		
SUBSTRUCTURE 2-CONCRETE			PIERS=2 SPANS = 3 34. Abutment Seats 57	1		
33. Abutments: 2-CONCRETE 24	1					
35. Piers: TYPE = 2-CONCRETE 25	1		36. Pier Seats 58	1		
37. Backwalls 26	3		ABUTMENT:=STEEL H / STEEL H 38. Wingwalls 59	1		
39. Fenders and Dolphins 27			40. Scour: 5-STABLE: SCOUR WITHIN L 60	1		2
41. Slope Protection: 3-RIP RAP (ROCK) 28	1		**42. Summary** DIVE DT=09/24/2007 62	6		
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			5-RIP RAP (DUMPED ROCK OR ROCK) 52. Protection 67	1		
51. Alignment 33	1					
53. Waterway Adequacy 34	3		**54. Summary** 68	6		
APPROACHES						
55. Pavement: 2-BITUMINOUS 35	1		56. Approach Slabs 69	1		
57. Guardrail: 1-STEEL BEAM 36	1		58. Relief Joints 70	1		
59. Embankment: BRDG.WIDTH=30.0 37	1		**60. Summary** PCT.LEGAL=150 71	7		
GENERAL			ROUTINE.RESP: 1-OHIO TRAN DEPT 62. Warning Signs: MAINT.RESP: 1-OHIO TRAN DEPT 72			
61. Navigation Lights 38						
MVC ON=9999 UND=0000 63. Sign Supports 39			64. Utilities 73			
65. Vertical Clearance 40	N		**66. General Appraisal & Operational Status** 74	COND 6		STAT A

67. INSPECTED BY

SIGNED

	7	2	3	3	6

76 PE

M	W	B

78 INITIALS

68. REVIEWED BY

SIGNED

81 PE

83 INITIALS

DOT 2852

DECK AREA 9,784

Date (86–91)

1	1	1	0	1	0

1	0	0	0	1	N	N	N

92 69 Survey 99

Date (100–105)

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GRAND RIVER

Deck	FL: TRANSVERSE CRACKS. 30 SF OF DELAMINATIONS. 10 SF OF
Deck	SPALLS (MOSTLY HAUNCH). <1% DETERIORATED.
Deck	WS: CRACKS. A FEW DELAMINATIONS.1-5% DETERIORATED.
Deck	RAILINGS: VERTICAL CRACKS.
Deck	DRAINAGE: WATER SPRAYS FROM DOWNSPOUTS WHICH ARE 3.5" BELOW
Deck	BOTTOM FLANGES ONTO BEAMS.
Deck	EXJTS: TOP FLANGE OF RIGHT GIRDER IS 1/4" FROM FINISH
Deck	BACKWALL AT 80 DEGREES F.
Superstructure	ALIGNMENT: LOWER FLANGE OF RIGHT FASCIA BEAM IS WARPED
Superstructure	IN SPAN 1.
Superstructure	BEAMS: AREAS OF RUSTING SECTION LOSS (HEAVY AT BEAM ENDS).
Superstructure	XFRAMES: RUSTING SECTION LOSS TO ENDFRAMES.
Superstructure	PCS: GIRDERS ARE RUSTING NEAR LOWER ENDS OF DOWNSPOUTS PCS
Superstructure	FAILING AT BEAM ENDS. 5-10% DETERIORATED.
Substructure	BACKWALLS: DELAMINATIONS. CRACKS MOSTLY NEAR TOPS. SCALING
Substructure	AT FINISH.
Substructure	WINGWALLS: SCALING. A FEW CRACKS AND SPALLS.
Substructure	SCOUR: ENTIRE TOP SURFACE AND AS MUCH AS 24" OF VERTICAL
Substructure	FACE (SOUTHEAST CORNER) OF PIER #2 ARE EXPOSED TO
Substructure	FLOWING STREAM WATER.
Substructure	NOTE: LAST DIVE INSPECTION IN 2007.
Channel	WATERWAY ADEQUACY: LARGE LOGS SNAGGED ON UPSTREAM NOSE OF
Channel	PIER 2. BRANCHES SNAGGED ON UPSTREAM NOSE
Channel	OF PIER 1. BRANCHES SNAGGED IN
Channel	CROSSFRAMES AND CHANNEL DEBRIS WEDGED
Channel	ALONG START ABUTMENT. COLLISION DAMAGE TO
Channel	RIGHT FASCIA BEAM, SEE ALIGNMENT.
Approaches	PAVEMENT: REAR, 3' JOINT HEADER SUNK 3/4" IN PASSING LANE