

# Fiber Reinforced Polymer (FRP) Composite Bridges in West Virginia

Compiled by  
West Virginia University  
Constructed Facilities Center

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Data provided herein is compiled from Inspection Records provided by the West Virginia Department of Transportation – Division of Highways, personal correspondence from WVDOT-DOH officials and reports completed by the West Virginia University – Constructed Facilities Center. Data on the current condition and maintenance issues of the bridge is paraphrased from the WVDOT-DOH Inspection Reports.

# Contents

## Deck Systems

Boy Scout Camp .....	3
Goat Farm .....	5
Howell's Mill.....	7
Kite Creek .....	9
La Chein.....	11
Market Street.....	13
Montrose .....	15
Wickwire Run .....	17

## Reinforcing Bar

Dan's Run Slab.....	19
Martha Queen's .....	21
McKinleyville .....	23
North Acme .....	25
North Kayford .....	27
South Acme .....	29

## Wrapping

CR 25 (Pond Creek) .....	31
East Street Viaduct.....	33
Flag Run.....	35
Madison Avenue .....	37
Muddy Creek.....	39

## Other Bridge Projects

Barrackville Covered .....	41
Blennerhassett Island Bridge .....	43
Hanover.....	45
Katy Truss.....	47
Laurel Lick.....	49
Robert Beech (West Buckeye) .....	51

## Hardcore Composites Deck



## Deck System

The Boy Scout Camp Bridge is located in Raleigh County (District 10) at Latitude, Longitude 37.71251, -81.14951 and was originally built in 2001, by District 10 of the WVDOT-DOH. The single span bridge has an overall length of 33.1 feet with a maximum span length of 29.9 feet with no skew. The bridge is 25.8 feet wide and carries 500 vehicles per day across 2 lanes at medium to low speed along a paved road.

## INSPECTION HISTORY

Most Recent Inspection  
12/16/2014

Design Load  
HS-25

Unofficial FHWA Sufficiency Rating  
92.0

## WVDOH Inspection Appraisal Ratings

Deck	Superstructure	Substructure
Very Good	Satisfactory	Satisfactory

**Current FRP Condition:** The deck is in good condition. No loose panels or anchor clips were discovered and no leakage was noted along the panel joints.

The wearing surface is in place and provides a smooth ride. Slight transverse cracking exists along both ends of the deck.

**Applicable Maintenance Issues:** None



TYPICAL TRANSVERSE CRACKING

## STRUCTURE DETAILS

**Abutments:** Reinforced concrete full height abutments on spread footings

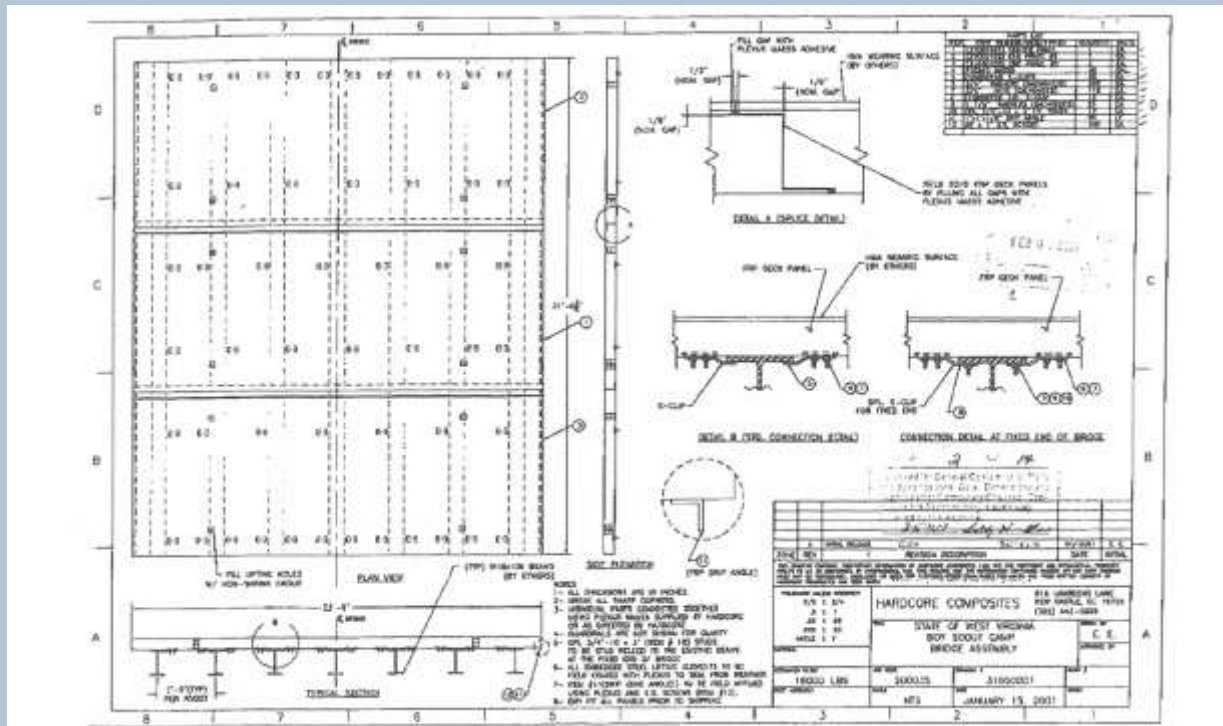
**Superstructure:** 7 W18x106 beams at 3'-9" spacing

**Deck:** 8" Hardcore Composites Deck

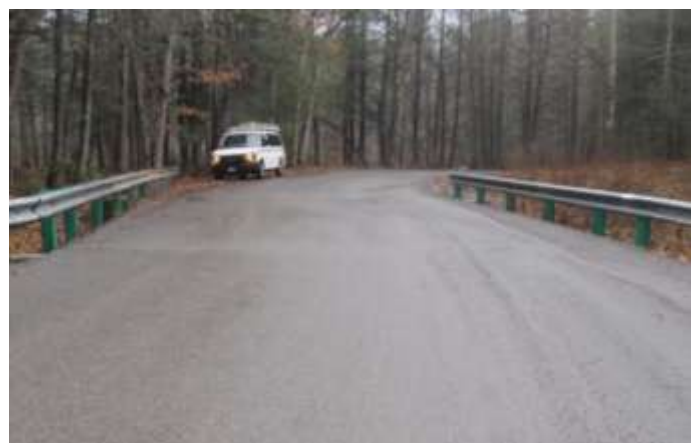
**Deck-to-Stringer Attachment:** Plexus MA55 adhesive and Z clips (2 bolt)

**Wearing Surface:** 3.5" asphalt

### Bridge Assembly Plans



UNDERSIDE OF DECK



END VIEW OF BRIDGE

## Bedford Reinforced Plastics Prodeck 4



Deck System

The Goat Farm Bridge is located in Jackson County (District 3) at Latitude, Longitude 38.99921, -81.58049 and was originally built in 2004 by Alan Stone. The single span bridge has an overall length of 42.3 feet with a maximum span length of 39 feet with no skew. The bridge is 15 feet wide and carries 10 vehicles per day at low speed along a 1 lane gravel road.

## INSPECTION HISTORY

Most Recent Inspection  
4/16/2014

Design Load  
HS-25

Unofficial FHWA Sufficiency Rating  
86.8

## WVDOH Inspection Appraisal Ratings

Deck	Superstructure	Substructure
Very Good	Very Good	Very Good

**Narrative Rating:** The deck and wearing surface are still in good condition and with no visible deficiencies.

**Applicable Maintenance Issues:** In 2010, state forces fastened the loose Z-clips, reinstalled the neoprene pads, and welded a keeper angle to hold the pads.



Z-CLIPS ATTACHING DECK TO BEAMS



## STRUCTURE DETAILS

**Abutments:** Reinforced concrete stub on pilings (Abutment 1) and on original cut stone (Abutment 2)

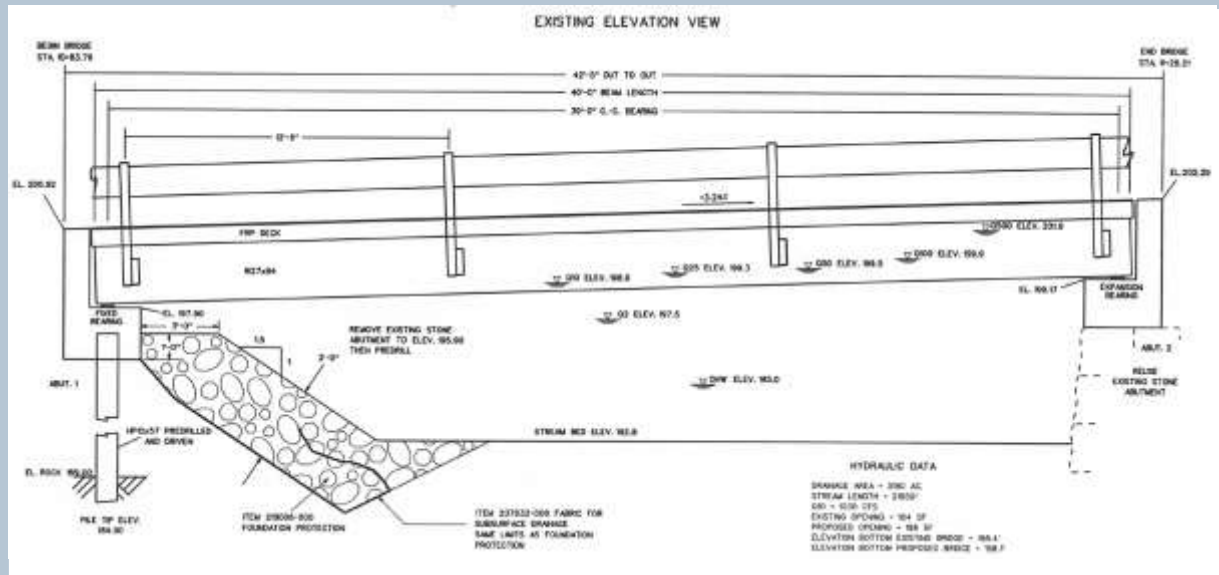
**Superstructure:** 5 W27x84 beams at 3'-4" spacing

**Deck:** 4" Bedford Reinforced Plastics Prodeck 4

**Deck-to-Stringer Attachment:** Z-Clips (1 bolt)

**Wearing Surface:** 3/8" polymer concrete

### Elevation View



PLACEMENT OF DECK PANEL



REINFORCING FIELD JOINT

# HOWELL'S MILL

BARS: 06A261

## Martin Marietta Duraspan Deck



Deck System

The Howell's Mill Bridge is located in Cabell County (District 2) at Latitude, Longitude 38.44253, -82.21986 and was originally built in 2003 by Turnman Construction. The two span bridge has an overall length of 237.5 feet with a maximum span length of 120 feet with no skew. The bridge is 32.5 feet wide and carries 3300 vehicles per day across 2 lanes on the rural paved road as speeds up to 50 mph.

## INSPECTION HISTORY

Most Recent Inspection  
5/10/2013

Design Load  
HS-25

Unofficial FHWA Sufficiency Rating  
79.9

## WVDOH Inspection Appraisal Ratings

Deck	Superstructure	Substructure
Good	Good	Good

**Current FRP Condition:** The deck is in good condition. The decking appears to be loose in the area over the pier. The decking here rattles occasionally under live loads. The top of the deck is exposed in scattered locations due to missing asphalt. This break up is located at the junctures of the deck panels with the appearance of solar decomposition. The wearing surface is in fair condition. The wearing surface is cracking and breaking up over several of the joints exposing the top of the deck. During periods of hot weather the asphalt loses bond with the deck surface. This condition is visible in the form of large blisters.



