HistoricBridges.org - National Bridge Inventory Data Sheet

2011 Inventory

The National Bridge Inventory contains data submitted by state transportion departments to the Federal Highway Administration in coded format.
Form Interface Design: www.historicbridges.org. Data Conversion Assistance By www.bridgehunter.com. None of the involved parties make any guarantee of accuracy.

Basic Information

Ohio [39]	Cuyahoga County [035]	Cleveland [16000]	MAIN AVE. BRIDGE	41-29-24 = 41.490000	081-42-43 = -81.711944

1800035	Highway agency district 12	Owner: State Highway Agency [01]	Maintenance responsibility: State Highway Agency [01]		
Route: 2		SR 2	Toll: On free road [3]	Features intersected: (1476)CUY RIVER,RTA,FLAT	

Design - main: Steel [3]		Design - approach: Steel [3]		Kilometerpoint: 2320 km = 1438.4 mi	
10	Truss - Deck [09]	30	Girder and floorbeam system [03]	Year built: 1940	Year reconstructed: 1992
				Skew angle: 99	Structure Flared: Yes, flared [1]
				Historical significance: Bridge is eligible for the NRHP. [2]	

Total length: 2005.6 m = 6580.4 ft	Length of maximum span: 121.9 m = 400.0 ft	Deck width, out-to-out: 26.1 m = 85.6 ft	Bridge roadway width, curb-to-curb: 25 m = 82.0 ft		
Inventory Route, Total Horizontal Clearance: 10.4 m = 34.1 ft	Curb or sidewalk width - left: 0 m = 0.0 ft	Curb or sidewalk width - right: 0 m = 0.0 ft			

Deck structure type	Concrete Cast-in-Place [1]
Type of wearing surface	Latex Concrete or similar additive [3]
Deck protection	Epoxy Coated Reinforcing [1]
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length: 0.3 km = 0.2 mi	Method to determine inventory rating: No rating analysis performed [5]		Inventory rating: 24.3 metric ton = 26.7 tons		
	Method to determine operating rating: No rating analysis performed [5]		Operating rating: 32.4 metric ton = 35.6 tons		
	Bridge posting: Equal to or above legal loads [5]		Design Load: M 18 / H 20 [4]		

Functional Details

Average Daily Traffic	34458	Average daily truck traffi	1 %	Year	2007	Future average daily traffic	47828
Year	2027						
Road classification	Principal Arterial - Other Freeways or Exp	Lanes on structure	6	Approach roadway width	21.3 m = 69.9 ft		
Type of service on bridge	Highway-pedestrian [5]	Direction of traffic	2 - way traffic [2]	Bridge median	Closed median with non-mountable bar		
Parallel structure designation	No parallel structure exists. [N]						
Type of service under bridge	Highway-waterway-railroad [	Lanes under structure	4	Navigation control			
Navigation vertical clearanc	0 = N/A	Navigation horizontal clearance	0 = N/A				
Minimum navigation vertical clearance, vertical lift bridge		Minimum vertical clearance over bridge roadway	99.99 m = 328.1 ft				
Minimum lateral underclearance reference feature	Railroad beneath structure [R]						
Minimum lateral underclearance on right	0.5 m = 1.6 ft	Minimum lateral underclearance on left	0.4 m = 1.3 ft				
Minimum Vertical Underclearance	10.36 m = 34.0 ft	Minimum vertical underclearance reference feature	Railroad beneath structure [R]				
Appraisal ratings - underclearances	Basically intolerable requiring high priority of corrrective action [3]						

Repair and Replacement Plans

Type of work to be performed

Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	$19,998,000	Roadway improvement cost	$1,998,000
Length of structure improvement	2005.6 m = 6580.4 ft	Total project cost	$21,996,000
Year of improvement cost estimate	2003		
Border bridge - state		Border bridge - percent responsibility of other state	
Border bridge - structure number			

Inspection and Sufficiency

Structure status	Open, no restriction [A]	Appraisal ratings - structural	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructur	Poor [4]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Good [7]		

Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]
Channel and channel protection	Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition. [8]

Appraisal ratings - water adequacy	Superior to present desirable criteria [9]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	50.2

Culverts	Not applicable. Used if structure is not a culvert. [N]

Traffic safety features - railings	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - transitions	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - approach guardrail	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - approach guardrail ends	Inpected feature meets currently acceptable standards. [1]

Inspection date	December 2010 [1210]	Designated inspection frequency	12	Months

Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Not needed [N]	Other special inspection date	

District: **12** | County **CUYAHOGA** | (101) Location: **MAIN AVE. BRIDGE** | (102) Facility Carried: **SR 2**
(2)FIPS Code: **CLEVELAND** | (103) Route On Bridge: **STATE (ODOT)** | (104) Route Under Bridge: **STATE (ODOT)**
(9) Direction of Traffic: **2-WAY TRAFFIC** | (10) Temporary: **N** | (11)Truck Network: **N** | (12)Parallel: **N**
(95) Insp: **OHIO TRAN DEPT** (96) Maint: **OHIO TRAN DEPT** (97) Routine: **CITY/LOC** | (100) Type Serv: (On): **HIGHWAY/PEDESTRIAN** | (Under): **HIGHWAY/WATERWAY/RAI**

Inventory Route Data

(3) Route On/Under: **ON** | Hwy Sys: **STATE HIGHWAY**
Route No.: **00002** | Dir: | Des: **MAINLINE** | Pref:
(4) Feature Intersected: **(1476)CUY RIVER,RTA,FLATS**
(5) County: **CUY** | Mileage: **1441** | Special Desig:
(6) Avg. Daily Traffic(ADT): **31,345** | (7) ADT Year: **2010**
(8) Truck Traf: **197** | (14) NHS: **YES** - **N** | (15) Corridor: **N**
(16) Functional Class: **OTHER FREEWAY OR EXPRESSWAY-URBAN** | (19) Strahnt: **Not Applicable**

Intersected Route Data

(22) Route On/Under: **UNDER** | Hwy Sys: **U.S. NUMBERED HIGHWAY**
Route No.: **00006** | Dir: | Des: **1** | Pref:
(23) Feature Intersected: **OLD1481-SR 2(CUY-2-1441)**
(24) County: **CUY** | Mileage: **1437** | Special Desig:
(25) Avg. Daily Traffic(ADT): **5,610** | (26) ADT Year: **2010**
(27) Truck Traf: **80** | (28) NHS: **NO** - **X** | (29) Corridor: **N**
(30) Functional Class: **OTHER PRINCIPAL ARTERIAL-URBAN** | (36) Strahnt: **Non-Interstate**

Clearance On the Bridge

(154) Min Hriz on Bridge: | NC: **34.0** Ft | Card: **34.0** Ft
(155) Prac Max Vert On Brg: | **9999.9** Ft
(67) Min Vrt Clr On Brg: | NC: **0.0** Ft | Card: **9999.9** Ft
(80) Min Latl Clr: | NC: **0.0 / 0.0** Ft | Card: **0.0 / 0.0** Ft
(81) Vrt Clr Lft: | **0.0** Ft

