

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
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Basic Information

Ohio [39]	Lawrence County [087]	Ironton [37464]	IRONTON OVER THE OHIO RIV	38-31-55 = 38.531944	082-41-20 = - 82.688889
4401255	Highway agency district 9	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 93	ST RT 93C	Toll On free road [3]	Features intersected OHIO RIVER AND N&W RR		
Design - main Steel [3]	Design - approach Concrete continuous [2]	Kilometerpoint 0 km = 0.0 mi			
3	Truss - Thru [10]	27	Slab [01]	Year built 1922	Year reconstructed 1962
		Skew angle 0	Structure Flared		
		Historical significance Bridge is eligible for the NRHP. [2]			
Total length 731.8 m = 2401.0 ft	Length of maximum span 221 m = 725.1 ft	Deck width, out-to-out 7.9 m = 25.9 ft	Bridge roadway width, curb-to-curb 6.4 m = 21.0 ft		
Inventory Route, Total Horizontal Clearance 6.3 m = 20.7 ft	Curb or sidewalk width - left 1.2 m = 3.9 ft	Curb or sidewalk width - right 0 m = 0.0 ft			
Deck structure type	Open Grating [3]				
Type of wearing surface	Other [9]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 1.9 km = 1.2 mi	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	14.3 metric ton = 15.7 tons
	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	32.4 metric ton = 35.6 tons
Bridge posting			Design Load	M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic Average daily truck traffi % Year Future average daily traffic Year

Road classification Lanes on structure Approach roadway width

Type of service on bridge Direction of traffic Bridge median

Parallel structure designation

Type of service under bridge Lanes under structure Navigation control

Navigation vertical clearanc Navigation horizontal clearance

Minimum navigation vertical clearance, vertical lift bridge Minimum vertical clearance over bridge roadway

Minimum lateral underclearance reference feature

Minimum lateral underclearance on right Minimum lateral underclearance on left

Minimum Vertical Underclearance Minimum vertical underclearance reference feature

Appraisal ratings - underclearances

Repair and Replacement Plans

Type of work to be performed

Work done by

Bridge improvement cost Roadway improvement cost

Length of structure improvement Total project cost

Year of improvement cost estimate

Border bridge - state Border bridge - percent responsibility of other state

Border bridge - structure number

Inspection and Sufficiency

Structure status	Posted for load [P]	Appraisal ratings - structural	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Fair [5]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]		
Channel and channel protection	Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. [6]		
Appraisal ratings - water adequacy	Superior to present desirable criteria [9]	Status evaluation	Structurally deficient [1]
Pier or abutment protection	None present but re-evaluation suggested [5]	Sufficiency rating	6.9
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions			
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends	Inspected feature meets currently acceptable standards. [1]		
Inspection date	November 2010 [1110]	Designated inspection frequency	12 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	October 2007 [1007]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	November 2009 [1109]
Other special inspection	Not needed [N]	Other special inspection date	

Unit of Measure: **English**
Structure File Number **4401255**
Sufficiency Rating: **06.9 SD**

Bridge Inventory Information
Inventory Bridge Number: **LAW 00093 0000**
ON OHIO RIVER AND N&W RR

Report Date **09/27/2012** BM-191 Page: 1 of 2
BR. Type **STEEL / TRUSS / THRU**
Date of Last Inventory Update: **09/12/2012**

District: **09** County **LAWRENCE** (101) Location: **IRONTON OVER THE OHIO RIV** (102) Facility Carried: **ST RT 93C**
(2) FIPS Code: **IRONTON** (103) Route On Bridge: **STATE (ODOT)** (104) Route Under Bridge: **NON-HIGHWAY**
(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: **OHIO TRA** (100) Type Serv: (On): **HIGHWAY** (Under): **RAILROAD/WATERWAY**

Inventory Route Data

(3) Route On/Under: **ON** Hwy Sys: **STATE HIGHWAY** (63) Main Spans Number: **3** Type: **STEEL / TRUSS / THRU**
Route No.: **00093** Dir: Des: **MAINLINE** Pref: Approach Spans Number: **27** Type: **CONCRETE / SLAB / CONTINUOUS**
Total Spans: **30** (65) Max Span: **725** Ft (66) Overall Leng: **2401** Ft