BREAKUP OF DECK PANEL JOINT

**Applicable Maintenance Issues:** None

## STRUCTURE DETAILS

**Abutments:** Reinforced concrete integral on piling (abutment 1), semi-integral on spread footings (Abutment 2) and reinforced concrete pier on spread footings

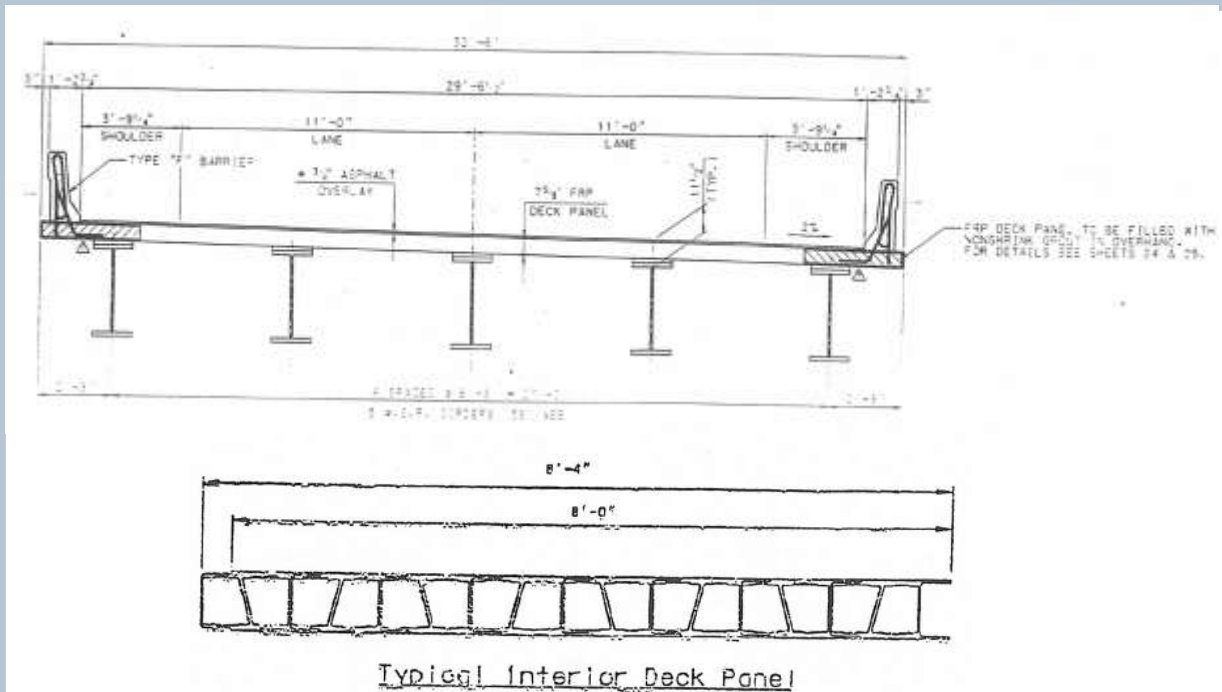
**Superstructure:** 5 welded plate girders with 38" web at 6'-9" spacing, continuous over pier

**Deck:** 7.625" Martin Marietta Duraspan deck

**Deck-to-Stringer Attachment:** unknown - Possible grout pocket?

**Wearing Surface:** 1" asphalt

### Deck Section



BREAK UP OF WEARING SURFACE AND DETERIORATION  
OF DECK PANEL JOINT REINFORCEMENT



BOTTOM OF DECK



## Bedford Reinforced Plastics Prodeck 8



Deck System

The Kite Creek Bridge is located in Monroe County (District 9) at Latitude, Longitude 37.40052, -80.80095 and was originally built in 2004 by District 9 of the WVDOT-DOH. The single span bridge has an overall length of 34.6 feet with a maximum span length of 30.5 feet with no skew. The bridge is 24.1 feet wide and carries 500 vehicles per day across 2 lanes on the municipal paved road with a 25 mph speed limit.

## INSPECTION HISTORY

Most Recent Inspection  
5/16/2014

Design Load  
HS-25

Unofficial FHWA Sufficiency Rating  
84.5

## WVDOH Inspection Appraisal Ratings

Deck	Superstructure	Substructure
Very Good	Very Good	Very Good

**Current FRP Condition:** The deck is in good condition with no defects. The wearing surface is in fair condition with transverse open cracks spaced approximately 18" across the entire deck with map cracking on the abutment #2 end of the structure. There is an area near the center of the roadway with missing asphalt and map cracking at abutment #2, 2'-0" in length, 6'-0" in width and averaging 2 inches in depth

**Applicable Maintenance Issues:** None



TRANSVERSE CRACKS IN WEARING SURFACE

## STRUCTURE DETAILS

**Abutments:** Reinforced concrete stub abutments on spread footings

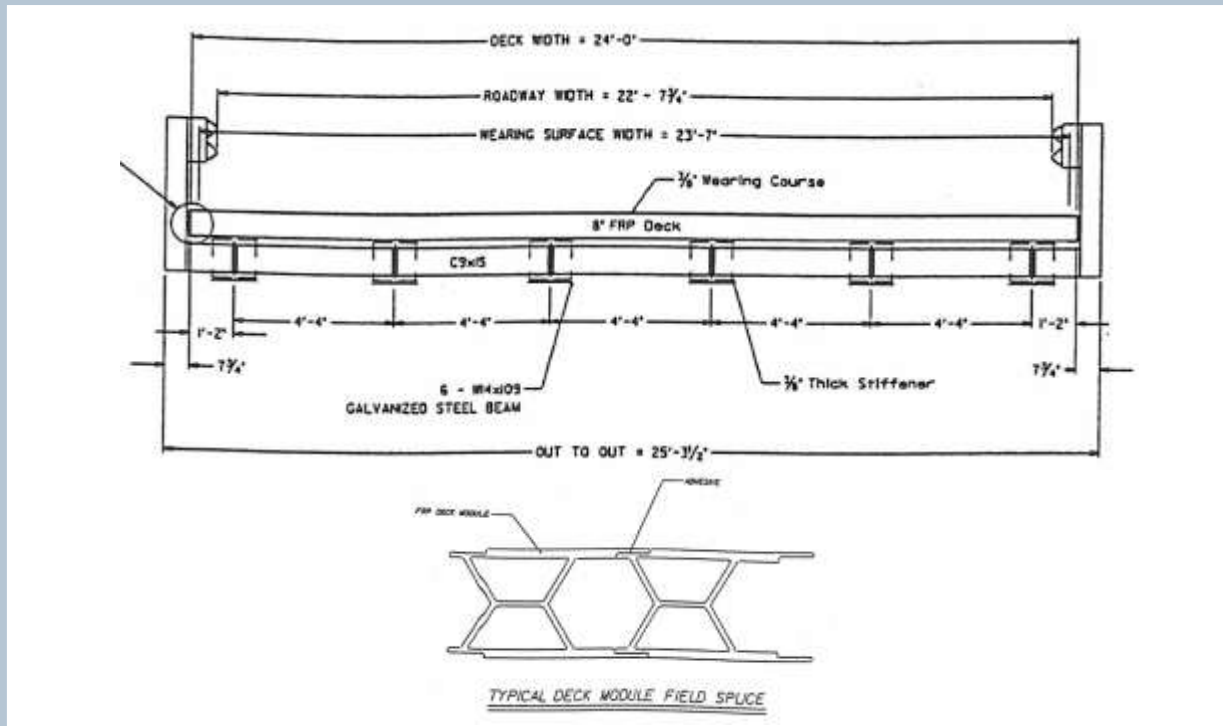
**Superstructure:** 6 W14x109 beams at 4'-4" spacing

**Deck:** 8" Bedford Reinforced Plastics Prodeck 8

**Deck-to-Stringer Attachment:** Z clips (1 bolt)

**Wearing Surface:** 1.5" asphalt

### Typical Deck Section



UNDERSIDE OF DECK



MISSING ASPHALT AT ABUTMENT 2

## Bedford Reinforced Plastics Prodeck 8



## Deck System

The La Chein Bridge is located in Monroe County (District 9) at Latitude, Longitude 37.39903, -80.80359 and was originally built in 2003 by the WVDOT-DOH. The single span bridge has an overall length of 42.8 feet with a maximum span length of 38.3 feet with 30 degrees skew. The bridge is 24 feet wide and carries 30 vehicles per day across 2 lanes on the paved low speed road.

## INSPECTION HISTORY

Most Recent Inspection  
5/3/2013

Design Load  
HS-25

Unofficial FHWA Sufficiency Rating  
99.0

## WVDOH Inspection Appraisal Ratings:

Deck	Superstructure	Substructure
Very Good	Good	Good

**Current FRP Condition:** The deck is in good condition with no significant defects. The wearing surface is in fair condition with several transverse cracks.

**Applicable Maintenance Issues:** Asphalt wearing surface added in 2003 by contract.



TRANSVERSE CRACKING IN WEARING SURFACE

## STRUCTURE DETAILS

**Abutments:** Reinforced concrete semi-integral abutments on solid rock

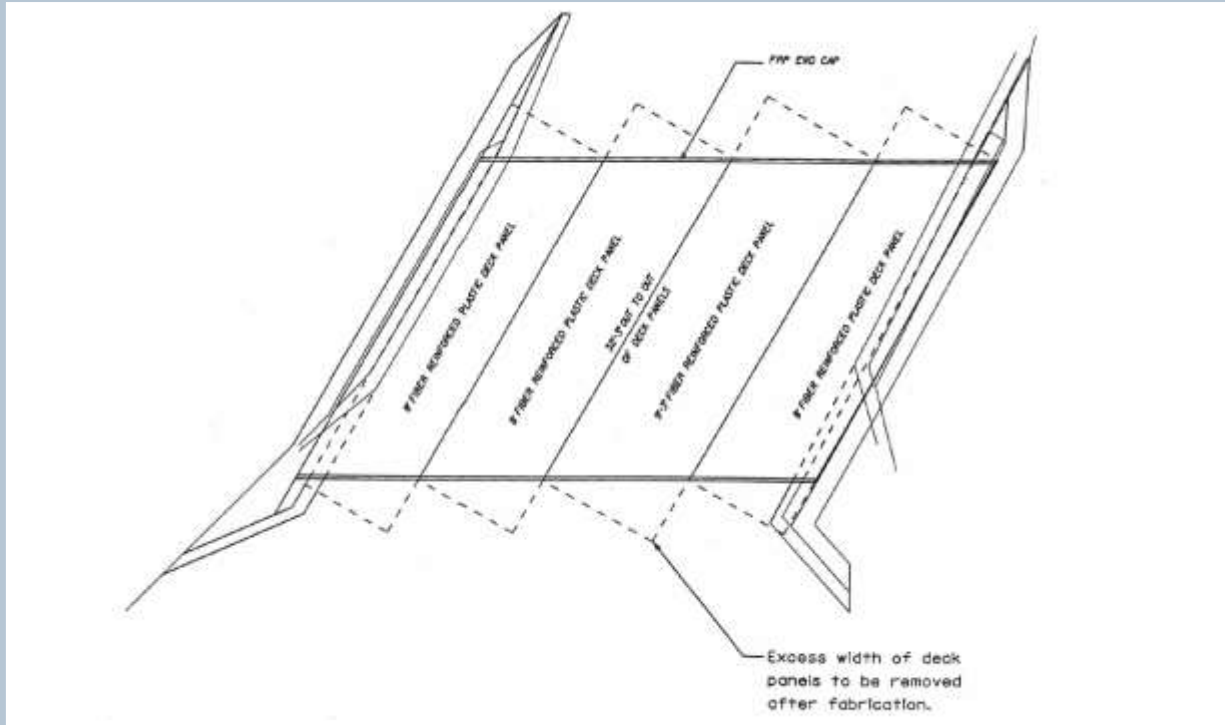
**Superstructure:** 6 W18x86 beams at 4'-4" spacing

**Deck:** 8" Bedford Reinforced Plastics Prodeck 8

**Deck-to-Stringer Attachment:** Adhesive bonding

**Wearing Surface:** 3" asphalt

Deck Plan View



UNDERSIDE OF DECK



END VIEW



# MARKET STREET

BARS: 35A136

## Creative Pultrusions Superdeck on Bridge, Approach Slabs and Sidewalk.



Deck System

The Market Street Bridge is located in Ohio County (District 6) at Latitude, Longitude 40.062542, -80.722052 and was originally built in 2001 by Jarvis Downing and EMCH (JD&E). The use of FRP allowed for a lower deadweight and the elimination of a pier from the previous bridge. The single span bridge has an overall length of 180.5 feet with a maximum span length of 177 feet with no skew. The bridge is 56 feet wide and carries 3000 vehicles per day across 3 lanes on the municipal paved road at speeds up to 40 mph.

