

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]	Cuyahoga County [035]	Cleveland [16000]	LORAIN/CARNEGIE BRIDGE	41-29-14 = 41.487222	081-41-47 = - 81.696389
1801503	Highway agency district 12	Owner State Highway Agency [01]	Maintenance responsibility State Highway Agency [01]		
Route 10	SR 10	Toll On free road [3]	Features intersected CUY RIVER VALLEY & FI RR		
Design - main Steel [3]	Design - approach Steel [3]	Kilometerpoint 2597 km = 1610.1 mi	Year built 1932	Year reconstructed 1983	
15	Truss - Deck [09]	5	Stringer/Multi-beam or girder [02]	Skew angle 0	Structure Flared Yes, flared [1]
				Historical significance Bridge is on the NRHP. [1]	
Total length 1001.3 m = 3285.3 ft	Length of maximum span 91.1 m = 298.9 ft	Deck width, out-to-out 25.3 m = 83.0 ft	Bridge roadway width, curb-to-curb 18.3 m = 60.0 ft		
Inventory Route, Total Horizontal Clearance 18.3 m = 60.0 ft	Curb or sidewalk width - left 2 m = 6.6 ft	Curb or sidewalk width - right 2 m = 6.6 ft			
Deck structure type Concrete Cast-in-Place [1]					
Type of wearing surface Other [9]					
Deck protection Epoxy Coated Reinforcing [1]					
Type of membrane/wearing surface Preformed Fabric [2]					

Weight Limits

Bypass, detour length 0.3 km = 0.2 mi	Method to determine inventory rating No rating analysis performed [5]	Inventory rating 32.4 metric ton = 35.6 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 MS 18+Mod / HS 20+Mod [6]	

Functional Details

Average Daily Traffic	13350	Average daily truck traffi	3	%	Year	2007	Future average daily traffic	18530	Year	2027
Road classification	Minor Arterial (Urban) [16]		Lanes on structure	4		Approach roadway width	18.3 m = 60.0 ft			
Type of service on bridge	Highway-pedestrian [5]		Direction of traffic	2 - way traffic [2]		Bridge median				
Parallel structure designation	No parallel structure exists. [N]									
Type of service under bridge	Railroad-waterway [7]		Lanes under structure	0		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	99.9 = Unlimited					Minimum lateral underclearance on left	99.9 = Unlimited			
Minimum Vertical Underclearance	0 = N/A		Minimum vertical underclearance reference feature	Railroad beneath structure [R]						
Appraisal ratings - underclearances	N/A [N]									

Repair and Replacement Plans

Type of work to be performed	Work done by					Work to be done by contract [1]				
Bridge deck rehabilitation with only incidental widening. [36]	Bridge improvement cost	\$3,700,000		Roadway improvement cost	\$100,000					
	Length of structure improvement	1005.8 m = 3300.0 ft		Total project cost	\$3,800,000					
	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	<input type="text" value="Open, no restriction [A]"/>	Appraisal ratings - structural	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - superstructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Better than present minimum criteria [7]"/>
Condition ratings - substructure	<input type="text" value="Satisfactory [6]"/>	Appraisal ratings - deck geometry	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - deck	<input type="text" value="Satisfactory [6]"/>		
Scour	<input type="text" value="Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]"/>		
Channel and channel protection	<input type="text" value="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	<input type="text" value="Equal to present desirable criteria [8]"/>	Status evaluation	<input type="text"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="85.8"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - transitions	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - approach guardrail	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - approach guardrail ends	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Inspection date	<input type="text" value="December 2010 [1210]"/>	Designated inspection frequency	<input type="text" value="12"/> Months
Underwater inspection	<input type="text" value="Unknown [Y60]"/>	Underwater inspection date	<input type="text" value="December 2010 [1210]"/>
Fracture critical inspection	<input type="text" value="Every year [Y12]"/>	Fracture critical inspection date	<input type="text" value="December 2010 [1210]"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>

Unit of Measure: **English**
Structure File Number **1801503**
Sufficiency Rating: **51.7 SD**

