

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]	Lorain County [093]	Lorain [44856]	.5 MI. EAST OF SR.57	41-27-16 = 41.454444	082-09-37 = - 82.160278
4707443	Highway agency district	3	Owner	State Highway Agency [01]	Maintenance responsibility
					State Highway Agency [01]
Route	611		SR 611	Toll	On free road [3]
				Features intersected	BLACK RIVER SHIP CHANNEL
Design - main	Steel [3]	Design - approach		Kilometerpoint	554 km = 343.5 mi
6	Truss - Thru [10]	0	Other [00]	Year built	1939
				Year reconstructed	1989
				Skew angle	0
				Structure Flared	
				Historical significance	Bridge is eligible for the NRHP. [2]
Total length	519.4 m = 1704.2 ft	Length of maximum span	118.9 m = 390.1 ft	Deck width, out-to-out	15.2 m = 49.9 ft
				Bridge roadway width, curb-to-curb	12.8 m = 42.0 ft
Inventory Route, Total Horizontal Clearance	13.6 m = 44.6 ft	Curb or sidewalk width - left	1.8 m = 5.9 ft	Curb or sidewalk width - right	0 m = 0.0 ft
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Integral Concrete (separate non-modified layer of concrete added to structural deck) [2]				
Deck protection	Epoxy Coated Reinforcing [1]				
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	32.4 metric ton = 35.6 tons
0.5 km = 0.3 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	40.5 metric ton = 44.6 tons
	Bridge posting	Equal to or above legal loads [5]	Design Load	MS 18+Mod / HS 20+Mod [6]

Functional Details

Average Daily Traffic	14310	Average daily truck traffi	6	%	Year	2011	Future average daily traffic	20320	Year	2033
Road classification	Other Principal Arterial (Urban) [14]		Lanes on structure	4		Approach roadway width	13.4 m = 44.0 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	Waterway [5]		Lanes under structure	0		Navigation control	Navigation control on waterway (bridge permit required). [1]			
Navigation vertical clearanc	29.6 m = 97.1 ft		Navigation horizontal clearance	67.1 m = 220.2 ft						
Minimum navigation vertical clearance, vertical lift bridge			Minimum vertical clearance over bridge roadway	4.78 m = 15.7 ft						
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]									
Minimum lateral underclearance on right	0 = N/A					Minimum lateral underclearance on left	0 = N/A			
Minimum Vertical Underclearance	0 = N/A		Minimum vertical underclearance reference feature	Feature not a highway or railroad [N]						
Appraisal ratings - underclearances	N/A [N]									

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	Open, no restriction [A]	Appraisal ratings - structural	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Better than present minimum criteria [7]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Satisfactory [6]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]		
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	Better than present minimum criteria [7]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection	None present but re-evaluation suggested [5]	Sufficiency rating	58.8
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	October 2012 [1012]	Designated inspection frequency	12 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	October 2012 [1012]
Other special inspection	Not needed [N]	Other special inspection date	