## INSPECTION HISTORY

Most Recent Inspection  
10/14/2013

Design Load  
HS-25

Unofficial FHWA Sufficiency Rating  
88.2

### WVDOH Inspection Appraisal Ratings:

Deck	Superstructure	Substructure
Good	Good	Good

**Current FRP Condition:** The deck is still in good condition. There is efflorescence and moisture at the joints. The wearing surface is now in poor condition. The surface continues to display cracks, peeling granite, patchwork, and potholes exposing the FRP deck. This allows moisture to pass on to the superstructure. The sidewalks are now in fair condition. The polyurethane concrete with granite chips coating continues to display an increase in the cracks and deterioration the full length of the upstream and downstream walkways. The fiber glass joint material now displays poor adhesion and has lifted at random locations.



DELAMINATIONS IN WEARING SURFACE

**Applicable Maintenance Issues:** None

**Abutments:** Reinforced concrete integral stub abutments on piles  
**Superstructure:** 7 welded plate girders with 78" deep web and 24" wide flanges at 8'-6" spacing  
**Deck:** 8" Creative Pultrusions Superdeck on bridge, 4'-3" of approach slabs and as sidewalk.  
**Deck-to-Stringer Attachment:** Grout pockets  
**Wearing Surface:** 1/2" polyurethane and granite chips

WEARING SURFACE  
FRP SUPERDECK  
1/2" MIN.  
4" HOLE  
E-GLASS PATCH  
NON-SHRINK GROUT  
CARDBOARD PLUG (TYP.)  
1/4" HOLE  
1/2" x 3" STEEL WASHER PLATE  
5/8" x 6" PLATE GIRDER  
FIELD WELDED 1/2" THREADED STUD  
ELEVATION ADJUSTMENT PLATES (TYP.)

**SIDEWALK DETAIL**

The diagram illustrates the construction of a sidewalk edge. The main section shows a concrete slab with a sloped top surface. Key components and dimensions include:

- Top Surface:** A sloped concrete surface.
- Reinforcement:** 1/2" x 6" O-C (On Center) bars are shown within the concrete.
- Edge Detail:** A circular inset provides a close-up view of the edge where the sidewalk meets a vertical wall or curb. It shows the reinforcement bars bent up at a 90-degree angle.
- Labels and Dimensions:**
  - "CONTINUOUS" and "NOT SLAB 1/8" RISE OVERLAP"
  - "8'-11 1/2"
  - "6'-0"
  - "1/2"
  - "SUPERDECK INSULATION"
  - "ISOLATED SELF-IMPROVING SCREWS @ 1'-0" O-C"
  - "1/2\" x 6\" O-C"
  - "1/2\" x 6\" PRECAST JOINT FILLER"
  - "TRIP PLATE BENT AND TRIMMED TO FIT IN FIELD"
  - "1/2\" x 6\" PRECAST JOINT FILLER"

14

## Hardcore Composites Deck and 1-1/2" FRP Decking on Sidewalk



Deck System

The Montrose Bridge is located in Randolph County (District 8) at Latitude, Longitude 39.06799, -79.81114 and was originally built in 2001 by the WVDOT-DOH. The single span bridge has an overall length of 40.7 feet with a maximum span length of 37 feet with no skew. The bridge is 27.5 feet wide and carries 600 vehicles per day across 2 lanes on the rural paved road at speeds up to 50 mph.

## INSPECTION HISTORY

Most Recent Inspection  
10/10/2013

Design Load  
HS-25

Unofficial FHWA Sufficiency Rating  
94.5

## WVDOH Inspection Appraisal Ratings:

Deck	Superstructure	Substructure
Good	Good	Good

**Current FRP Condition:** The deck is in good condition. There were no deck clips broken or loose but there is deck movement under live load. The deck clips at Abutment 2 are bent due to over tightening. The wearing surface is in poor condition, due to cracks at all deck panel joints, with minor advancement since 2011. There is some minor leakage visible near Abutment 1. There are short longitudinal cracks at both abutments. The cracks are  $\pm 1/16''$  to  $5/16''$  wide. The sidewalk is in good condition.

**Applicable Maintenance Issues:** The original  $3/8''$  thick epoxy wearing surface distintegrated following a very short service life. A new 2.25" (average) asphalt surface was applied in 2002.



WEARING SURFACE CRACK



## STRUCTURE DETAILS

**Abutments:** Full height reinforced concrete abutments on spread footings

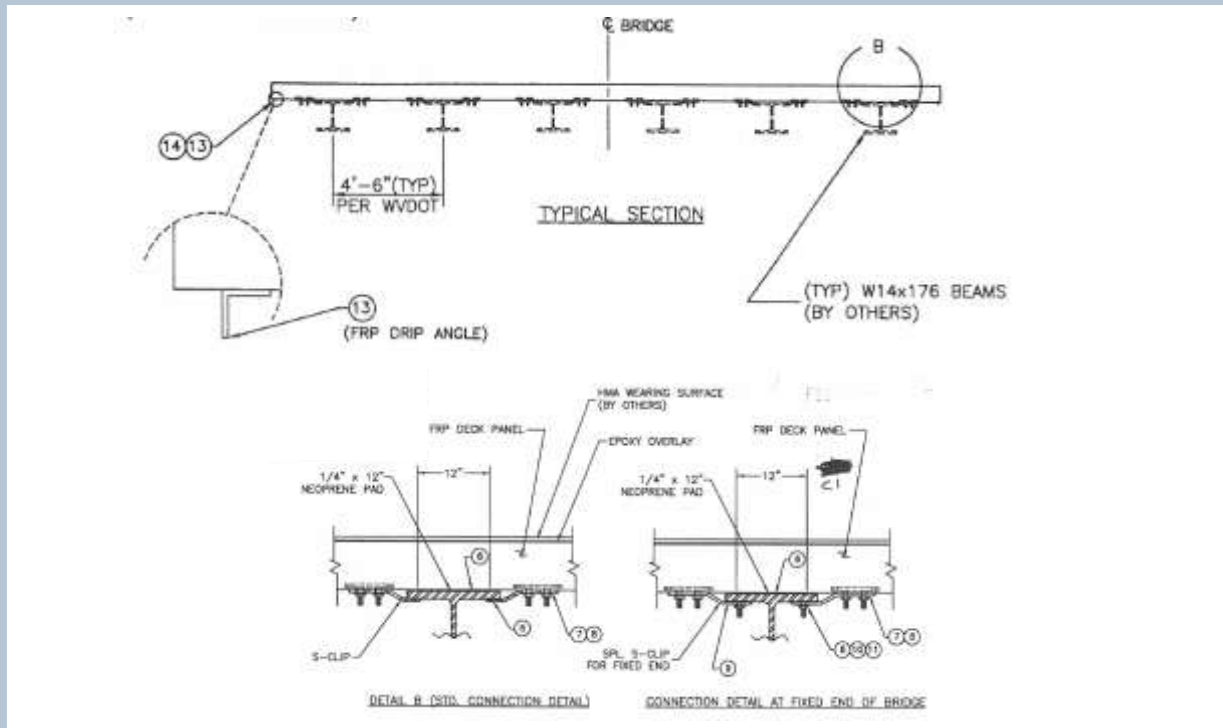
**Superstructure:** 5 W14x176 beams at 4'-6" spacing

**Deck:** 8" Hardcore Composites Deck on bridge and 1-1/2" FRP decking on separate sidewalk

**Deck-to-Stringer Attachment:** Z Clips (2 bolts)

**Wearing Surface:** 2.25" asphalt

### Elevation View



WEARING SURFACE CONDITION



FRP SIDEWALK ADJACENT TO BRIDGE



# WICKWIRE RUN

BARS: 46A077

## Creative Pultrusions Superdeck



Deck System

The Wickwire Run Bridge is located in Taylor County (District 4) at Latitude, Longitude 39.38112, -79.97467 and was originally built in 1997 by the WVDOT-DOH. The single span bridge has an overall length of 34.5 feet with a maximum span length of 30 feet with no skew. The bridge is 21.8 feet wide and carries 250 vehicles per day across 2 lanes along a paved road.

## INSPECTION HISTORY

Most Recent Inspection  
10/1/2013

Design Load  
HS-25

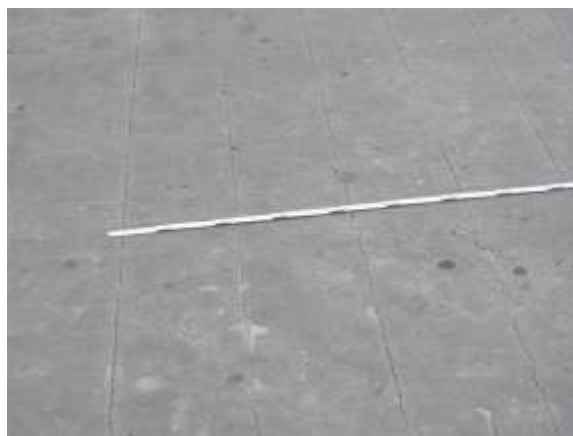
Unofficial FHWA Sufficiency Rating  
83.0

### WVDOH Inspection Appraisal Ratings:

Deck	Superstructure	Substructure
Good	Very Good	Very Good

**Current FRP Condition:** The deck is in good condition. A few of the fasteners are loose. The wearing surface is in fair condition. Transverse cracks have developed in the wearing surface at the joints between the four pre-constructed deck panels. Corresponding cracks have developed in the concrete curbs. Cracks are also present over the joint between individual FRP planks and delaminations and map cracking exist. A few areas of missing wearing surface are also present. Water tends to stand on the deck near Abutment 2.