Bridge Inventory Information
Inventory Bridge Number: **CUY 00010 1613**
ON CUY RIVER VALLEY & FI RR

Report Date **09/18/2012** **BM-191** Page: 1 of 2
BR. Type STEEL / TRUSS / DECK
Date of Last Inventory Update: **09/11/2012**

District: **12** County **CUYAHOGA** (101) Location: **LORAIN/CARNEGIE BRIDGE** (102) Facility Carried: **SR 10**
(2) FIPS Code: **CLEVELAND** (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: **CITY/LOC** (100) Type Serv: (On): **HIGHWAY/PEDESTRIAN** (Under): **RAILROAD/WATERWAY**

Inventory Route Data

(3) Route On/Under: **ON** Hwy Sys: **STATE HIGHWAY** (63) Main Spans Number: **15** Type: **STEEL / TRUSS / DECK**
Route No.: **00010** Dir: Des: **MAINLINE** Pref: Approach Spans Number: **5** Type: **STEEL / BEAM / SIMPLE SPAN**
Total Spans: **20** (65) Max Span: **299 Ft** (66) Overall Leng: **3285 Ft**

(4) Feature Intersected: **CUY RIVER VALLEY & FI RR** (70) Substructure (71) Foundation and Scour Information
(5) County: **CUY** Mileage: **1613** Special Desig: Abut-Rear Matl: **CONCRETE** Type: **CANTILEVER** Fnd: **SPREAD FOOTING**
(6) Avg. Daily Traffic(ADT): **11,960** (7) ADT Year: **2010** Abut-Fwd Matl: **CONCRETE** Type: **SOLID WALL** Fnd: **SPREAD FOOTING**
(8) Truck Traf: **750** (14) NHS: **NO - X** (15) Corridor: **N** Pier-Pred Matl: **CONCRETE** Type: **OPEN COLUMN** Fnd: **SPREAD FOOTING**
(16) Functional Class: **MINOR ARTERIAL-URBAN** (19) Strahnt: **Not Applicable** Pier-Other Matl: **STEEL** Type: **STUB GRAVITY** Fnd: **OTHER**

Intersected Route Data

(22) Route On/Under: Hwy Sys: No of Piers Predominate: **15** Other: **03** Other: **01**
Route No.: Dir: Des: Pref: (86) Stream Velocity: **005.6** (74) Scour: **STABLE: EVAL SCOUR ABOVE TOP OF FOOTING**
(23) Feature Intersected: (189) Dive: **Y Freq: 60** Probe: **N Freq: 0** (75) Chan Prot: **PILING**
(24) County: Mileage: Special Desig: (189) Date of last Dive Insp: **12/30/2010** (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: **0.0 Ft**
(77) Min Vert Under Clear: NC: **0.0 Ft** Card: **0.0 Ft**
(78) Min Lat Under Clear: NC: **0.0 / 0.0 Ft** Card: **9999.9 / 9999.9 Ft**

Clearance On the Bridge

(154) Min Hriz on Bridge: NC: **0.0 Ft** Card: **60.0 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: **1.6 / 1.3 Ft**
(81) Vrt Clr Lft: **0.0 Ft**

Structure Information

(38) Bypass Length: **02 Miles**
(39) Latitude: **41 Deg 29.2 Min** Longitude: **81 Deg 41.8 Min**
(40) Toll: **ON FREE ROAD**
(41) Date Built: **07/01/1932** (42) Major Rehabilitation: **01/01/1983**
(43) No. Lanes On: **4** No. Lanes Under: **0**
(44) Horiz Curve: **Deg. Min.** (45) Skew: **0 Deg**
(49) App. Rdw Width: **60 Ft** (50) Brg. Rdw Width: **60.0 Ft**
(51) Deck Width: **83.0 Ft** Deck Area: **272652 Sq. Ft**
(52) Median Type: **NONE / NON BARRIE / NO JOINT**
(53) Bridge Median: **NO MEDIAN**
(54) Sidewalks: (left) **6 Ft** (right) **6 Ft**
(55) Type Curb or Sidewalks:
(Left) Matl: **CONCRETE** Type: **SIDEWALK(>2')**
(Right) Matl: **CONCRETE** Type: **SIDEWALK(>2')**
(56) Flared: **Y** (57) Composite: **composite**