Unit of Measure: English Structure File Number 4707443 Sufficiency Rating: 58.8 fo			Bridge Inventory Information Inventory Bridge Number: LOR 00611 0344 ON BLACK RIVER SHIP CHANNEL			Report Date 12/12/2014 BM-191 Page: 1 of 2 BR. Type STEEL / TRUSS / THRU Date of Last Inventory Update: 12/30/2013		
District: 03			County LORAIN			(101) Location: .5 MI. EAST OF SR.57		
(2)FIPS Code: LORAIN			(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		
(95) Insp: OHIO TRAN DEPT			(96) Maint: OHIO TRAN DEPT			(97) Routine: CITY/LOC		
						(100) Type Serv: (On): HIGHWAY/PEDESTRIAN		
						(12)Parallel: N		
						(Under): WATERWAY		
Inventory Route Data			(63) Main Spans Number: 6			Type: STEEL / TRUSS / THRU		
(3) Route On/Under: ON			Hwy Sys: STATE HIGHWAY			Approach Spans Number: 0		
Route No.: 00611			Dir:			Des: MAINLINE		
			Pref:			Total Spans: 6		
(4) Feature Intersected: BLACK RIVER SHIP CHANNEL						(65) Max Span: 390 Ft		
(5) County: LOR			Mileage: 0344			(66) Overall Leng: 1704 Ft		
(6) Avg. Daily Traffic(ADT): 14,310			(7) ADT Year: 2011					
(8) Truck Traf: 850			(14) NHS: YES - N			(15) Corridor: N		
(16) Functional Class: OTHER PRINCIPAL ARTERIAL-URBAN			(19) Strahnt: Not Applicable					
Intersected Route Data								
(22) Route On/Under:			Hwy Sys:			No of Piers Predominate: 03		
Route No.:			Dir:			Des:		
(23) Feature Intersected:			Pref:			(86) Stream Velocity: UUU		
(24) County:			Mileage:			(74) Scour: STABLE: SCOUR WITHIN LIMITS OF FOOT/PILE		
(25) Avg. Daily Traffic(ADT): 0			(26) ADT Year:			Probe: Y Freq: 12		
(27) Truck Traf: 0			(28) NHS: -			(75) Chan Prot: STONE		
(30) Functional Class:			(29) Corridor:			(189) Date of last Dive Insp:		
(36) Strahnt: Not Applicable						(152) Drainage Area: UUU Sq Mi		
Clearance On the Bridge						Clearance Under the Bridge		
(154) Min Hriz on Bridge:			NC: 0.0 Ft			Card: 0.0 Ft		
(155) Prac Max Vert On Brg:			15.7 Ft					
(67) Min Vrt Clr On Brg:			NC: 0.0 Ft			Card: 15.7 Ft		
(80) Min Latl Clr:			NC: 0.0 / 0.0 Ft			Card: 1.3 / 1.3 Ft		
(81) Vrt Clr Lft:			0.0 Ft					
Structure Information						Load Rating Information		
(38) Bypass Length: 03 Miles						(88-89) Appraisal		
(39) Latitude: 41 Deg 27.3 Min			Longitude: 82 Deg 9.6 Min			(48) Design Load: HS/20-44 & ALTERNATE MILITARY LOADING		
(40) Toll: ON FREE ROAD						(83) Operating: 45 Ton		
(41) Date Built: 07/01/1939			(42) Major Rehabilitation: 01/01/1989			Inventory: 36 Ton		
(43) No. Lanes On: 4			No. Lanes Under: 0			Ohio Percent of Legal Load 150		
(44) Horiz Curve: Deg. Min.			(45) Skew: 0 Deg			Year of Rating: 1989		
(49) App. Rdw Width: 44 Ft			(50) Brg. Rdw Width: 41.9 Ft			(84) Analysis: ALLOWABLE STRESS OR WORKING STRESS		
(51) Deck Width: 49.8 Ft			Deck Area: 84917 Sq. Ft			(85) Rate Soft: BARS Analyzed by:		
(52) Median Type: NONE / NON BARRIE / NO JOINT						Analysis on Bars: WRKG STRESS ANALYSIS		
(53) Bridge Median: NO MEDIAN								
(54) Sidewalks:			(left) 5 Ft			(right) 0 Ft		
(55) Type Curb or Sidewalks:								
(Left) Matl: OTHER			Type: NONE					
(Right) Matl: OTHER			Type: NONE					
(56) Flared: N			(57) Composite:					
(58) Railing: STEEL POST & STEEL PANEL (DECORATIVE)								
(59) Deck Drainage: DRN TROUGH UNDR OPEN JNTS								
(60) Deck Type: REINF CONCRT (PRESTRSD, PRECAST								
(61) Deck Protection: External: NONE								
Internal: EPOXY COATED REINFORCING (BOTH								
(62) Wearing Surface: INTEGRAL CONCRETE (MONOLITHIC)								
Thickness: 1.0 in			(119) Date of Wearing Surface: 06/08/1989					
Slope Protection: SHEET PILE WALL								