**Applicable Maintenance Issues:** None



CRACKS IN WEARING SURFACE

## STRUCTURE DETAILS

**Abutments:** Full-height concrete abutments

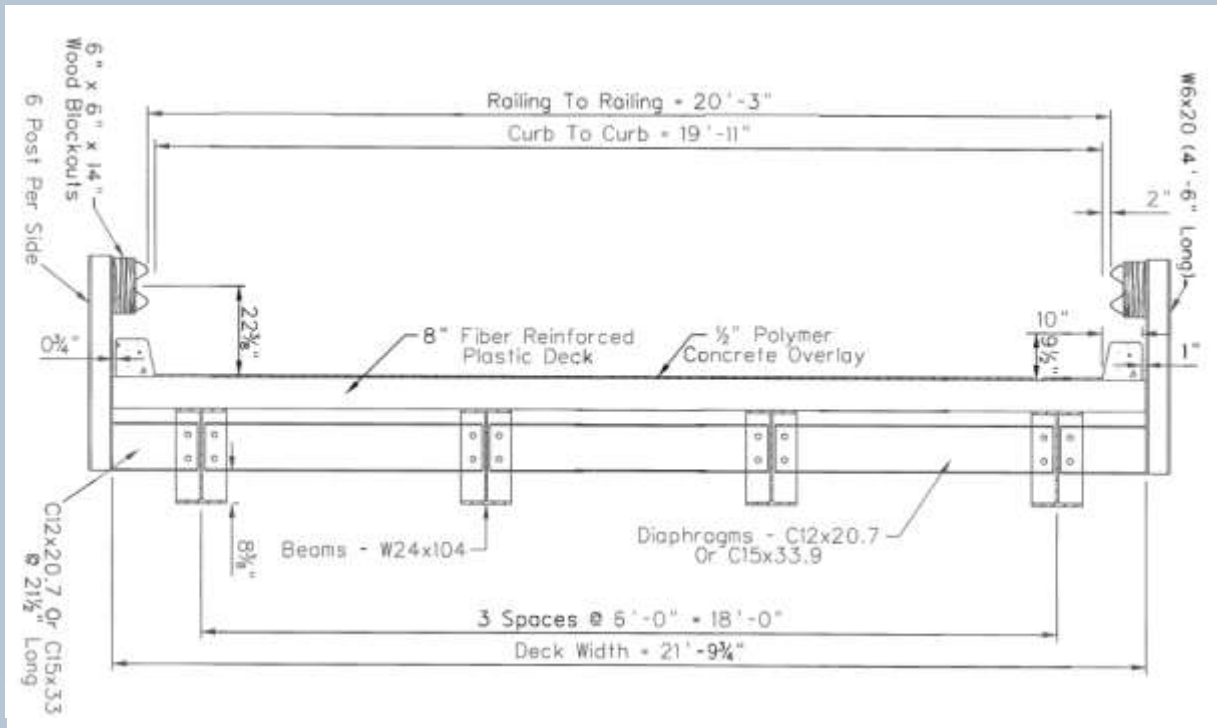
**Superstructure:** 4 W24x104 beams at 6'-0" spacing

**Deck:** 8" Creative Pultrusions Superdeck

**Deck-to-Stringer Attachment:** Blind fasteners and Pliogrip

**Wearing Surface:** 1/2" polymer concrete

### Inspection Sketch



DECK INSTALLATION



GALVANIZED STEEL BLIND BOLT (POP RIVET)

# DAN'S RUN SLAB

## GFRP Reinforced Concrete Deck and Substructure



The Dan's Run Slab Bridge is located in Mineral County (District 5) at Latitude, Longitude 39.558302, -78.715973 and was originally built in 2000 by the WVDOT-DOH. The single span bridge has an overall length of 14 feet with a maximum span length of 12 feet with no skew. The deck is 24 feet wide and carries 150 vehicles per day across 2 lanes on the gravel road.

Reinforcing Bar

## INSPECTION HISTORY

Most Recent Inspection  
8/30/2010

Design Load  
HS-25

The Dan's Run Slab Bridge is under 20 feet, and thus not subject to the NBI inspection standards. The condition reported herein is based on the comments from the District 5 Bridge Engineer.

### Current Deck Condition:

The bottom of the deck exhibits a few short lateral cracks with efflorescence

### Applicable Maintenance Issues:

None



TOP OF SLAB

## STRUCTURE DETAILS

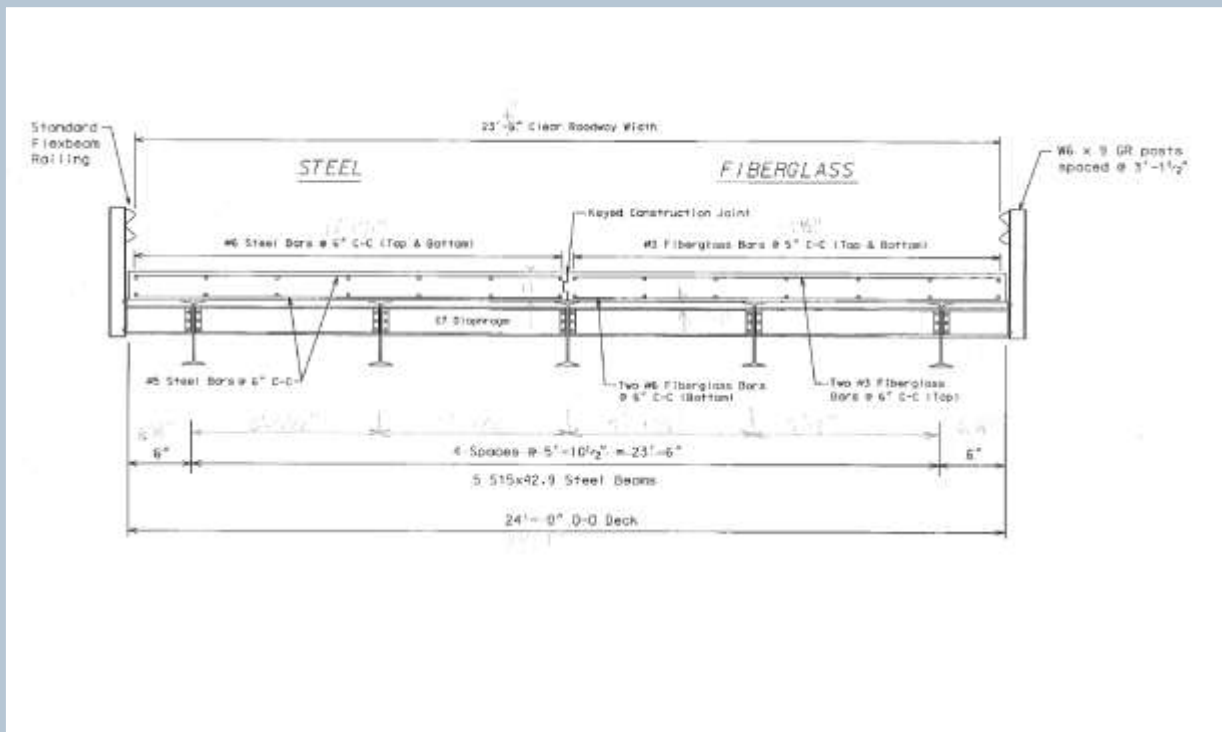
**Abutments:** Cast in place concrete slab

**Superstructure:** 5 S15x42.9 beams at 5'-10.5" spacing

**Deck:** 18" cast-in-place concrete, ½ reinforced with steel and ½ reinforced with GFRP rebar

**Wearing Surface:** none

### Deck Cross Section



PERSPECTIVE VIEW



## Glass C-Bar Reinforced Concrete Deck and Abutment



Reinforcing Bar

The Martha Queen's Bridge is located in Lewis County (District 7) at Latitude, Longitude 39.07852, -80.47738 and was originally built in 2001 by the WVDOT-DOH. The single span bridge has an overall length of 49.5 feet with a maximum span length of 48 feet with 30 degrees skew. The deck is 30.1 feet wide and carries 900 vehicles per day across 2 lanes on the rural road at speeds up to 50 mph.

## INSPECTION HISTORY

Most Recent Inspection  
8/12/2011

Design Load  
HS-25

Unofficial FHWA Sufficiency Rating  
92.8

### WVDOH Inspection Appraisal Ratings:

Deck	Superstructure	Substructure
Good	Very Good	Very Good

### Current Deck Condition:

No report is available.

### Applicable Maintenance Issues:

None



GFRP REINFORCEMENT IN ABUTMENTS

## STRUCTURE DETAILS

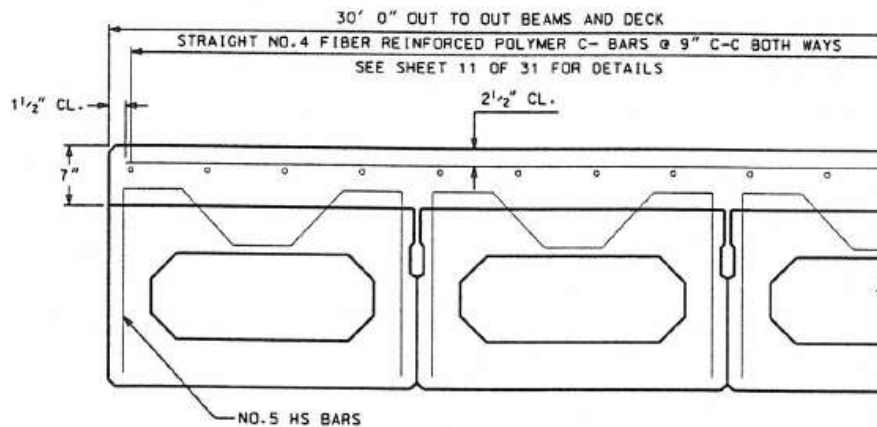
**Abutments:** Reinforced concrete stub abutments with GFRP rebar

**Superstructure:** 10 concrete box beams, 3' wide x 21" tall installed flush to each other

**Deck:** 7" cast-in-place concrete with GFRP rebar

**Wearing Surface:** none

Bridge Deck Cross Section



BRIDGE DECK CROSS SECTION



END VIEW



CLOSE UP OF REBAR IN ABUTMENT

## International Grating and Glass C-Bar Reinforced Concrete Deck



Reinforcing Bar

The McKinleyville Bridge is located in Brooke County (District 6) at Latitude, Longitude 40.24392, -80.59623 and was originally built in 1996 by Orders Construction Company. The three span bridge has an overall length of 180 feet with a maximum span length of 73 feet with no skew. The deck is 29.5 feet wide and carries 150 vehicles per day across 2 lanes along the paved road.

## INSPECTION HISTORY

Most Recent Inspection  
9/5/2014

Design Load  
HS-25

Unofficial FHWA Sufficiency Rating  
98.9

## WVDOH Inspection Appraisal Ratings:

Deck	Superstructure	Substructure
Good	Good	Very Good

**Current Deck Condition:** The deck is in good condition. The underside continues to display numerous hairline transverse cracks with efflorescence stains in each span. There are small random isolated minor spalls in the deck haunches. The deck edge has random hairline cracks, there are transverse cracks with efflorescence in the overhangs. The textured concrete surface remains in good condition. There are still numerous hairline to 1/16" wide transverse, longitudinal and random cracks in each span. There are now small shallow edge spalls at the deck ends.