Structure Information

(38) Bypass Length: **02** Miles
(39) Latitude: **41 Deg 29.4 Min** | Longitude: **81 Deg 42.7 Min**
(40) Toll: **ON FREE ROAD**
(41) Date Built: **07/01/1940** | (42) Major Rehabilitation: **07/15/1992**
(43) No. Lanes On: **6** | No. Lanes Under: **4**
(44) Horiz Curve: **03 Deg. D15M Min.** | (45) Skew: **99** Deg
(49) App. Rdw Width: **70** Ft | (50) Brg. Rdw Width: **82.0** Ft
(51) Deck Width: **85.5** Ft | Deck Area: **562591** Sq. Ft
(52) Median Type: **RAISED MED / 42" DEFLEC / NO JOINT**
(53) Bridge Median: **CLOSED MEDIAN WITH NONMOUNTABLE BARRIERS**
(54) Sidewalks: | (left) **0** Ft | (right) **0** Ft
(55) Type Curb or Sidewalks:
(Left) Matl: **NONE** | Type: **NONE**
(Right) Matl: **NONE** | Type: **NONE**
(56) Flared: **Y** | (57) Composite: **non-composite**
(58) Railing: **REINFORCED CONCRETE PARAPET**
(59) Deck Drainage: **SCUPPERS & DWNSPTS**
(60) Deck Type: **REINF CONCRT (PRESTRSD, PRECAST**
(61) Deck Protection: External: **NONE**
Internal: **EPOXY COATED REINFORCING (BOTH**
(62) Wearing Surface: **LATEX MODIFIED CONCRETE OVERLAY**
Thickness: **1.2** in | (119) Date of Wearing Surface: **01/01/1992**
Slope Protection: **NONE-NATURAL PROTECTION(GRASS,BUSHES)**

(63) Main Spans Number: **10** | Type: **STEEL / TRUSS / DECK**
Approach Spans Number: **30** | Type: **STEEL / GIRDER / DECK**
Total Spans: **40** | (65) Max Span: **400** Ft | (66) Overall Leng: **6580** Ft

(70) Substructure	(71) Foundation and Scour Information	
Abut-Rear Matl: **CONCRETE**	Type: **CANTILEVER**	Fnd: **SPREAD FOOTING**
Abut-Fwd Matl: **CONCRETE**	Type: **CANTILEVER**	Fnd: **SPREAD FOOTING**
Pier-Pred Matl: **CONCRETE**	Type: **OPEN COLUMN**	Fnd: **CIP REINF CONCRETE PILES(OTHER DIAMETER)**
Pier-Other Matl: **NONE**	Type: **NONE**	Fnd: **SPREAD FOOTING**
Pier-Other Matl: **NONE**	Type: **NONE**	Fnd: **SPREAD FOOTING**
No of Piers Predominate: **39**	Other: **NN**	Other: **NN**

(86) Stream Velocity: **004.6** | (74) Scour: **STABLE: EVAL SCOUR ABOVE TOP OF FOOTING**
(189) Dive: **N Freq: 0** | Probe: **N** Freq: **0** | (75) Chan Prot: **SHEET PILING**
(189) Date of last Dive Insp: | (152) Drainage Area: **813** Sq Mi

Clearance Under the Bridge

(156) Min. Horiz Under Clear: | NC: **24.0** Ft | Card: **24.0** Ft
(157) Prac Max Vrt Under Clear: | **34.0** Ft
(77) Min Vert Under Clear: | NC: **0.0** Ft | Card: **34.0** Ft
(78) Min Lat Under Clear: | NC: **1.3 / 1.5** Ft | Card: **1.3 / 1.5** Ft

Load Rating Information

(48) Design Load: **HS/20**
(83) Operating: **36** Ton
Inventory: **27** Ton
Ohio Percent of Legal Load **50**
Year of Rating: **2012**
(84) Analysis: **LOAD FACTOR (LF)**
(85) Rate Soft: **IN-HOUSE PROGRAM** Analyzed by:
Analysis on Bars: **NOT ON BARS [DEFAULT]**

(88-89) Appraisal

(Including calculated Items)
(88) Waterway Adequacy **9**
(89) Approach Alignment **6**
Calc Gen Appraisal: **3**
Calc Deck Geometry: **4**
Calc Underclearance: **3**

Approach Information

(109) Approach Guardrail: **STEEL BEAM**
(110) Approach Pavement: **CONCRETE** | (111) Grade: **FAIR**

Culvert Information

(131) Culvert Type: **NONE/NOT APPLICBLE** | (127) Length: **0.0** Ft
(129) Depth of Fill: **0.0** Ft | (130) Headwalls: **NONE**