General Information (Continued)				Original Plans Information			
(---) Hist Significance: NON-REGISTERED HISTORIC BRIDGE (---) Hist Builder: AMERICAN BRIDGE CO Hist Build Year: 1939 (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.: COUNTY (---) Microfilm Reel: LOR020 (151) Standard Drawing: Aperture Cards: Orig: Y Repair: Y Fabr: Y Plan Information Available: 1PLAN INFORMATION AVAILABLE			
Proposed Improvements		Programming Info					
(90) Type Work: - (90) Length: Ft (90) Bridge Cost (\$1000s): 0 (90) Roadway Cost (\$1000s): 0 (90) Total Project Cost (\$1000s): 0 (91) Future ADT (On Bridge): 0		PID Number: 17612 PID Status: IA-OTHER PID Date:		(153) Repair Projects <div style="display: flex; justify-content: space-between;"> <div>1. / 020</div> <div>2. 870664 / 099</div> <div>3. 880805 / UUU</div> </div> <div style="display: flex; justify-content: space-between;"> <div>4. / MMM</div> <div>5. / 020</div> <div>6. / 011</div> </div> <div style="display: flex; justify-content: space-between;"> <div>7. / 022</div> <div>8. / 011</div> <div>9.</div> </div> <div>10.</div>			
(90) Year: (92) Year of Future ADT: 2033							
Inspection Summary		(I-69) Survey Items		Utilities		Special Features	
(I-8) Deck: 6 (I-32) Superstructure: 5 (I-42) Substructure: 5 (I-50) Culvert: (I-54) Channel: 8 (I-60) Approaches: 5 (I-66) General Appraisal: 5 (I-66) Operational Status: A Inspection Date: 10/29/2013 (94) Desig Insp Freq: 12 Months		Railings: 0 DOES NOT MEET CURRENT STANDARDS Transitions: 0 DOES NOT MEET CURRENT STANDARDS Guardrail: 1 MEETS CURRENT STANDARDS Rail Ends: 1 MEETS CURRENT STANDARDS In Depth: 1 MEETS CURRENT STANDARDS Fracture Critical: 1 MEETS CURRENT STANDARDS Scour Critical: N NONE N/A Critical Findings: N NONE N/A Insp. Update Date: 11/08/2013		(46) Electric: Y Gas: U Sanitary Sewer: U Telephone: U TV Cable: U Water: U Other: U		(161) Lighting: Y Fencing: N Glare-Screen: N Splash-Guard: N Catwalks: N Other-Feat: U (184) Signs-on: Y 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: LOR-00611-0344 - INT Field Bridge Marker: ---			

PONTIS CoRe elements and Condition States

Elem No.	CoRe Element Description	Total Quantity	Unit Meas.	Condition State Percents(*)				
				1	2	3	4	5
29	STEEL DECK - CONCRETE FILLED GRID	1	EA	0	0	0	0	0
121	PAINTED STEEL BOTTOM CHORD THROUGH TRUSS	3408	LF	0	0	0	0	0
126	PAINTED STEEL THRU TRUSS(EXCL BOT CHORD)	3408	LF	0	0	0	0	0
215	REINFORCED CONC ABUTMENT	100	LF	0	0	0	0	0
303	ASSEMBLY JOINT/SEAL	100	LF	0	0	0	0	0
321	REINFORCED CONCRETE APPROACH SLAB	2	EA	0	0	0	0	0
330	METAL BRIDGE RAILING	3408	LF	0	0	0	0	0

(*) Percentages Should add to 100%

STATE OF OHIO DEPARTMENT OF TRANSPORTATION
BRIDGE INSPECTION REPORT

BR-86 REV 02-95

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Structure File Number

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Bridge Number

LOR

00611

0344

LORAIN

Date Built 07/01/1939 - 1989

District 03 Bridge Type STEEL/TRUSS/THRU Type Service 1 55 BLACK RIVER SHIP CHANNEL LOR

DECK		Out/Out 49.8		THCK = 1.0					
1. Floor		1-REINF CONCRT (PRESTRSD 8		2. Wearing Surface		2-INTEGRAL CONCRETE (MON 41		1	
3. Curbs, Sidewalks, Walkways		0-OTHER 9		4. Median		W.S. Date = 06/08/1989		42	
5. Railing		6-STEEL POST & STEEL PAN 10		6. Drainage		5-DRN TROUGH UNDR OPEN J		43	
7. Expansion Joints		1-METAL FINGER 11		8. Summary				44	
SUPERSTRUCTURE		MAX.SPAN=390							
9. Alignment				10. Beams/Girders/Slab		N-N/A (CULVERTS, TRUSSES		45	
11. Diaphragms or Crossframes		TOT.LGTH=1704		12. Joists/Stringers				46	
13. Floor Beams				14. Floor Beam Connections				47	
15. Verticals				16. Diagonals				48	
17. End Posts				18. Top Chord				49	
19. Lower Chord				20. Lower Lateral Bracing				50	
21. Top Lateral Bracing				22. Sway Bracing				51	
23. Portals				2-ROCKERS		24. Bearing Devices		N-NONE 52	
25. Arch				26. Arch Columns or Hangers				53	
27. Spandrel Walls				TYPE = 5-PAINT SYSTEM OZEU		28. Protective Coating System		DATE = 07/01/1989 54	
29. Pins/Hangers/Hinges				30. Fatigue Prone Connections				55	
31. Live Load Response				S		32. Summary		56	
SUBSTRUCTURE		2-CONCRETE		PIERS=5		SPANS = 6			
33. Abutments		2-CONCRETE 24		34. Abutment Seats				57	
35. Piers		TYPE = 2-CONCRETE 25		36. Pier Seats				58	
37. Backwalls				38. Wingwalls		ABUTMENT:=SPREAD / SPREAD		59	
39. Fenders and Dolphins				40. Scour		5-STABLE: SCOUR WITHIN L 60		1	
41. Slope Protection		F-PROBLEM 28		42. Summary		DIVE DT=N/A		62	
CULVERTS									
43. General				44. Alignment				63	
45. Shape				46. Seams				64	
47. Headwalls or Endwalls				48. Scour				65	
49.				50. Summary				66	
CHANNEL									
51. Alignment		1		2-STONE		52. Protection		67	
53. Waterway Adequacy		1		54. Summary				68	
APPROACHES									
55. Pavement		2-BITUMINOUS 35		56. Approach Slabs				69	
57. Guardrail		1-STEEL BEAM 36		58. Relief Joints				70	
59. Embankment		BRDG.WIDTH=41.9 37		60. Summary		PCT.LEGAL=150		71	
GENERAL									
61. Navigation Lights		4		ROUTINE.RESP: 4-CITY/LOCAL		62. Warning Signs		72	
63. Sign Supports		MVC ON=15.7 UND=0000		ELEC/		64. Utilities		73	
65. Vertical Clearance		1		66. General Appraisal & Operational Status				COND 5 STAT A	