(4) Feature Intersected: **OHIO RIVER AND N&W RR** (70) Substructure (71) Foundation and Scour Information
(5) County: **LAW** Mileage: **0000** Special Desig: Abut-Rear Matl: **CONCRETE** Type: **STUB GRAVITY** Fnd: **SPREAD FOOTING**
(6) Avg. Daily Traffic(ADT): **1,800** (7) ADT Year: **2009** Abut-Fwd Matl: **CONCRETE** Type: **STUB GRAVITY** Fnd: **SPREAD FOOTING**
(8) Truck Traf: **70** (14) NHS: **NO - X** (15) Corridor: **N** Pier-Pred Matl: **CONCRETE** Type: **GRAVITY** Fnd: **SPREAD FOOTING**
(16) Functional Class: **MINOR ARTERIAL-URBAN** (19) Strahnt: **Not Applicable** Pier-Other Matl: **CONCRETE** Type: **STUB GRAVITY** Fnd: **SPREAD FOOTING**

Intersected Route Data

(22) Route On/Under: Hwy Sys: No of Piers Predominate: **05** Other: **16** Other: **09**
Route No.: Dir: Des: Pref: (86) Stream Velocity: **UUU** (74) Scour: **STABLE: SCOUR WITHIN LIMITS OF FOOT/PILE**
(23) Feature Intersected: (189) Dive: **Y Freq: 60** Probe: **N Freq: 0** (75) Chan Prot: **RIP RAP (DUMPED ROCK OR ROCK)**
(24) County: Mileage: Special Desig: (189) Date of last Dive Insp: **10/27/2007** (152) Drainage Area: **UUU** Sq Mi

(25) Avg. Daily Traffic(ADT): **0** (26) ADT Year:
(27) Truck Traf: **0** (28) NHS: - (29) Corridor:
(30) Functional Class: (36) Strahnt: **Not Applicable**

Clearance Under the Bridge

(156) Min. Horiz Under Clear: NC: **0.0** Ft Card: **0.0** Ft
(157) Prac Max Vrt Under Clear: **20.2** Ft
(77) Min Vert Under Clear: NC: **0.0** Ft Card: **20.2** Ft
(78) Min Lat Under Clear: NC: **0.0 / 0.0** Ft Card: **30.4 / 0.1** Ft

Clearance On the Bridge

(154) Min Hriz on Bridge: NC: **0.0** Ft Card: **20.8** Ft
(155) Prac Max Vert On Brg: **14.1** Ft
(67) Min Vrt Clr On Brg: NC: **0.0** Ft Card: **14.1** Ft
(80) Min Latl Clr: NC: **0.0 / 0.0** Ft Card: **0.5 / 0.5** Ft
(81) Vrt Clr Lft: **0.0** Ft

Load Rating Information

(88-89) Appraisal

(48) Design Load: **H/15** (Including calculated items)
(83) Operating: **36** Ton
Inventory: **16** Ton
Ohio Percent of Legal Load **55** (88) Waterway Adequacy **9**
Year of Rating: **2010** (89) Approach Alignment **4**
(84) Analysis: **WORKING STRESS (WS)** Calc Gen Appraisal: **4**
(85) Rate Soft: **IN-HOUSE PROGRAM** Analyzed by: Calc Deck Geometry: **2**
Analysis on Bars: **NOT ON BARS [DEFAULT]** Calc Underclearance: **3**

Approach Information

(109) Approach Guardrail: **OTHER**
(110) Approach Pavement: **OTHER** (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