General Information

(121) Main Member **RIVETED BUILT-UP STEEL** | (122) Moment Plate: **WELDED**
(169) Expansion Joint: **METAL FINGER**
(124) Bearing Devices: **OTHER/NONE**
(126) Navigation: **Control- N** | Vert Clr: **0.0** Ft | Horiz Clear:: **0.0** Ft
(193) Spec Insp: **N** | Freq: **0** | Date:
(188) Fracture Critical Insp: **Y** | Freq: **24** | Date: **2011-12-22**
(138) Long Member: **TWO TRUSSES (WELDED)** | (135) Hinges: **PINS, PIN PLATES**
(141) Structural Steel Memb: **UNKNOWN** | (139) Framing: **STRAIGHT**
Railing: **UNKNOWN**
Pay Wt: **19,020,000** pounds | Prime Loc: **UNKNOWN** | Paint: **PAINT SYSTEM A WITH INTERMED. TIE**
Bridge Dedicated Name:

General Information (Continued)

(---) Hist Significance: **NON-REGISTERED HISTORIC BRIDGE** (69) NBIS: **Y**
(---) Hist Builder: **WILBUR WATSON & ASSOCIATES** Hist Build Year: **1939**
(69) Hist Type: **CANITLEVER**
(161) Special Features (see below):
(105) Border Bridge State: Resp % (106) SFN:

Proposed Improvements

(90) Type Work: **35 - BRG REHAB--GEN DECLINE/INADEQ STRENGTH**
(90) Length: Ft
(90) Bridge Cost ($1000s): **0**
(90) Roadway Cost ($1000s): **0**
(90) Total Project Cost ($1000s): **0** (90) Year:
(91) Future ADT (On Bridge): **0** (92) Year of Future ADT: **2033**

Programming Info

PID Number: **21333**
PID Status: **IA-OTHER**
PID Date: **01/28/2002**

Original Plans Information

(142) Fabricator:
(143) Contractor:
(144) Ohio Original Construction Project No.:
(---) Microfilm Reel:
(151) Standard Drawing:
Aperture Cards: Orig: **Y** Repair: **Y** Fabr: **Y**
Plan Information Available: **1PLAN INFORMATION AVAILABLE**

(153) Repair Projects

1. **/ 020**	2. **840005 / 020**	3. **900452 / MMM**
4. **/ 044**	5. **/ 011**	6. **/ 012**
7. **/ 011**	8. **/ 011**	9. **/ 011**
10. **/**		

Inspection Summary

(I-8) Deck:	**7**
(I-32) Superstructure:	**4**
(I-42) Substructure:	**6**
(I-50) Culvert:	
(I-54) Channel:	**8**
(I-60) Approaches:	**6**
(I-66) General Appraisial:	**4**
(I-66) Operational Status:	**A**
Inspection Date:	**12/22/2011**
(94) Desig Insp Freq:	**12 Months**

(I-69) Survey Items

Railings:	**1 MEETS CURRENT STANDARDS**
Transitions:	**1 MEETS CURRENT STANDARDS**
Guardrail:	**1 MEETS CURRENT STANDARDS**
Rail Ends:	**1 MEETS CURRENT STANDARDS**
In Depth:	**1 MEETS CURRENT STANDARDS**
Fracture Critical:	**0 DOES NOT MEET CURRENT STANDARDS**
Scour Critical:	**1 MEETS CURRENT STANDARDS**
Critical Findings:	**N NONE N/A**
Insp. Update Date:	**03/05/2012**

Utilities

(46) Electric:	**N**
Gas:	**N**
Sanitary Sewer:	**N**
Telephone:	**N**
TV Cable:	**N**
Water:	**N**
Other:	**N**

Special Features

(161) Lighting:	**Y**
Fencing:	**N**
Glare-Screen:	**Y**
Splash-Guard:	**N**
Catwalks:	**Y**
Other-Feat:	**N**
(184) Signs-on:	**N**
Signs-Under:	**N**
(162) Fence-Ht:	**0.0** Ft
(163) Noise Barr:	**N**

SFNs Replacing this retired bridge: **-**
SFNs That where replaced by this bridge: **-**
This bridge was retired and copied to:
The bridge was copied from:

INV Field Bridge Marker: **CUY-00002-1441 -**
INT Field Bridge Marker: **CUY-00006-1437 -**

PONTIS CoRe elements and Condition States

Elem No.	CoRe Element Description	Total Quantity	Unit Meas.	Condition State Percents(*)				
				1	2	3	4	5
26	CONCRETE DECK - PROTECTED W/COATED BARS	1	EA	100	0	0	0	0
131	PAINTED STEEL DECK TRUSS	13158	LF	0	100	0	0	0
321	REINFORCED CONCRETE APPROACH SLAB	2	EA	100	0	0	0	0
331	CONCRETE BRIDGE RAILING	26316	LF	0	100	0	0	0

(*) Percentages Should add to 100%

STATE OF OHIO DEPARTMENT OF TRANSPORTATION

BRIDGE INSPECTION REPORT

BR-86 REV 02-95

1 8 0 0 0 3 5
1 Structure File Number 7

Bridge Number **CUY** (CO) **00002** (ROUTE) **1441** (UNIT) **CLEVELAND** **Date Built 07/01/1940 - 1992**

District **12** Bridge Type **STEEL/TRUSS/DECK** Type Service **1** **58 (1476)CUY RIVER,RTA,FLATS** **CUY**

DECK Out/Out 85.5				THCK = 1.2	
1. Floor: 1-REINF CONCRT (PRESTRSD 8	1		2. Wearing Surface: 3-LATEX MODIFIED CONCRET 41		1
	N-NONE			W.S. Date = 01/01/1992	
3. Curbs, Sidewalks, Walkways: N-NONE 9	1		4. Median 42		2
5. Railing: 1-REINFORCED CONCRETE PA 10	2		6. Drainage: 3-SCUPPERS & DWNSPTS 43		3
7. Expansion Joints: 1-METAL FINGER 11	2		**8. Summary** 44		7
SUPERSTRUCTURE MAX.SPAN=400					
9. Alignment 12	2		10. Beams/Girders/Slab: 2-RIVETED BUILT-UP STEEL 45		2
TOT.LGTH=6580					
11. Diaphragms or Crossframes 13	1		12. Joists/Stringers 46		2
13. Floor Beams 14	2		14. Floor Beam Connections 47		1
15. Verticals 15	2		16. Diagonals 48		2
17. End Posts 16			18. Top Chord 49		3
19. Lower Chord 17	3		20. Lower Lateral Bracing 50		
21. Top Lateral Bracing 18			22. Sway Bracing 51		2
23. Portals 19			24. Bearing Devices: N-NONE 52	0-OTHER	1
25. Arch 20			26. Arch Columns or Hangers 53		
27. Spandrel Walls 21			28. Protective Coating System: TYPE = 8-PAINT SYSTEM A WITH IN DATE = 01/01/1984 54		6
29. Pins/Hangers/Hinges 22	2		30. Fatigue Prone Connections 55		
31. Live Load Response 23	S		**32. Summary** 56		4
SUBSTRUCTURE 2-CONCRETE			PIERS=39 SPANS = 10		
33. Abutments: 2-CONCRETE 24	2		34. Abutment Seats 57		2
35. Piers: TYPE = 2-CONCRETE 25	2		36. Pier Seats 58		1
37. Backwalls 26	2		ABUTMENT:=SPREAD / SPREAD 38. Wingwalls 59		2
39. Fenders and Dolphins 27	2		40. Scour: 8-STABLE: EVAL SCOUR ABO 60	1	2
41. Slope Protection: N-NONE 28	1		**42. Summary**: DIVE DT=N/A 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					
51. Alignment 33	1		52. Protection: 3-SHEET PILING 67		1
53. Waterway Adequacy 34	1		**54. Summary** 68		8
APPROACHES					
55. Pavement: 1-CONCRETE 35	2		56. Approach Slabs 69		2
57. Guardrail: 1-STEEL BEAM 36	2		58. Relief Joints 70		1
59. Embankment: BRDG.WIDTH=82.0 37	3		**60. Summary**: PCT.LEGAL=50 71		6
GENERAL					
61. Navigation Lights 38	4		62. Warning Signs: ROUTINE.RESP: 4-CITY/LOCAL MAINT.RESP: 1-OHIO TRAN DEPT 72		1
MVC ON=9999 UND=0000					
63. Sign Supports 39	1		64. Utilities 73		
65. Vertical Clearance 40	2		**66. General Appraisal & Operational Status** 74	COND: 4	STAT: A