CRACKS IN THE WEARING SURFACE

**Applicable Maintenance Issues:** None



## STRUCTURE DETAILS

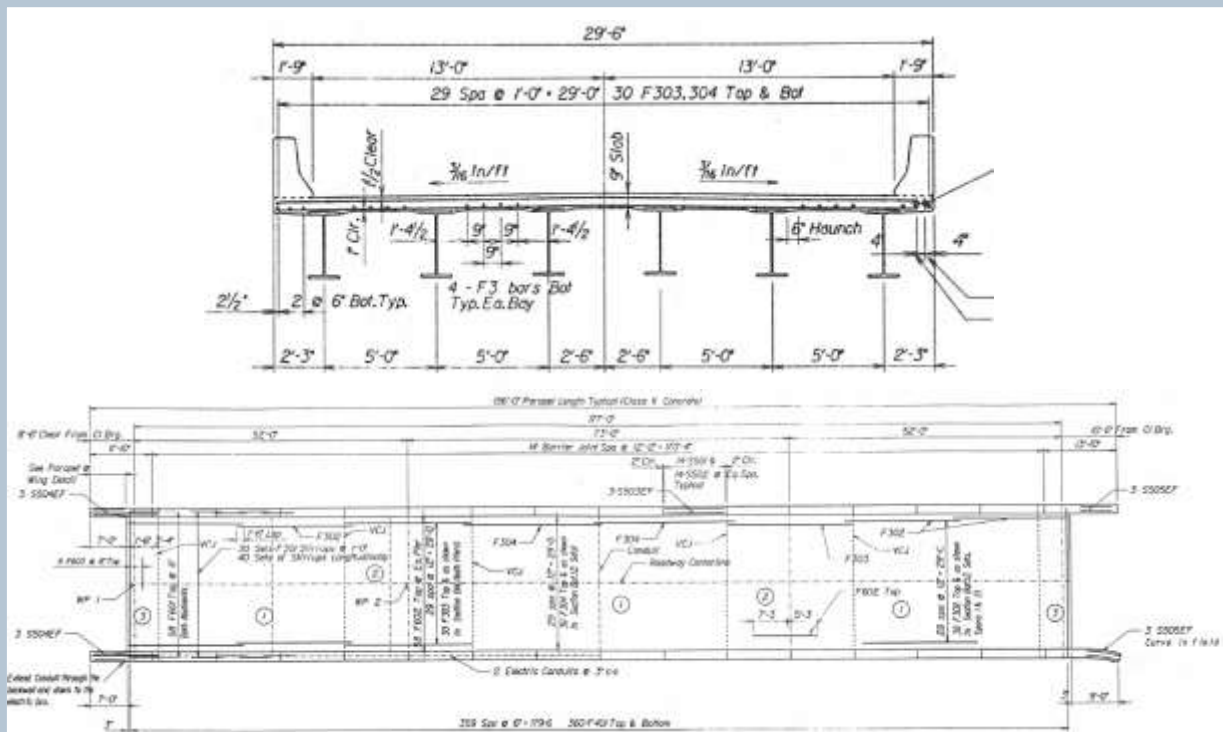
**Abutments:** Full height reinforced concrete integral abutments

**Superstructure:** 6 W33x130 beams at 5'-0" spacing

**Deck:** 9" cast-in-place concrete with sand coated GFRP rebar

**Wearing Surface:** none

### Plans



GFRP REINFORCEMENT IN DECK WITH STEEL SHEAR STUDS



UNDERSIDE OF DECK WITH CRACKS/EFFLORESCENCE



# NORTH ACME

BARS: 20A796

## Hughes Brothers GFRP Reinforced Concrete Deck



Reinforcing Bar

The North Acme Bridge is located in Kanawha County (District 1) at Latitude, Longitude 38.039522, -81.456284 and was originally built in 1940, and rebuilt in 2001 by WVDOT-DOH with FRP rebar. The single span bridge has an overall length of 35.3 feet with a maximum span length of 30 feet with 30 degrees skew. The deck is 24 feet wide and carries 650 vehicles per day across 2 lanes on the rural paved roads at speeds up to 50 mph.

## INSPECTION HISTORY

Most Recent Inspection  
10/23/2013

Design Load  
HS-25

Unofficial FHWA Sufficiency Rating  
86.0

### WVDOH Inspection Appraisal Ratings:

Deck	Superstructure	Substructure
Satisfactory	Very Good	Satisfactory

**Current Deck Condition:** The deck remains in fair condition. The top surface is slightly uneven due to the finishing technique. Hairline to 1/16" map cracking, with some water staining, is noted throughout the entire deck surface. The 2007 inspection observed "light cracking", while the 2009 inspection observed "an array of longitudinal hairline to 1/16" cracking in numerous areas". The inspectors believe the GFRP reinforced concrete deck is showing signs of advancing distress and should be dealt with accordingly. However, a relatively smooth ride is provided across the structure.



CRACKING IN DECK

**Applicable Maintenance Issues:** None

## STRUCTURE DETAILS

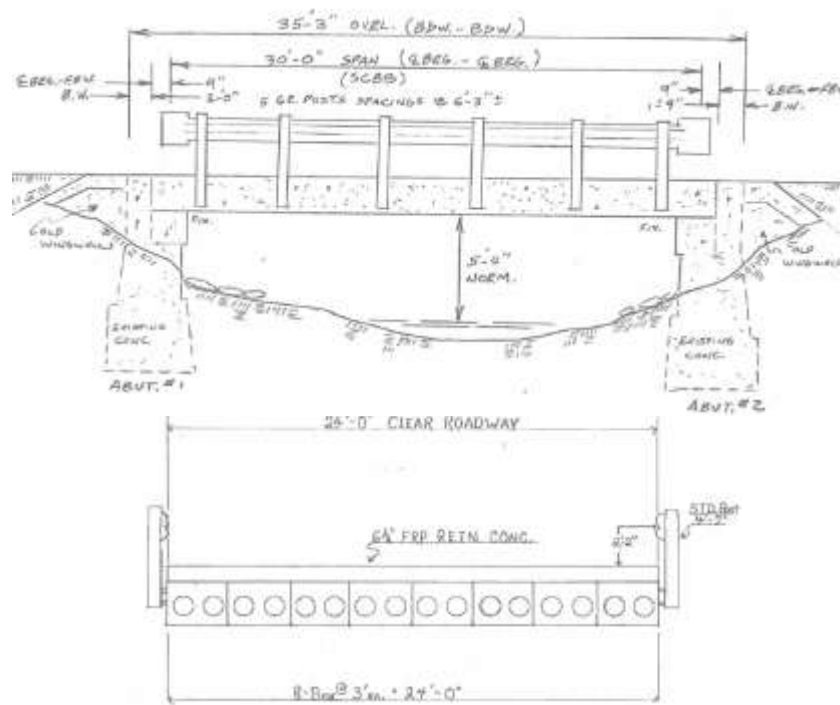
**Abutments:** Full height reinforced concrete abutments with flared wingwalls

**Superstructure:** 8 concrete box beams (3' wide) flush together

**Deck:** 6.5" cast-in-place concrete with GFRP rebar

**Wearing Surface:** none

### Inspection Sketch



MAP CRACKING IN DECK



TOP OF DECK

# NORTH KAYFORD

BARS: 20A773

## Hughes Brothers GFRP Reinforced Concrete Deck



Reinforcing Bar

The North Kayford Bridge is located in Kanawha County (District 1) at Latitude, Longitude 38.02082, -81.45112 and was originally built in 1940 and rebuilt with FRP in 2000 by WVDOT-DOH District 1. The single span bridge has an overall length of 43 feet with a maximum span length of 36 feet with 45 degrees skew. The deck is 24.2 feet wide and carries 650 vehicles per day along the rural road at speeds up to 50 mph.

## INSPECTION HISTORY

Most Recent Inspection  
3/11/2013

Design Load  
HS-25

Unofficial FHWA Sufficiency Rating  
86.0

### WVDOH Inspection Appraisal Ratings:

Deck	Superstructure	Substructure
Satisfactory	Very Good	Satisfactory

**Current Deck Condition:** The deck remains in fair condition, with hairline to 1/32" map cracking near Abutment One, longitudinal hairline to 1/32" cracking extending from the map cracking towards Abutment Two over Beam Four, a transverse/diagonal hairline crack over Beam Two at Abutment Two and exposed aggregate and a roughened deck surface in the wheel paths. A vertical hairline to 1/16" crack was also observed in the exterior upstream side just forward of the first guardrail post. Despite these deficiencies a relatively smooth ride is provided across the structure.



MAP CRACKING IN DECK

**Applicable Maintenance Issues:** None

## STRUCTURE DETAILS

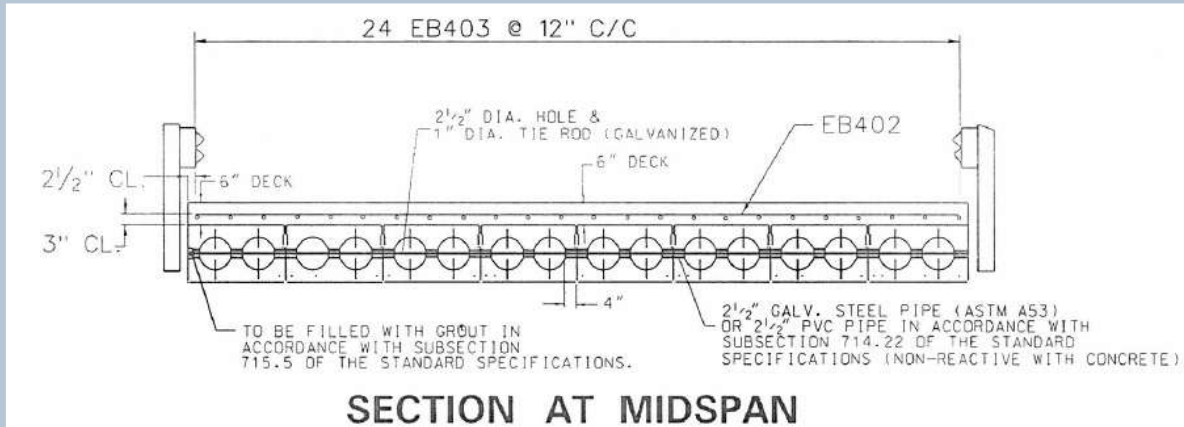
**Abutments:** Full height reinforced concrete abutments with reinforced concrete bridge seat and straight wingwalls

**Superstructure:** 8 concrete box beams (3' wide) flush together

**Deck:** 6" cast-in-place concrete with GFRP rebar

**Wearing Surface:** none

### Plans



DECK SURFACE



HAIRLINE CRACKS IN DECK



# SOUTH ACME

BARS: 20A780

## Hughes Brothers GFRP Reinforced Concrete Deck



The South Acme Bridge is located in Kanawha County (District 1) at Latitude, Longitude 38.03307, -81.45403 and was originally built in 1940, and rebuilt in 2001 by WVDOT-DOH District 1 with FRP rebar. The single span bridge has an overall length of 34.4 feet with a maximum span length of 30 feet with 30 degrees skew. The deck is 24.1 feet wide and carries 650 vehicles per day across 2 lanes along the rural road at speeds up to 50 mph.

Reinforcing Bar

## INSPECTION HISTORY

Most Recent Inspection  
3/14/2013

Design Load  
HS-25

Unofficial FHWA Sufficiency Rating  
86.0

### WVDOH Inspection Appraisal Ratings:

Deck	Superstructure	Substructure
Satisfactory	Very Good	Good

### Current Deck Condition:

The deck remains in fair condition exhibiting the same map, diagonal, and longitudinal cracking as noted in 2009 and 2011 . Due to the staining between the beam undersides, we believe the 6" deck is leaking.

### Applicable Maintenance Issues:

None



DECK CRACKING

## STRUCTURE DETAILS

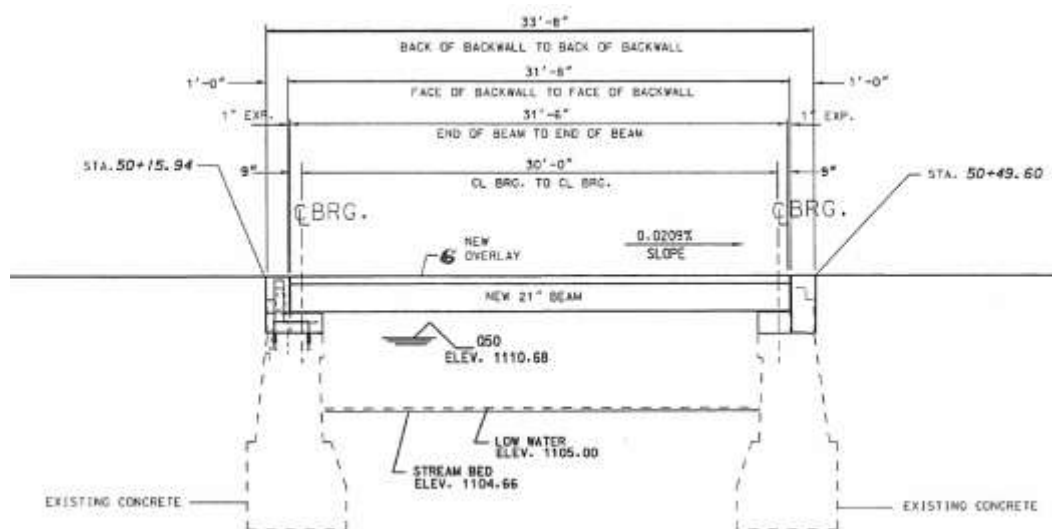
**Abutments:** Reinforced concrete full height abutments

**Superstructure:** 8 concrete box beams (3' wide) flush together

**Deck:** 6" cast-in-place concrete GFRP rebar

**Wearing Surface:** none

### Construction Plans



GFRP REBAR IN DECK



CLOSE UP OF REBAR

## CR 25 (POND CREEK)

BARS: 54A112

### GFRP Wraps and GFRP Shells on Piers



Wrapping

The CR 25 (Pond Creek) Bridge is located in Wood County (District 3) at Latitude, Longitude 39.052513, -81.596819 and was originally built in 1967, with FRP installed in 1998 by Wiseman Construction and again in 2009. The three span bridge has an overall length of 156 feet with a maximum span length of 57.4 feet with 38 degrees skew. The deck is 40.7 feet wide and carries 7,000 vehicles per day across 2 lanes of Interstate 79 at speeds up to 70 mph.