(58) Railing: **STEEL POST & STEEL PANEL (DECORATIVE)** (121) Main Member **ROLLED STEEL** (122) Moment Plate: **NOT APPLICABLE**
(59) Deck Drainage: **OPENING THRU CURBS OR WHEEL GRDS** (169) Expansion Joint: **METAL FINGER**
(60) Deck Type: **STEEL GRID - OPEN** (124) Bearing Devices: **ROCKERS/NONE**
(61) Deck Protection: External: **NONE** (126) Navigation: **Control- Y** Vert Clr: **73.0** Ft Horiz Clear: **700.0** Ft
Internal: **NONE** (193) Spec Insp: **N** Freq: **0** Date:
(62) Wearing Surface: **OTHER** (188) Fracture Critical Insp: **Y** Freq: **24** Date: **2009-11-19**
Thickness: **0.0** in (119) Date of Wearing Surface: **01/01/1989** (138) Long Member: **TWO TRUSSES (RIVETED)** (135) Hinges: **PINS AND HANGERS**
Slope Protection: **RIP RAP (DUMPED ROCK)** (141) Structural Steel Memb: **UNKNOWN** (139) Framing: **NONE**
Pay Wt: **0** pounds Prime Loc: **FIELD** Railing: **UNKNOWN**
Bridge Dedicated Name: **IRONTON RUSSELL** Paint: **PAINT SYSTEM OZEU**

Unit of Measure: **English**
 Structure File Number **4401255**
 Sufficiency Rating: **06.9 SD**

Bridge Inventory Information
 Inventory Bridge Number: **LAW 00093 0000**
ON OHIO RIVER AND N&W RR

Report Date **09/27/2012** **BM-191** Page: 2 of 2
BR. Type STEEL/TRUSS/THRU
 Date of Last Inventory Update: **09/12/2012**

General Information (Continued)				Original Plans Information			
(---) Hist Significance: NON-REGISTERED HISTORIC BRIDGE		(69) NBIS: Y		(142) Fabricator:			
(---) Hist Builder: OHIO BRIDGE COMMISSION		Hist Build Year: 1922		(143) Contractor:			
(69) Hist Type: CANITLEVER				(144) Ohio Original Construction Project No.:			
(161) Special Features (see below):				(---) Microfilm Reel:			
(105) Border Bridge State: 214 Resp % (106) SFN: 045B00087N00000				(151) Standard Drawing:			
Proposed Improvements		Programming Info		Aperture Cards: Orig: N Repair: Y Fabr: Y			
(90) Type Work: -		PID Number: 24476		Plan Information Available: 1PLAN INFORMATION AVAILABLE			
(90) Length: Ft		PID Status: IA-OTHER		(153) Repair Projects			
(90) Bridge Cost (\$1000s): 0		PID Date: 08/22/2002		1. / MMM		2. / 020	
(90) Roadway Cost (\$1000s): 0				4. / 020		5. 930519 / 020	
(90) Total Project Cost (\$1000s): 0		(90) Year:		7. / 020		8. / 002	
(91) Future ADT (On Bridge): 0		(92) Year of Future ADT: 2028		10. / 011		9. / 011	
Inspection Summary		(I-69) Survey Items		Utilities		Special Features	
(I-8) Deck: 5	Railings: 0 DOES NOT MEET CURRENT STANDARDS	(I-32) Superstructure: 4	Transitions: 0 DOES NOT MEET CURRENT STANDARDS	(46) Electric: U	(161) Lighting: Y		
(I-42) Substructure: 5	Guardrail: 1 MEETS CURRENT STANDARDS	(I-50) Culvert: 5	Rail Ends: 1 MEETS CURRENT STANDARDS	Gas: U	Fencing: N		
(I-54) Channel: 6	In Depth:	(I-60) Approaches: 7	Fracture Critical:	Sanitary Sewer: U	Glare-Screen: N		
(I-66) General Appraisal: 4	Scour Critical:	(I-66) Operational Status: P	Critical Findings:	Telephone: U	Splash-Guard: N		
Inspection Date: 12/03/2011	Insp. Update Date: 12/19/2011	(94) Desig Insp Freq: 12 Months		TV Cable: U	Catwalks: N		
				Water: U	Other-Feat: U		
				Other: U	(184) Signs-on: Y		
					Signs-Under: N		
					(162) Fence-Ht: 0.0 Ft		
					(163) Noise Barr: N		
SFNs Replacing this retired bridge: -				INV Field Bridge Marker: LAW-00093-0000 -			
SFNs That where replaced by this bridge: -				INT Field Bridge Marker: ---			
This bridge was retired and copied to:							
The bridge was copied from:							