67. INSPECTED BY68. REVIEWED BY

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BRIDGE INSPECTION REPORT

BLACK RIVER SHIP CHANNEL

1. MINOR SURFACE CORROSION ON BOTTOM OF STEEL GRID, SECTION LOSS & HOLES IN PANS NEAR DECK JTS. & CURBS.
2. A FEW MINOR RANDOM SPALLS, CRACKS & SMALL DELAMINATIONS. SPALLS CONCENTRATED @ JT. CASTINGS.
3. SW BROKEN W/HOLE THROUGH @ FWD. ABUT. *SEE #7. SMALL SPALLS @ ACCESS HATCHES. PATTERN CRACKING OVER GRID THROUGHOUT. SEVERAL CRACKS EMANATING FROM TRUSS MEMBERS IN SIDEWALK. SIDEWALK SUPPORT CLIP ANGLE @ L62W HAS A 9 5/8" CRACK THROUGH THE 12" LONG ANGLE.
5. MISALIGNMENTS OF TRAFFIC RAILS. SPINDLES ON SW RAIL ARE CORRODED. L65-MISSING 2 SW RAIL BOLTS. BOLTS SHEARED AT L68, SB RA.
6. ALL DRAINS ARE OPEN. NEOPRENE SHEETING LOOSE OR MISSING IN SOME LOCATIONS. DRAINAGE CORRODING STEELWORK BELOW. NO PONDING ON DECK. SIDEWALK HAS MINOR PONDING @ BRIDGE APEX (PP40).
7. SIDEWALK EXPAN. JT. HAS CLOSED @ NORTH ABUTMENT. SIDEWALK IS SPALLED & CURB PLATE IS BENT FROM CRUSHING INTO BACKWALL. ROADWAY EXP. JT. AT NORTH ABUTMENT IS ALSO CLOSING DUE TO ABUTMENT MOVEMENT.
12. MINOR CORROSION UNDER DECK JOINTS. PACK RUST BETWEEN BOTTOM FLANGE AND LOWER LATERAL BRACING.
13. OLD, INACTIVE MINOR PITTING ALONG BOTTOM FLANGE. OLD, INACTIVE, MODERATE PITTING ON WEBS @ FB ENDS.
14. OLD, GENERALLY INACTIVE, MODERATE PITTING TO FLOORBEAM CONNECTION ANGLES @ TRUSS.
15. 16. 17. 18. & 19. ALL TRUSS MEMBERS: PACK RUST IS ACTIVE ALONG THE CORNERS OF THE BUILT UP MEMBERS. PACK RUST OF 1/8" IS TYPICAL; 3/4" MAXIMUM. OLD PITTING THROUGHOUT MEMBERS @ OR BELOW ROADWAY. WORST PITTING UP TO 3/16" DEEP IN SEVERAL LOCATIONS. *SEE REPORT FOR SPECIFICS.
20. PACK RUST ACTIVE BETWEEN SEVERAL GUSSETS & TRUSS MEMBERS (1/8" TO 1/4" TYPICAL); OLD PITTING OF 1/16" TO 1/8" TYPICAL ALONG THESE SAME SEAMS. GUSSET PLATE BOWS (11/16" MAX LOWER CHORD; 7/16" MAX UPPER CHORD BOW) MEASURED & DOCUMENTED IN REPORT APPENDIX. PER THE ODOT MANUAL OF BRIDGE INSPECTION ANY 1 GUSSET PLATE WITH A STRUCTURAL BOW OF 3/8" OR MORE SHALL BE RATED IN POOR CONDITION. AFTER DISCUSSION WITH DISTRICT & CENTRAL OFFICE IT WAS DETERMINED THAT THIS WAS TOO CONSERVATIVE DUE TO THE LARGE SIZE OF THE GUSSET PLATES ON THIS BRIDGE. THE GUSSET PLATES ARE RATED IN FAIR CONDITION DUE TO THE DEFICIENCIES LISTED ABOVE.
21. MINOR DETERIORATION ON LOWER BRACING BELOW DECK JOINTS.
23. MINOR COLLISION DAMAGE @ FWD. END.
24. FUNCTIONING, MINOR SURFACE CORROSION ON CASTINGS.
28. PACK RUST & CORROSION REACTIVATING IN PLACES BELOW ROADWAY. PAINT FAILING UNDER DECK JOINTS. PAINT ABOVE ROADWAY IS GENERALLY IN GOOD CONDITION.
29. FUNCTIONAL
31. BRIDGE WILL SHAKE UNDER FULLY LOADED TRUCKS & BUSES. NO UNUSUAL RESPONSES.
33. SOUTH ABUTMENT-LONGITUDINAL CRACK IN BREASTWALL; INACTIVE VERTICAL CRACKS NEAR EAST TRUSS. NORTH ABUTMENT-RUST STAINS ON BREASTWALL. INDICATING THE ABUTMENT MAY BE MOVING AND/OR ROTATING. SEE REPORT.
34. SOUTH ABUTMENT-INACTIVE CRACKS NEAR EAST TRUSS; SEAT IS CLEAN. NORTH ABUTMENT-DELAMINATION 13' OFF EAST SEISMIC BLOCK ON SEAT; SEAT IS CLEAN.
35. FEW RANDOM SPALLS THROUGHOUT. PIER 2 BUTTRESSES ARE MAP-CRACKED, W/DELAMINATIONS.
36. MINOR SPALLS ON PIER 3 EAST SEAT.
37. SOUTH ABUTMENT-INACTIVE CRACKS NEAR EAST TRUSS. NORTH ABUTMENT-SPALL & DELAMINATION BEHIND WEST TRUSS. JOINT CLOSED AND SIDEWALK CRUSHING INTO WEST END OF BACKWALL.