67. INSPECTED BY — SIGNED — 76 PE — A K — 78 INITIALS

68. REVIEWED BY — SIGNED — 6 9 9 9 1 — 81 PE — W W — 83 INITIALS

DOT 2852

DECK AREA 562,591

Date 1 2 2 2 1 1 (86–91)

1 1 1 1 1 0 1 N (92 — 69 Survey — 99)

Date 1 2 2 2 1 1 (100–105)

STATE OF OHIO DEPARTMENT OF TRANSPORTATION

BRIDGE INSPECTION REPORT

BR-86 REV 02-95

1	8	0	0	0	3	5

1 Structure File Number 7

Bridge Number **CUY** (CO) **00002** (ROUTE) **1441** (UNIT)

Date Built 07/01/1940 - 1992

District **12** Bridge Type **STEEL/TRUSS/DECK**

Type Service **1** **5** **8**

(1476)CUY RIVER,RTA,FLATS

Deck	FLOOR: Isolated minor spalling and minor cracking with
Deck	efflorescence. SIP forms exhibit minor corrosion at joint
Deck	locations.
Deck	RAILING: Median and fascia parapets exhibit numerous small
Deck	to large sized spalls, typically within the upper half of
Deck	the barriers.
Deck	Isolated fascia locations exhibit delaminations where
Deck	imminent spalling is anticipated and could pose hazard to
Deck	the public below
Deck	BARRIER, ISOLATED SPALLS AND DELAMINATIONS ON PARAPET
Deck	THROUGHOUT.
Deck	DRAINAGE: Heavy deterioration of truss drainage troughs and
Deck	trough liners. Water spilling onto truss and substructure
Deck	units at many locations.
Deck	Downspouts and catch basins at Pier 37 are blocked. Isolated
Deck	catch basins throughout the west approach are blocked
Deck	erosion channels forming.
Deck	Scuppers are typically partially clogged.
Deck	EX.JOINTS: Heavy debris in glands throughout, vertical
Deck	misalignment resulting in plow catch point and damage on
Deck	westbound roadway.
Deck	Glands typically exhibit bulging and cracking up to 50% of
Deck	the joint length.
Superstructure	ALIGNMENT: The south fascia beam over West 6th Street
Superstructure	(northbound lane) exhibits moderate impact damage.
Superstructure	Isolated stringer sliding bearings exhibit minor vertical
Superstructure	misalignment at the bearing interface in the trestle
Superstructure	section.
Superstructure	BEAM/G/S: Girders in the Lakefront Ramp exhibit localized
Superstructure	deep pitting with small areas of advanced section loss.
Superstructure	Concrete beams in Section P exhibit large areas of spalling
Superstructure	and moderate section loss to the primary reinforcement.
Superstructure	DIAPHRAGMS OR CROSS FRAMES: Crossframe and diaphragm
Superstructure	deficiencies include minor section loss (steel) and cracking
Superstructure	(concrete).
Superstructure	Utility deck concrete at Bent 4 in the East Forward Approach
Superstructure	exhibit isolated cracking.
Superstructure	JOISTS/STRINGERS: Fascia beams in Sections K and C (over W.
Superstructure	28th Street) exhibit localized, out-of-plane bending at the
Superstructure	web to top flange welds.
Superstructure	These locations are distressed showing indications of
Superstructure	cracking and were not previously documented (as of 2011).
Superstructure	FLOORBEAMS: Floorbeams at Bent 14 (east forward approach)
Superstructure	and Bent 37 (trestle section) exhibit localized advanced
Superstructure	losses.
Superstructure	FLOORBEAM CONNECTIONS: There are no significant deficiencies
Superstructure	noted at the floorbeam connections.
Superstructure	VERTICALS: Isolated members exhibit deep web, flange, and
Superstructure	cover plate pitting, cleaned and painted, typically near the
Superstructure	pin locations.
Superstructure	DIAGONALS: Isolated members exhibit deep web pitting,
Superstructure	cleaned and painted, typically near the lower chord.
Superstructure	UPPER CHORD: Upper chord members local to the expansion
Superstructure	joint locations exhibit isolated pitting up to 1/4" deep,
Superstructure	cleaned and painted.
Superstructure	LOWER CHORD: Localized advanced section losses, typically
Superstructure	isolated to areas below and adjacent to the expansion
Superstructure	joints.
Superstructure	Isolated members exhibit areas with 100% section loss.
Superstructure	GUSSET PLATES: Isolated gusset plates exhibit localized
Superstructure	advanced section losses with small areas up to 100% section
Superstructure	loss along the failure planes.
Superstructure	LATERAL BRACING: Cleaned and painted deep pitting in some