Load Rating Information (88-89) Appraisal

(48) Design Load: **H/20** (Including calculated Items)
(83) Operating: **36 Ton**
Inventory: **36 Ton**
Ohio Percent of Legal Load **150** (88) Waterway Adequacy **8**
Year of Rating: **2012** (89) Approach Alignment **7**
(84) Analysis: **LOAD FACTOR (LF)** Calc Gen Appraisal: **4**
(85) Rate Soft: **COMBINATION** Analyzed by: Calc Deck Geometry: **5**
Analysis on Bars: **NOT ON BARS [DEFAULT]** Calc Underclearance: **N**

Approach Information

(109) Approach Guardrail: **OTHER**
(110) Approach Pavement: **BITUMINOUS** (111) Grade: **GOOD**

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 **ROLLED STEEL** (122) Moment Plate: **NONE**
(169) Expansion Joint: **OTHER**
(124) Bearing Devices: **ROLLERS/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: **2010-12-30**
(138) Long Member: **THREE OR MORE TRUSSES (RIVETED)** (135) Hinges: **PINS, PIN PLATES**
(141) Structural Steel Memb: **UNKNOWN** (139) Framing: **NONE**
Railing: **UNKNOWN**
Paint: **PAINT SYSTEM OZEU**
Pay Wt: **26,000,000** pounds Prime Loc: **UNKNOWN**
Bridge Dedicated Name: **HOPE MEMORIAL/LORAIN CARNEGIE**

Unit of Measure: **English**
 Structure File Number **1801503**
 Sufficiency Rating: **51.7 SD**

Bridge Inventory Information
 Inventory Bridge Number: **CUY 00010 1613**
ON CUY RIVER VALLEY & FI RR

Report Date **09/18/2012** **BM-191** Page: 2 of 2
BR. Type STEEL/TRUSS/DECK
 Date of Last Inventory Update: **09/11/2012**

General Information (Continued)				Original Plans Information			
(---) Hist Significance: NATIONAL HISTORIC REGISTER (---) Hist Builder: WILBUR WATSON & ASSOCIATES Hist Build Year: 1932 (69) Hist Type: CANITLEVER (161) Special Features (see below): (105) Border Bridge State: Resp % (106) SFN:		(69) NBIS: Y		(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	
Proposed Improvements		Programming Info		1. 800378 / 004		2. 810327 / 004	
(90) Type Work: 36 - BRG DECK REHAB WITH INCIDENTAL WIDENING		PID Number: 6454		4. / 044		6. / 020	
(90) Length: Ft		PID Status: IA-OTHER		7. 845012 / 044		8. / 040	
(90) Bridge Cost (\$1000s): 0		PID Date: 05/18/2000		10. / 011		9. / 011	
(90) Roadway Cost (\$1000s): 0		(90) Year:					
(90) Total Project Cost (\$1000s): 0		(92) Year of Future ADT: 2033					
(91) Future ADT (On Bridge): 0							
Inspection Summary		(I-69) Survey Items		Utilities		Special Features	
(I-8) Deck: 5	Railings: 1 MEETS CURRENT STANDARDS	(46) Electric: U	(161) Lighting: Y	Gas: Y	Fencing: N		
(I-32) Superstructure: 4	Transitions: 1 MEETS CURRENT STANDARDS	Sanitary Sewer: U	Glare-Screen: N	Telephone: U	Splash-Guard: N		
(I-42) Substructure: 6	Guardrail: 1 MEETS CURRENT STANDARDS	TV Cable: U	Catwalks: Y	Water: U	Other-Feat: U		
(I-50) Culvert: 6	Rail Ends: 1 MEETS CURRENT STANDARDS	Other: U	(184) Signs-on: N				
(I-54) Channel: 6	In Depth: 0 DOES NOT MEET CURRENT STANDARDS	(162) Fence-Ht: 0.0 Ft	(163) Noise Barr: N				
(I-60) Approaches: 8	Fracture Critical: 0 DOES NOT MEET CURRENT STANDARDS						
(I-66) General Appraisal: 4	Scour Critical: 0 DOES NOT MEET CURRENT STANDARDS						
(I-66) Operational Status: A	Critical Findings: N NONE N/A						
Inspection Date: 12/07/2011	Insp. Update Date: 03/06/2012						
(94) Desig Insp Freq: 12 Months							
SFNs Replacing this retired bridge: -				INV Field Bridge Marker: CUY-00010-1613 -			
SFNs That were 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
26	CONCRETE DECK - PROTECTED W/COATED BARS	1	EA	0	0	0	100	0
131	PAINTED STEEL DECK TRUSS	9855	LF	0	100	0	0	0
215	REINFORCED CONC ABUTMENT	166	LF	0	100	0	0	0
231	PAINTED STEEL CAP	249	LF	0	0	0	100	0
234	REINFORCED CONC CAP	83	LF	0	0	100	0	0
303	ASSEMBLY JOINT/SEAL	166	LF	0	100	0	0	0
321	REINFORCED CONCRETE APPROACH SLAB	2	EA	0	100	0	0	0
331	CONCRETE BRIDGE RAILING	6570	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 1 5 0 3
Structure File Number 7