PONTIS CoRe elements and Condition States

Elem No.	CoRe Element Description	Total Quantity	Unit Meas.	Condition State Percents(*)				
				1	2	3	4	5
28	STEEL DECK - OPEN GRID	1	EA	0	0	0	100	0
121	PAINTED STEEL BOTTOM CHORD THROUGH TRUSS	4800	LF	0	100	0	0	0
126	PAINTED STEEL THRU TRUSS(EXCL BOT CHORD)	4800	LF	0	0	0	100	0
215	REINFORCED CONC ABUTMENT	52	LF	0	100	0	0	0
234	REINFORCED CONC CAP	414	LF	0	100	0	0	0
303	ASSEMBLY JOINT/SEAL	52	LF	0	100	0	0	0
321	REINFORCED CONCRETE APPROACH SLAB	2	EA	0	100	0	0	0
330	METAL BRIDGE RAILING	4800	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

4 4 0 1 2 5 5
1 Structure File Number 7

Bridge Number **LAW 00093 0000**
CO ROUTE UNIT

IRONTON

Date Built **07/01/1922 - 1962**

District **09** Bridge Type **STEEL/TRUSS/THRU**

Type Service **1 17 OHIO RIVER AND N&W RR**

LAW

DECK		Out/Out 26.0	2	THCK = 0.0	2
1. Floor	5-STEEL GRID - OPEN	8	2	2. Wearing Surface	0-OTHER 41
3. Curbs, Sidewalks, Walkways	1-CONCRETE	2	2	4. Median	W.S. Date = 01/01/1989 42
5. Railing	2-STEEL	9	2	6. Drainage	2-OPENING THRU CURBS OR 43
7. Expansion Joints	6-STEEL POST & STEEL PAN	10	2	8. Summary	44
	1-METAL FINGER	11	2		
SUPERSTRUCTURE		MAX.SPAN=725	1	10. Beams/Girders/Slab	1-ROLLED STEEL 45
9. Alignment		12	1	12. Joists/Stringers	46
11. Diaphragms or Crossframes	TOT.LGTH=2401	13	3	14. Floor Beam Connections	47
13. Floor Beams		14	3	16. Diagonals	48
15. Verticals		15	2	18. Top Chord	49
17. End Posts		16	2	20. Lower Lateral Bracing	50
19. Lower Chord		17	3	22. Sway Bracing	51
21. Top Lateral Bracing		18	2	24. Bearing Devices	2-ROCKERS N-NONE 52
23. Portals		19	2	26. Arch Columns or Hangers	53
25. Arch		20		28. Protective Coating System	TYPE = 5-PAINT SYSTEM OZEU DATE = 01/01/1993 54
27. Spandrel Walls		21		30. Fatigue Prone Connections	55
29. Pins/Hangers/Hinges		22	2	32. Summary	56
31. Live Load Response		23	S		
SUBSTRUCTURE		2-CONCRETE	2	PIERS=30	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	38. Wingwalls	ABUTMENT:=SPREAD / SPREAD 59
39. Fenders and Dolphins		27		40. Scour	5-STABLE: SCOUR WITHIN L 60
41. Slope Protection	3-RIP RAP (ROCK)	28	1	42. Summary	DIVE DT=10/27/2007 62
CULVERTS				44. Alignment	63
43. General		29		46. Seams	64
45. Shape		30		48. Scour	65
47. Headwalls or Endwalls		31		50. Summary	66
49.		32			
CHANNEL				5- RIP RAP (DUMPED ROCK OR ROCK)	
51. Alignment		33	1	52. Protection	67
53. Waterway Adequacy		34	1	54. Summary	68
APPROACHES					
55. Pavement	0-OTHER	35	2	56. Approach Slabs	69
57. Guardrail	0-OTHER	36	1	58. Relief Joints	70
59. Embankment	BRDG.WIDTH=20.8	37	1	60. Summary	PCT.LEGAL=55 71
GENERAL				ROUTINE.RESP: 1-OHIO TRAN DEPT	
61. Navigation Lights		38	1	62. Warning Signs	MAINT.RESP: 1-OHIO TRAN DEPT 72
63. Sign Supports	MVC ON=14.1 UND=0000	39	1	64. Utilities	73
65. Vertical Clearance		40	1	66. General Appraisal & Operational Status	74