### INSPECTION HISTORY

Most Recent Inspection  
2/19/2013

Design Load  
HS-20 modified

Unofficial FHWA Sufficiency Rating  
96.0

#### WVDOH Inspection Appraisal Ratings:

Deck	Superstructure	Substructure
Satisfactory	Good	Satisfactory

#### Current FRP Condition:

The FRP repairs remain in good condition.

**Applicable Maintenance Issues:** The columns in Pier 1 were encased in concrete in 1990 to repair damage due to a fire. In 1998, these columns were repaired with FRP wraps and shells to provide confinement to the concrete to address cracking in the original repair. Three of the columns were repaired again in 2008 following another fire that damaged the 1998 FRP repair.



COLUMNS WRAPPED WITH FRP

## STRUCTURE DETAILS

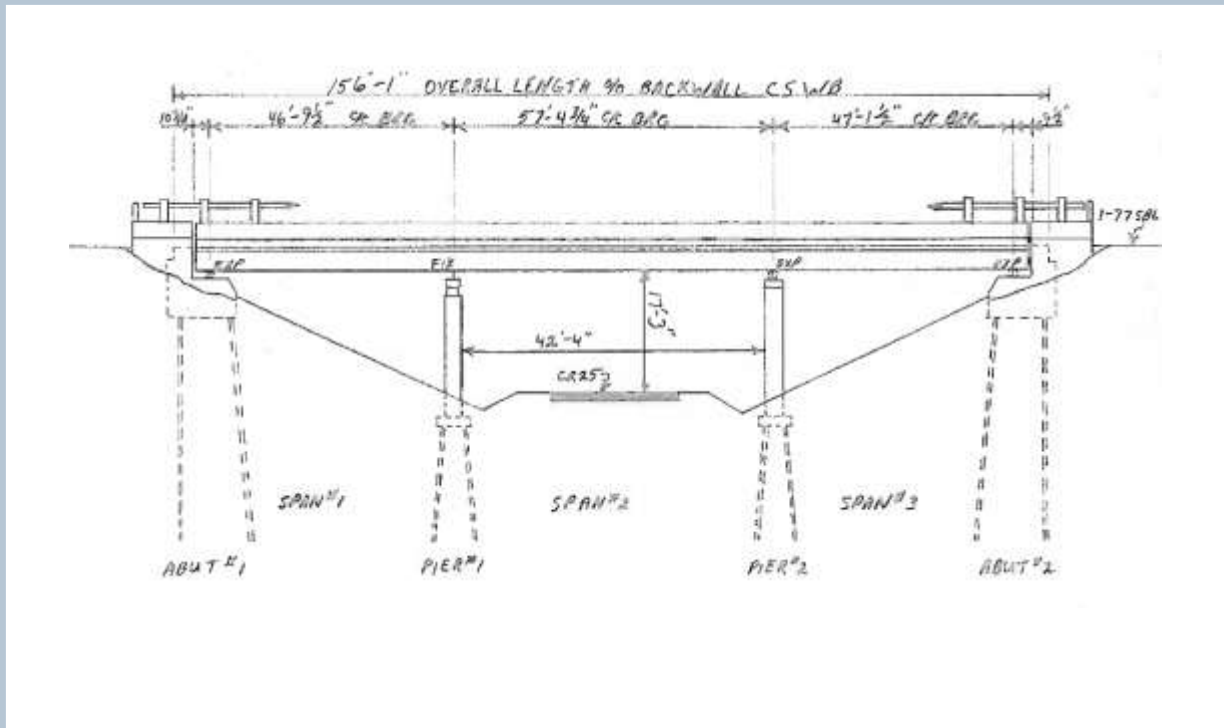
**Abutments:** 3' diameter reinforced concrete column piers with cantilever caps

**Superstructure:** 6 W33x118 beams at 6'-9.5" spacing

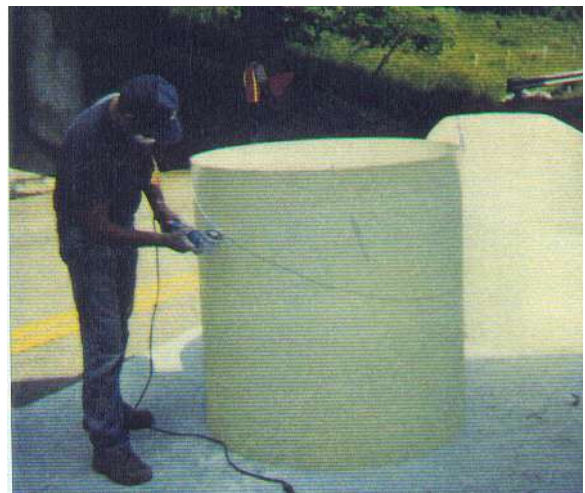
**Deck:** 7" Concrete Cast-in-Place

**FRP wrap usage:** Hexcel Fyfe GFRP wraps on 3 columns of Pier 1 and CC Myers SnapTite™ GFRP prefabricated jackets on 3 columns of Pier 1. Additional repairs in 2008 with Tyfo S Fiberwrap System.

### Inspection Sketch



FRP WRAP INSTALLATION



FRP SHELLS PRIOR TO INSTALLATION



# EAST STREET VIADUCT

BARS: 54A042

## GFRP Wrap on Abutments, Deck Slab and Columns



Wrapping

The East Street Viaduct Bridge is located in Wood County (District 3) at Latitude, Longitude 39.260856, -81.545893 and was originally built in 1907, with FRP installed in 2001 by Al Johnson, Inc. The three span bridge has an overall length of 64.7 feet with a maximum span length of 23.3 feet with no skew. The deck carries 2'-6" of railroad balast and 10 sets of tracks over 15,100 vehicles per day along East Street.

## INSPECTION HISTORY

Most Recent Inspection  
12/5/2014

**Current FRP Condition:** The FRP wrap is still in good condition and there are no indications of any problems with the underlying concrete. The 3'-0" reinforced concrete top slab is still in fair condition. There were no apparent problems with the fill or tracks.

**Applicable Maintenance Issues:** In 2012, state forces painted fiberglass, touched up FRP, and made minor repairs to the FRP headwall over the southbound lane.



UNDERSIDE OF BRIDGE

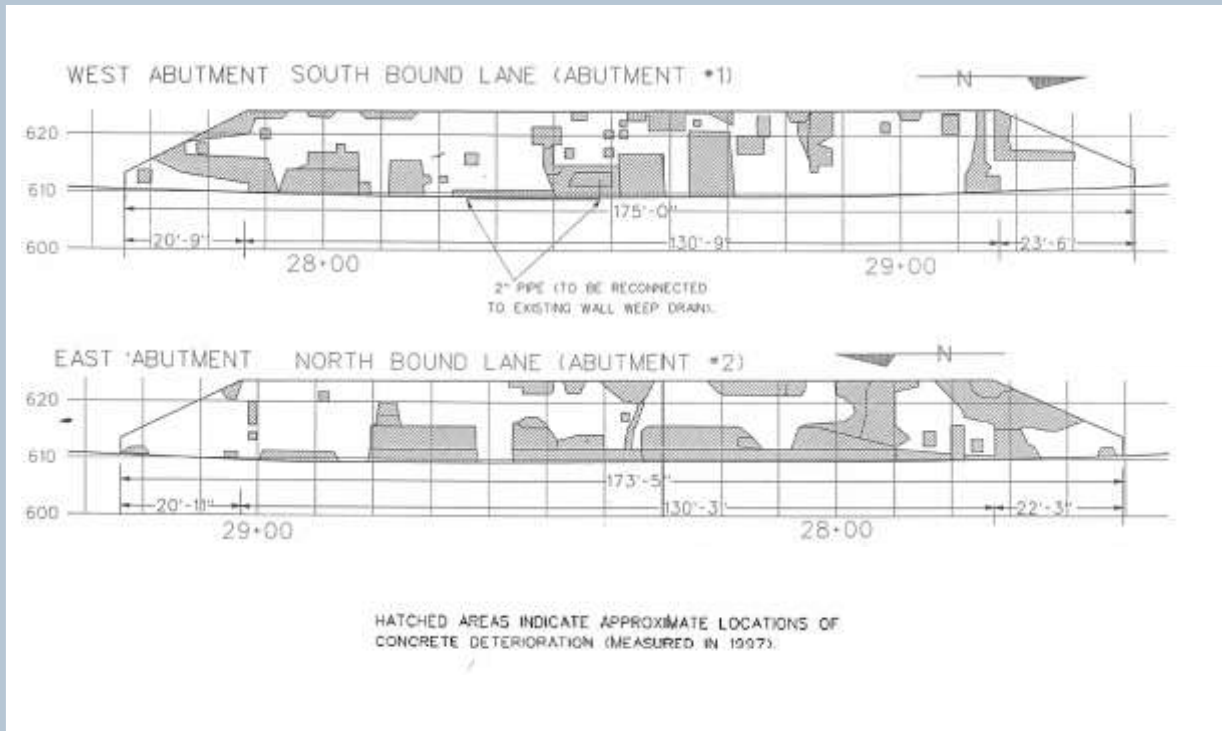
## STRUCTURE DETAILS

**Abutments:** Reinforced concrete full-height abutments and reinforced concrete wingwalls

**Superstructure:** 3' reinforced concrete slab

**FRP Wrap Usage:** MBrace Glass Fiber Reinforced Laminate System applied to abutment walls, edge of deck slab and concrete supporting steel columns

### Construction Plans



WINGWALL PRIOR TO REHABILITATION



WINGWALL REPAIRED WITH FRP WRAPS

## CFRP Wrap on Abutments and Ends of T-Beams



Wrapping

The Flag Run Bridge is located in Preston County (District 4) at Latitude, Longitude 39.31693, -79.69367 and was originally built in 1940, with FRP installed in 2001 by Ahren and Associates. The single span bridge has an overall length of 43.2 feet with a maximum span length of 40 feet with 14 degrees skew. The deck is 27 feet wide and carries 650 vehicles per day across 2 lanes along the rural road at speeds up to 55 mph.

## INSPECTION HISTORY

Most Recent Inspection  
4/8/2014

Design Load  
HS-25

Unofficial FHWA Sufficiency Rating  
75.5

### WVDOH Inspection Appraisal Ratings:

Deck	Superstructure	Substructure
Fair	Good	Fair

**Current FRP Condition:** The abutments are in fair condition. Minor spalling and scaling exists at the base of the breastwall and upstream wingwall beneath the carbon fiber wrap. There are a few localized spalls with exposed rebar in the backwall. The T-beams are in good condition.