Bridge Number **CUY 00010 1613** CLEVELAND
CO ROUTE UNIT

Date Built **07/01/1932 - 1983**

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

Type Service **1 57 CUY RIVER VALLEY & F I RR**

CUY

DECK		Out/Out 83.0	3	THCK = 1.5		1
1. Floor	1-REINF CONCRT (PRETRSD	8	3	2. Wearing Surface	C-MICROSILICA MODIFIED C	41
		1-CONCRETE		W.S. Date = 09/01/2001		
3. Curbs, Sidewalks, Walkways	1-CONCRETE	9	3	4. Median		42
5. Railing	5-REINF CONCR POST & CON	10	1	6. Drainage	3-SCUPPERS & DWNSPTS	43
7. Expansion Joints	0-OTHER	11	2	8. Summary		44
SUPERSTRUCTURE		MAX.SPAN=299	1			1
9. Alignment		12	1	10. Beams/Girders/Slab	1-ROLLED STEEL	45
		TOT.LGTH=3285				
11. Diaphragms or Crossframes		13	1	12. Joists/Stringers		46
13. Floor Beams		14	2	14. Floor Beam Connections		47
15. Verticals		15	2	16. Diagonals		48
17. End Posts		16		18. Top Chord		49
19. Lower Chord		17	3	20. Lower Lateral Bracing		50
21. Top Lateral Bracing		18		22. Sway Bracing		51
23. Portals		19		24. Bearing Devices	1-ROLLERS N-NONE	52
25. Arch		20		26. Arch Columns or Hangers		53
27. Spandrel Walls		21		28. Protective Coating System	TYPE = 5-PAINT SYSTEM OZEU DATE = 03/04/2004	54
29. Pins/Hangers/Hinges		22	2	30. Fatigue Prone Connections		55
31. Live Load Response		23	S	32. Summary		56
SUBSTRUCTURE		2-CONCRETE	1	PIERS=19 SPANS = 15		1
33. Abutments	2-CONCRETE	24	1	34. Abutment Seats		57
35. Piers	TYPE = 2-CONCRETE	25	2	36. Pier Seats		58
37. Backwalls		26	1	38. Wingwalls	ABUTMENT:=SPREAD / SPREAD	59
39. Fenders and Dolphins		27	4	40. Scour	8-STABLE: EVAL SCOUR ABO	60
41. Slope Protection	N-NONE	28		42. Summary		62
				DIVE DT=12/30/2010		
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				4-PILING		2
51. Alignment		33	2	52. Protection		67
53. Waterway Adequacy		34	1	54. Summary		68
APPROACHES						
55. Pavement	2-BITUMINOUS	35	1	56. Approach Slabs		69
57. Guardrail	0-OTHER	36	1	58. Relief Joints		70
59. Embankment	BRDG.WIDTH=60.0	37	1	60. Summary		71
				PCT.LEGAL=150		
GENERAL				ROUTINE.RESP: 4-CITY/LOCAL		
61. Navigation Lights		38	1	62. Warning Signs	MAINT.RESP: 1-OHIO TRAN DEPT	72
		MVC ON=9999 UND=0000		GAS/		
63. Sign Supports		39		64. Utilities		73
65. Vertical Clearance		40	N	66. General Appraisal & Operational Status		74
				COND 4 STAT A		