67. INSPECTED BY

68. REVIEWED BY

SIGNED

6 4 0 6 7
76 PE

K K
78 INITIALS

SIGNED

P E
81 PE

J B
83 INITIALS

DOT 2852

DECK AREA 62,431

Date 1 2 0 3 1 1
86 91

0 0 1 1
92 69 Survey 99

Date 1 2 0 6 1 1
100 105

STATE OF OHIO DEPARTMENT OF TRANSPORTATION
BRIDGE INSPECTION REPORT

BR-86 REV 02-95

4	4	0	1	2	5	5
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1 Structure File Number 7

Bridge Number **LAW** **00093** **0000**
 CO ROUTE UNIT

Date Built 07/01/1922 - 1962

District **09** Bridge Type **STEEL/TRUSS/THRU**

Type Service **1 17**

OHIO RIVER AND N&W RR

Deck 1. Floor: Ohio & Kentucky Approaches - Areas of
 Deck Delamination and scale w/ exposed rebar on underside edges
 Deck of slab edges. Main spans over 30 tertiary grid bars
 Deck broken; three grid panels in southbound lane have broken
 Deck tertiary bars that are rattling near L18 and L19
 Deck 2. Wearing surface: minor deterioration at joints. Rust
 Deck stains in span 1 & 3 above grid. Top of existing steel worn
 Deck smooth in wheel lines. Replacement grid panels offset 1/2"
 Deck +/- vertically from existing grid panels. Multiple spalls
 Deck formed in the past year on the main span 1 & 3 asphalt wearing
 Deck surface. Concrete overfill over steel grid is breaking off
 Deck and leaving a rough ride. Pavement cracking and breaking up
 Deck in Ohio approach spans 15-18. Hole in CL deck at bent 15
 Deck 3. Curbs: Ohio Approach sidewalk breaking up. Structural
 Deck Support is deteriorating. Main Span sidewalk surface on
 Deck Spans 1, 3, 4 breaking up, small hole in SW at pier A. Main
 Deck Span northbound steel curb breaking off supports and butt
 Deck welds cracking at several locations. Main span southbound
 Deck concrete curb much worse than last year. Curb is cracked
 Deck throughout and has multiple deep spalls with exposed rebar.
 Deck 5. Railing: Damaged chain link fence panel in Ohio Approach
 Deck span curve. Sidewalk post broken at bent 15. Ohio approach
 Deck several chain link fence panels are not tightly secured on
 Deck main spans
 Deck 6. Drainage: Water does not accumulate on deck except
 Deck in potholes. It does pour through finger and leaking joints
 Deck onto superstructure.
 Deck 7. Expansion Joints: Approaches - Some leakage; bent
 Deck 12 has completely failed. Finger joint supports at bent 15
 Deck and 17 are corroding. Main spans - finger joints have some
 Deck vertical misalignment. All joints allow thermal movement.
 Superstructure 10. Beams/ Girders/Slab: Ohio Approach - inactive old
 Superstructure pitting, dirt, and debris; active cracks; several missing
 Superstructure rivets
 Superstructure 11. Diaphragms or Crossframes: Consistent heavy loss,
 Superstructure some 100% loss below open grid deck. Few loose bolts and
 Superstructure cracked welded connections.
 Superstructure 12. Joist/Stringers: Ohio Approach - Cracks in welded
 Superstructure end connections including new cracks in span 16 over RR;
 Superstructure Floating bearings at bent 18; Main spans - Long sections of
 Superstructure Tee webs above stringers 1 & 2 at L12' gone; Corrosion holes
 Superstructure below steel grid deck. Bottom flange low at center low.
 Superstructure Lat. bracing conn.
 Superstructure 13. Floorbeams: Corrosion holes in webs, many main span
 Superstructure stiffeners thin or have holes; Water ponds in old pitting on
 Superstructure bottom flanges; inactive crack in both webs of box FB at L0'
 Superstructure D.S.; Small cracks discovered in butt weld of bot. (Tension)
 Superstructure flange cover plate at L18' Midspan.
 Superstructure 14. Floorbeam Connections: Inactive crack in both webs
 Superstructure of box FB at L0' D.S. at floorbeam connection
 Superstructure 15. 16. 17. 18: Verticals, Diagonals, End Posts, Top Chord,
 Superstructure Old pitting, some members have small perforations from
 Superstructure corrosion, bent flanges from construction.
 Superstructure 19. Lower Chord: Section loss & debris accumulation
 Superstructure typical; Many lacing bars have holes; Few cracked welds in
 Superstructure retrofits
 Superstructure 20. Gusset Plates: Bows up to 1/2" recorded in 2009.
 Superstructure (Several worse bow measurements the result of impact
 Superstructure damage). Bows do not appear to be affecting performance of
 Superstructure truss. Lower Chord typically has some level of inactive
 Superstructure deterioration across horizontal plane, just above lower
 Superstructure chord.
 Superstructure 21. Lateral Bracing: Many lower bracing center and end