Substructure	38. SOUTH ABUTMENT:EAST-SPALL @ SOUTH END;WEST-SPALLS AND
Substructure	CRACKS THROUGHOUT EXPOSED SURFACES. NORTH ABUTMENT:WEST-
Substructure	SPALLS @ SIDEWALK RAILING.
Approaches	55. JOINTS BETWEEN BACKWALLS & APPROACH SLABS ARE BREAKING
Approaches	UP WITH DEEP SPALLS.SOUTH ASPHALT BEHIND APPROACH SLABS IS
Approaches	CRACKED & BREAKING UP(NOT PART OF RATING).
Approaches	56. JTS.BETWEEN BACKWALLS & APPROACH SLABS ARE BREAKING-UP
Approaches	WITH DEEP SPALLLS.
Approaches	57. BLOCKOUTS BEHIND NORTH APPROACH,WEST GUARDRAIL ARE
Approaches	DETERIORATING.GUARDRAIL AT NORTHWEST CORNER DESTROYED BY
Approaches	VECHICLE IMPACT.
Approaches	59. NO SLOUGHING OF REBUILT NORTHWEST EMBANKMENT NEAR BRIDGE
Approaches	BRIDGE. INDICATIONS OF SLOPE MOVEMENT A FEW 100 FEET NORTH
Approaches	OF THE BRIDGE. SOUTHWEST EMBANKMENT IS STEEP,BUT MINIMAL
Approaches	EROSION.
General	61. EAST TRUSS LIGHT ON CONTINUOUSLY DURING THE DAYLIGHT.
General	WEST TRUSS LIGHTS DID NOT FUNCTION EVEN WHEN PHOTO CELL WAS
General	COVERED.LIGHT BULBS REPLACED DURING INSPECTION.
General	64. HANGERS BROKEN IN A FEW LOCATIONS LEAVING LINES RESTING
General	ON SWAY BRACING STEELWORK.
General	NOTE: PHOTO CELLS REPLACED BY D-03 CREWS AFTER INSPECTION
General	DATE. (ALL LIGHTS ARE NOW WORKING.NOV. 2012)
General	TIME WARNER ADDED SMALL CABLE. SECURED TO EXISTING CABLE.