**Applicable Maintenance Issues:** None



FRP WRAP ON WINGWALL AND T-BEAM

## STRUCTURE DETAILS

**Abutments:** Full-height concrete abutments

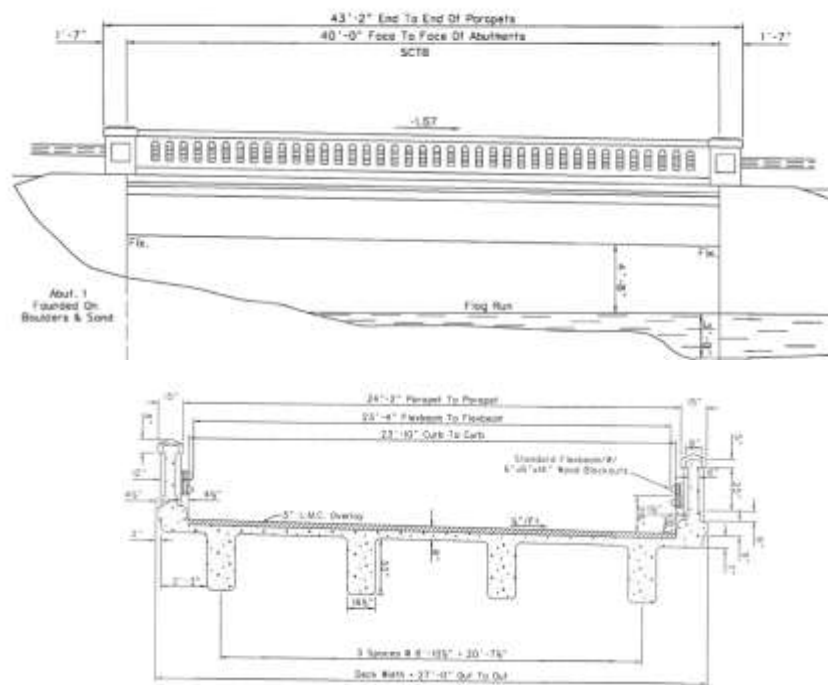
**Superstructure:** 4 2'-9" x 1'-4.5" concrete beams at 6'-10.5" spacing

**Deck:** 8" cast-in-place concrete

**FRP Wrap Usage:** CFRP wrapped abutments and beam ends

**Wearing Surface:** 3" latex modified concrete

### Inspection Sketch



FRP ON END OF T-BEAM



FRP ON T-BEAM, ABUTMENT AND WINGWALL



# MADISON AVENUE

BARS: 06A164

## GFRP Wrap on Pier Caps and Columns



Wrapping

The Madison Avenue Bridge is located in Cabell County (District 2) at Latitude, Longitude 38.40827, -82.48253 and was originally built in 1966, with FRP installed in 2014 by WVDOT-DOH and WVU. The three span bridge has an overall length of 118.2 feet with a maximum span length of 57.5 feet with no skew. The deck is 64.8 feet wide and carries 16,900 vehicles per day across 4 lanes on at speeds up to 55 mph.

## INSPECTION HISTORY

Most Recent Inspection  
6/3/2014

Design Load  
HS-20

Unofficial FHWA Sufficiency Rating  
96

### WVDOH Inspection Appraisal Ratings:

Deck	Superstructure	Substructure
Good	Good	Good

### Current FRP Condition:

The reinforced concrete open column piers are in good condition. No significant deficiencies currently exist.

### Applicable Maintenance Issues:

In 2014, FRP wraps used to rehabilitate piers 1 and 2 due to deterioration due to rebar corrosion leading to failure of concrete cover.



INSTALLATION OF THE FRP WRAP

## STRUCTURE DETAILS

**Abutments:** Reinforced concrete stub abutments on spread footings and reinforced concrete piers on spread footings.

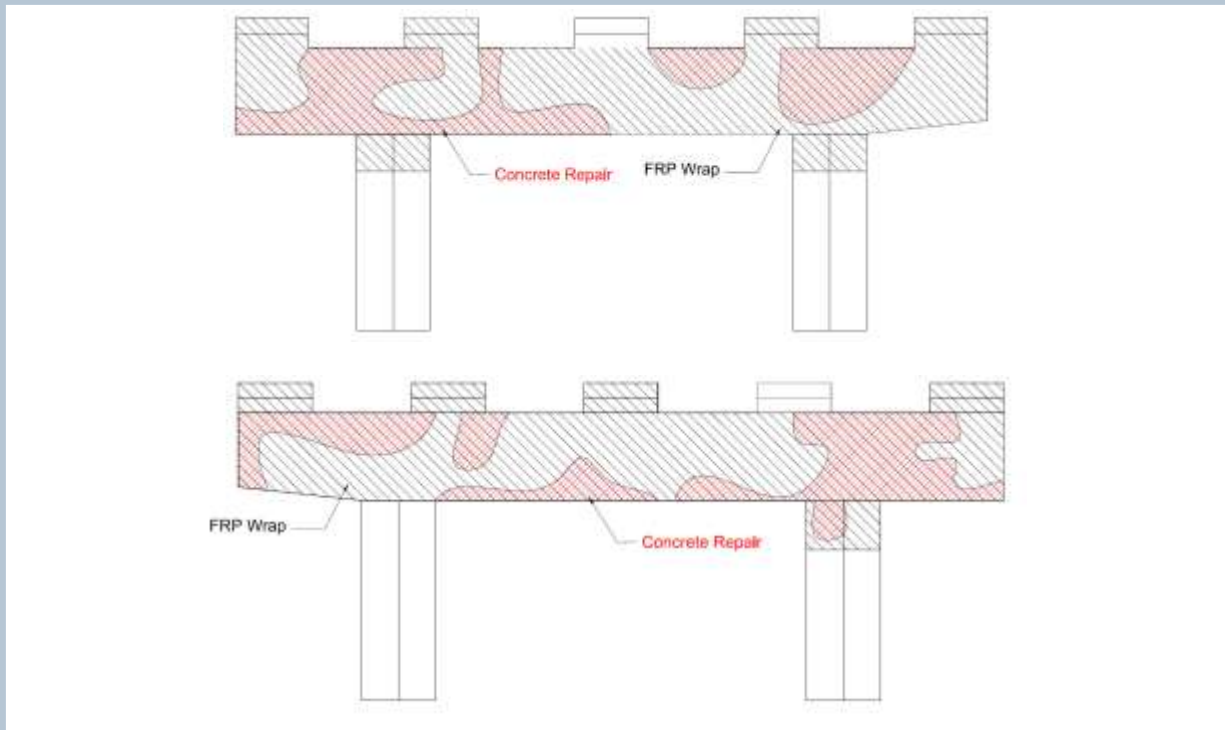
**Superstructure:** 5 W36x135 beams at 7'-0" spacing

**Deck:** 7 cast-in-place concrete

**FRP Wrap Usage:** Aquawrap® G-03 and G-05 on pier caps and columns

**Wearing Surface:** 7" asphalt

### FRP Repair Plans



CONCRETE DETERIORATION PRIOR TO REPAIR



REPAIRED PIERS

# MUDDY CREEK

BARS: 39A053

## CFRP Wrapped T-Beams



Wrapping

The Muddy Creek Bridge is located in Preston County (District 4) at Latitude, Longitude 39.54436, -79.63021 and was originally built in 1943, with FRP installed in 2000 by Ahern & Associates. The three span bridge has an overall length of 129 feet with a maximum span length of 41.7 feet with 30 degrees skew. The deck is 29.7 feet wide and carries 2,500 vehicles per day across 2 lanes at speeds up to 55 mph.

## INSPECTION HISTORY

Most Recent Inspection  
2/28/2013

Design Load  
H-15

Unofficial FHWA Sufficiency Rating  
80.9

### WVDOH Inspection Appraisal Ratings:

Deck	Superstructure	Substructure
Very Good	Very Good	Good

### Narrative Rating:

The T-beams are in good condition. Sporadic cracking and peeling is present in the epoxy coating over the carbon fiber wraps.

### Applicable Maintenance Issues:

In 2000, the T-beams 1 and 4 were strengthening with CFRP wraps in all spans due to general deterioration.



FAILED EPOXY COATING

**Abutments:** Concrete spill through abutments  
**Superstructure:** 4 concrete T-Beams (1'-9" high) at 7'-5" spacing  
**Deck:** 9.75" cast-in-place concrete  
**FRP Wrap Usage:** T-beams 1 and 4 wrapped with CFRP in all spans  
**Wearing Surface:** 3" latex modified concrete

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40



# BARRACKVILLE COVERED

BARS: 25A065

## GFRP Rods Reinforcing Timber Truss



Superstructure

The Barrackville Covered Bridge is located in Marion County (District 4) at Latitude, Longitude 39.506051, -80.167899 and was originally built in 1853, with FRP installed in 1999 by Orders Construction Company. The single span bridge has an overall length of 150 feet with a maximum span length of 131 feet with no skew. The deck is 16 feet wide and has been closed to vehicular traffic since 1985, but is preserved as a pedestrian crossing.

## INSPECTION HISTORY

Most Recent Inspection  
2/4/2014

Design Load  
85 lbs/ft<sup>2</sup>

### WVDOH Inspection Appraisal Ratings:

Deck	Superstructure	Substructure
Good	Fair	Good

### Current Truss Condition:

The timber Burr Arch type trusses are in fair condition.

### Applicable Maintenance Issues:

Completely renovated in 1998-1999



GFRP ROD EMBEDDED INTO DIAGONAL MEMBER

## STRUCTURE DETAILS

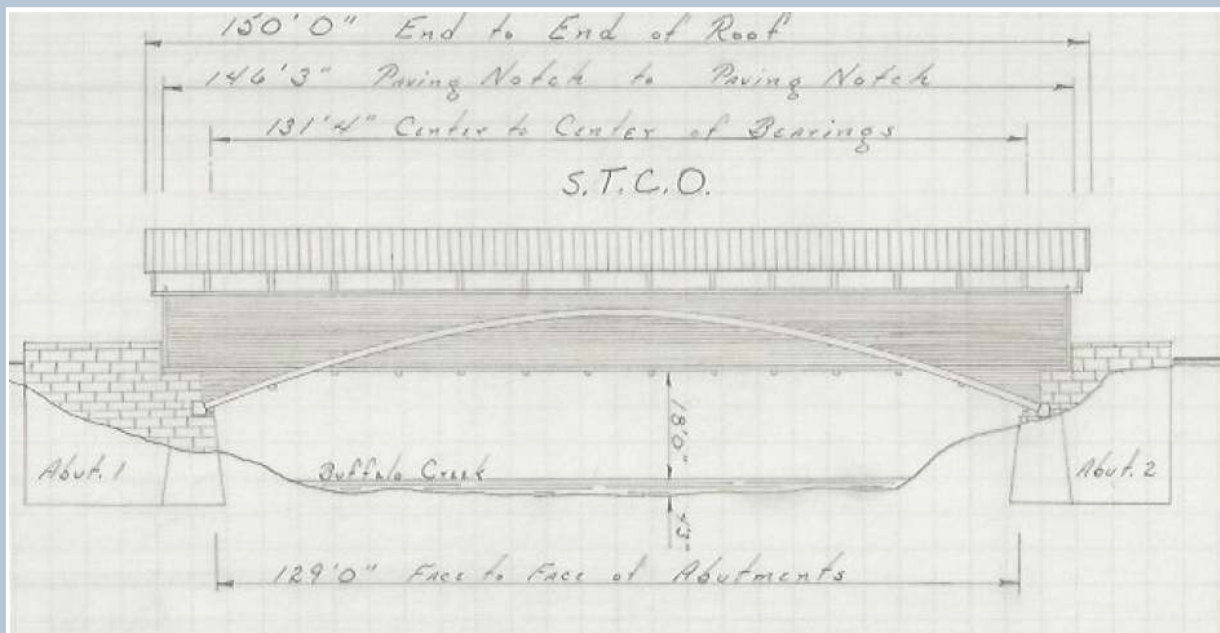
**Abutments:** Full-height cut-stone abutments on unknown foundations

**Superstructure:** Timber Burr Arch

**Deck:** Timber

**Wearing Surface:** N/A

### Inspection Sketch



RESTORATION OF MAIN ARCH



EPOXY GROUTED GFRP REINFORCEMENT

# BLANNERHASSETT ISLAND BRIDGE

BARS: 54A200

## Bedford Reinforced Plastics Inspection Walkway



The Blennerhassett Island Bridge is located in Wood County (District 3) at Latitude, Longitude 39.27573, -81.64673 and was originally built in 2008. The twelve span bridge has an overall length of 4009 feet with a maximum span length of 878.5 feet with no skew. The bridge 16300 vehicles per day across 6 lanes on the Appalachian Corridor H highway. An inspection walkway, safety ladders and security shaft and conduit under the bridge are all GFRP.