Superstructure	connections have section loss. Debris on End Gussets. Cracks
Superstructure	in retrofit horizontal connection gussets at lower chord.
Superstructure	Top Lat. bracing - Small perforations from corrosion, bent
Superstructure	flanges from construction. Cracked angle flange in U8'
Superstructure	bracing angle.
Superstructure	22. & 23. Sway bracing and Portals: Small Perforations
Superstructure	from corrosion; bent flanges from construction
Superstructure	24. Bearing Devices: Main Spans - Debris build-up, holes
Superstructure	in stiffeners, section loss on anchor rods; significant
Superstructure	concrete bearing loss below stringers at Pier D and A Some
Superstructure	stringer bearing load plates do not completely bear on
Superstructure	concrete seats.
Superstructure	28. Protective Coating System (PCS): Many local failures
Superstructure	on floor beam system, esp. below joints and open grib. Thin
Superstructure	Coating inside upper chord; exposed paint is chalking; bare
Superstructure	steel at monitoring locations.
Superstructure	29. Pins/hangers/hinges: Wear around some pins, esp.
Superstructure	L18 and L18'; Welded attachments to P.P. 18 & 18' hangers;
Superstructure	no indications with ultrasonic testing found this year.
Superstructure	30. Fatigue prone detail (E & E'): Numerous retrofit
Superstructure	welds, including Cat. E & E', Triaxial and plug welds,
Superstructure	cracks in many types of members.
Substructure	33. Abutments: Large spalls on south pedistal, Ohio
Substructure	Approach
Substructure	34. Abutment Seats: Debris on most seats
Substructure	35. Piers: Ohio Approach - Few spalls on concrete bents;
Substructure	hole in column on steel bent 14; Ky Approach - Scale on D.S.
Substructure	Legs on bent 4 & 5; Main Span - Area of scale with and
Substructure	without exposed rebar
Substructure	36. Pier Seats: Cracks on main span truss seats; Loss of
Substructure	bearing area below stringers at pier A&D
Substructure	37. Backwalls: A few cracks
Substructure	40. Scour: No inspection this year
Channel	52. Protection: Ohio - Trees and Vegetation; Kentucky -
Channel	Rock Channel Protection
Approaches	55. Pavement: Some deterioration at Ohio App.
Approaches	Compression Seals; Minor Cracking
Approaches	59. Embankment: Ohio App. - retaining walls with minor
Approaches	deterioration; Ky App. - Good well vegetated
General	61. Navigation Lights - All continuous burn, all
General	functional
General	62. Warning Signs: Weight Restrictions well signed in Oh
General	& Ky, inconsistent 9-ton weight posting at intersection of
General	Bellfonte and Willow in Russell; The revised 5 axle truck
General	sign has been changed from 26 ton to 22 ton everywhere,
General	except the overhead sign entering the bridge at 2nd and
General	Adams in Ironton
General	64. Utilities: Conduit pulled apart at L18 D.S. and
General	between L12 and L13
General	65. Vertical clearance: Main span portals signed at
General	14'-1"