Superstructure	locations, typically at members below and adjacent to exp.
Superstructure	joints.
Superstructure	SWAY BRACING: Cleaned and painted deep pitting in some
Superstructure	locations, typically at members below and adjacent to exp.
Superstructure	joints.
Superstructure	BEARING DEVICES: Minor misalignment of stringer sliding
Superstructure	bearings at isolated locations in the trestle section.
Superstructure	PCS: Widespread paint failures throughout the Lakeside Ramp
Superstructure	and Trestle sections, with isolated locations exhibiting
Superstructure	active surface rusting.
Superstructure	PINS/H/H: Pin plates in the Trestle section exhibit light to
Superstructure	moderate active pitting. Truss functioning as designed,
Superstructure	some with moderate wear grooves.
Substructure	ABUTMENTS: Minor cracking of the breastwall at the East
Substructure	Abutment.
Substructure	ABUTMENT SEATS: Moderate spalling between the bearings at
Substructure	the East Abutment. No undermining of the masonry plates.
Substructure	PIERS: Large spalls near drainage hoppers at truss piers.
Substructure	Heavy spalling of pedestals throughout.
Substructure	Steel bents exhibit isolated heavy pitting, cleaned and
Substructure	painted. Steel piers in the Lakefront Ramp section with rust
Substructure	reactivating between plates.
Substructure	PIER SEATS: Minor to moderate spalling of the truss pier
Substructure	seats. The south pedestal at Trestle bent 37 is spalled and
Substructure	bearing with minor undermine.
Substructure	BACKWALLS: Minor cracking and delaminated concrete at the
Substructure	East Abutment.
Substructure	WINGWALLS: Large spalls at the curtain walls east of W. 3rd
Substructure	Street.
Substructure	FENDERS AND DOLPHINS: Advanced section loss to the steel
Substructure	members at the east bank fender system.
Substructure	SLOPE PROTECTION: New rip rap at the east bank of the
Substructure	Cuyahoga River is in good condition.
Approaches	PAVEMENT: Minor spalling at the approaches.
Approaches	APPROACH SLABS: Minor spalling.
Approaches	GUARDRAIL: Moderate to heavy impact damage noted at all
Approaches	attenuators.
Approaches	EMBANKMENT: Deep erosion channel east of Pier 37 due to
Approaches	clogged catch basin.
Approaches	Erosion channel up to 54" deep with an exposed pile cap (was
Approaches	roughly 1' deep in 2009).
General	NAVIGATION LIGHTS: Navigation lights non-operational on both
General	the east fender system and the west bank dolphins.
General	VERTICAL CLEARANCE: Vertical clearance signs not present at
General	the W.3rd Street EB on-ramp,
General	collision damage noted to south girder at this underpass -
General	measured 14'-1" at north curb and should be posted for 13'-
General	10".