67. INSPECTED BY

68. REVIEWED BY

SIGNED

76 PE

A K
78 INITIALS

SIGNED

6 9 9 9 1
81 PE

W W
83 INITIALS

DOT 2852

DECK AREA 272,652

Date 1 2 0 7 1 1
86 91

1 1 1 1 0 0 0 N
92 69 Survey 99

Date 1 2 0 7 1 1
100 105

STATE OF OHIO DEPARTMENT OF TRANSPORTATION
BRIDGE INSPECTION REPORT

BR-86 REV 02-95

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

Bridge Number **CUY** **00010** **1613**
CO ROUTE UNIT

Date Built 07/01/1932 - 1983

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

Type Service **1 57**

CUY RIVER VALLEY & FIR

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

Deck EXPANSION JOINTS: Isolated expansion joints exhibit areas of
Deck torn neoprene glands.

Superstructure STRINGERS: The first interior stringers of the main truss
Superstructure spans exhibit isolated holed through
Superstructure sections and minor pitting (cleaned and painted) on the web
Superstructure and bottom flanges.

Superstructure VERTICALS: Moderate section loss (cleaned and painted) noted
Superstructure with isolated locations up to 1/4" due to
Superstructure previous corrosion. Pack rust between web plates and flange
Superstructure angles is beginning to reactivate.

Superstructure DIAGONALS: Moderate section loss with isolated advanced
Superstructure section loss to web up to 1/4" at gusset plate
Superstructure interface (cleaned and painted).

Superstructure LOWER CHORD: Moderate section loss with isolated areas of
Superstructure advanced loss due to previous corrosion of web
Superstructure plates and rivet heads. Pack rust is beginning to
Superstructure reactivate in several locations, mainly between web
Superstructure plates and top flange angles.

Superstructure GUSSET PLATES: Typical moderate section loss up to 10%
Superstructure widespread throughout gusset plates with isolated
Superstructure areas of advanced section loss up to 50%. Isolated average
Superstructure section loss of 20% noted on gusset plates
Superstructure along lower chord members. Gusset plate CL70S exhibits a
Superstructure laminar split on the west free edge below the
Superstructure diagonal, reducing the effective gusset plate thickness to
Superstructure 1/4" remaining.

Superstructure PCS: Rust staining over the top coat on truss members
Superstructure primarily beneath leaking joints.

Superstructure PINS/HANGERS/HINGES: Pins exhibit pack rust between web
Superstructure plates and gusset plates which have caused bending
Superstructure in chord web plates, preventing sliding pins from fully
Superstructure bearing on chord members. Lower chord sliding pins
Superstructure at panel points AL17 and BL41 appear to be frozen as a
Superstructure result of pack rust. Several pins exhibit advanced
Superstructure wear up to 1/4" along one-third of the pin diameter.

Superstructure FPD(E&E'): Utility deck floorbeams exhibit cracks due to
Superstructure lack of radial coping at truss connections.
Superstructure Isolated cracks in floorbeams have not been arrested, and
Superstructure crack ends without arrest holes have been marked
Superstructure and dated to monitor propagation.

Substructure PIERS: Large spalls with exposed rebar are typical
Substructure throughout pier towers above truss bearings, with many
Substructure spalls now sealed. The exterior walls of the piers exhibit
Substructure hairline cracks and isolated corner spalls along
Substructure outside corbels.

Substructure FENDERS: Severe timber rot and collision damage have caused
Substructure total failure of the fender system.

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

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