Inspection Walkway

## INSPECTION HISTORY

Most Recent Inspection  
5/2/2014

Design Load  
HS-25

Unofficial FHWA Sufficiency Rating  
71

### Narrative Rating:

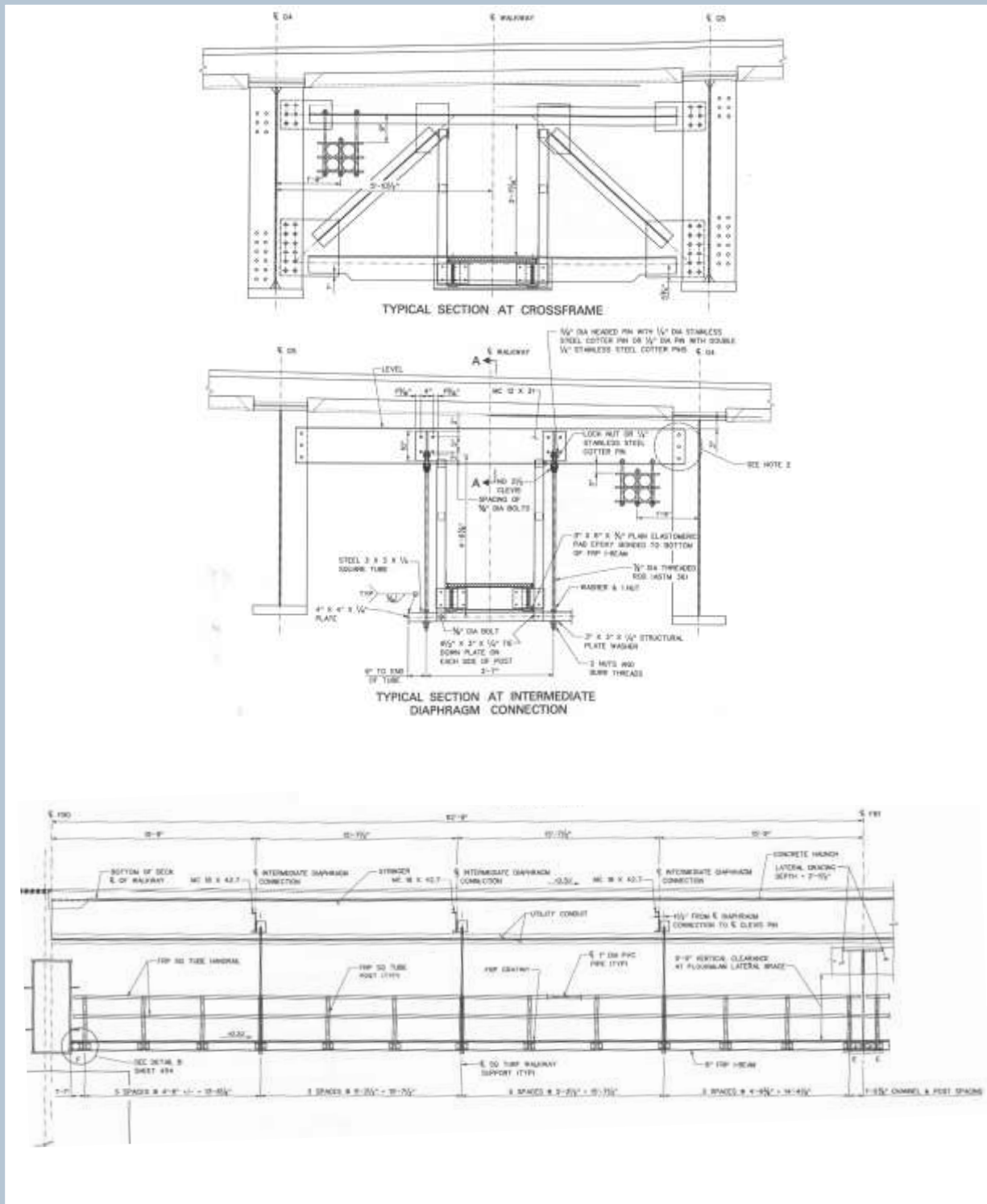
The inspection walkway is holding up well, though it is not as stiff or rigid as steel, so it has some bounce to it, comparatively. The safety ladders are fine. The security shafts surrounding the ladders are much flimsier than steel. This is considered a good thing, as it makes trespassers think about climbing down them. The security shafts are showing some UV damage, as some of the fibers are visibly coming through. The conduits and large junction boxes are also FRP, and along with the cat walk, are not subjected to UV rays, and are all fine.

### Applicable Maintenance Issues:

None

## STRUCTURE DETAILS

## Plan Details





## Kansas Structural Deck (removed in 2010)



Failed Deck System

The Hanover Bridge is located in Pendleton County (District 8) at Latitude, Longitude 38.60915, -79.35308 and was originally built in 1976, with FRP installed in 2001 by Hoke Brothers. The two span bridge has an overall length of 118.4 feet with a maximum span length of 56.5 feet with no skew. The bridge is 28.2 feet wide and carries 650 vehicles per day across 2 lanes on the rural paved road at speeds up to 45 mph.

## INSPECTION HISTORY

Most Recent Inspection  
8/7/2013

Design Load  
HS-25

Unofficial FHWA Sufficiency Rating  
85.0

## WVDOH Inspection Appraisal Ratings:

Deck	Superstructure	Substructure
Very Good	Fair	Satisfactory

**Narrative Rating:**

Deck and wearing surface in rated as fair in 2003, and poor in 2005, 2006 and 2007.

**Applicable Maintenance Issues:**

In June 2004, the District Eight Repair Crew straightened and tightened numerous loose deck clips. Additional shims were installed between the deck underside and the top flanges of the stringers. A steel plate was installed in over the failed deck panel in the downstream lane near Abutment 1.

In November 2010, the FRP deck was removed and a new ExoDermic concrete deck was installed.



DECK TO STRINGER CONNECTOR

## STRUCTURE DETAILS

**Abutments:** Full height reinforced concrete abutments

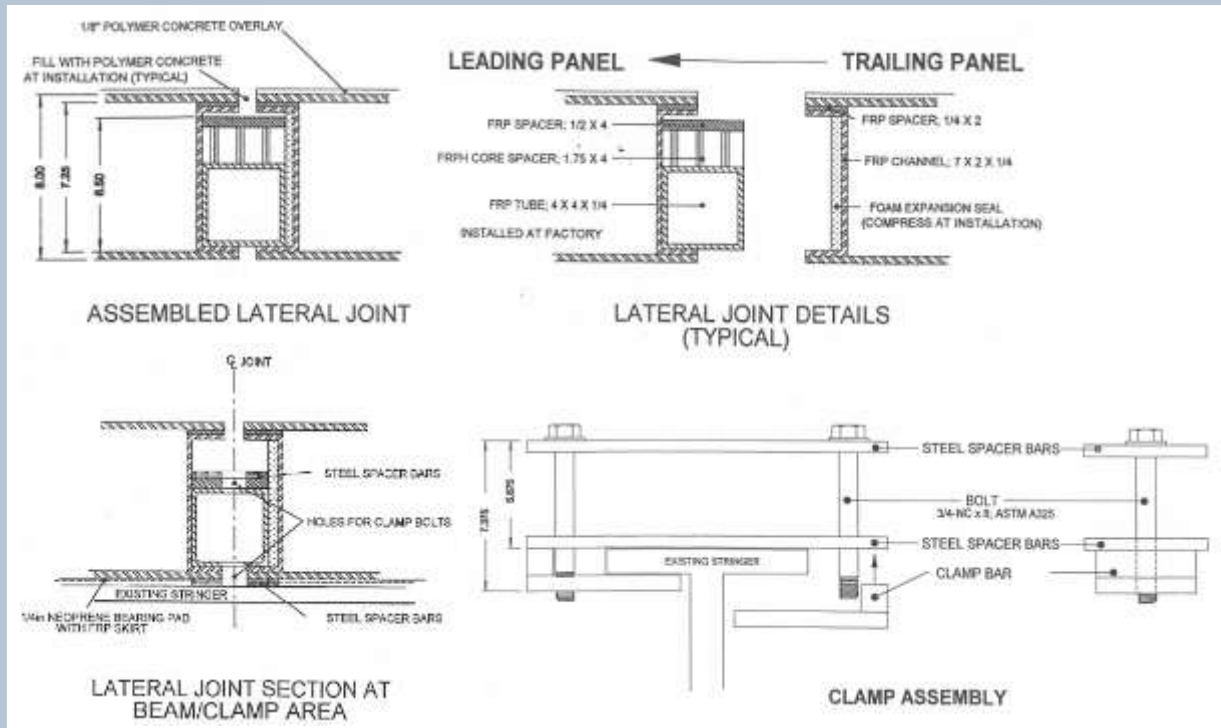
**Superstructure:** 7 W33x130 beams at 4'-4" spacing

**Deck:** 8" Kansas Structural deck

**Deck-to-Stringer Attachment:** Clamp assembly

**Wearing Surface:** 1/8" polymer concrete

### Elevation View



FRP DECK AND CURB

## Creative Pultrusions Superdeck and FRP Angles as Truss Members



The Katy Truss Bridge is located in Marion County (District 4) at Latitude, Longitude 39.51049, -80.21595 and was originally built in 1912, with FRP installed in 2001 by WVDOT-DOH District 4 Bridge Forces and Creative Pultrusions. The single span bridge has an overall length of 90.1 feet with a maximum span length of 90.1 feet with no skew. The bridge is 13.9 feet wide and carries 550 vehicles per day on the 1 lane bridge.

Deck System and Superstructure

## INSPECTION HISTORY

Most Recent Inspection  
12/17/2013

Design Load  
H-20

Unofficial FHWA Sufficiency Rating  
74.5

## WVDOH Inspection Appraisal Ratings

Deck	Superstructure	Substructure
Good	Satisfactory	Good

**Current FRP Condition:** The deck is in good condition. Water pools on the deck due to low spots in the FRP deck. The wearing surface is in good condition, with the only deficiency observed was the existence of transverse, hairline cracks over all the floorbeams.

**Applicable Maintenance Issues:** Truss was completely renovated in 2001 when FRP deck was installed. Polymer concrete wearing surface reported loose and missing throughout the bridge in 2007 and was replaced with a epoxy urethane copolymer overlay by state forces in 2010.



WATER STANDING ON DECK

## STRUCTURE DETAILS

**Abutments:** Full height cut stone on sand/gravel (Abutment 1) and rock (Abutment 2)

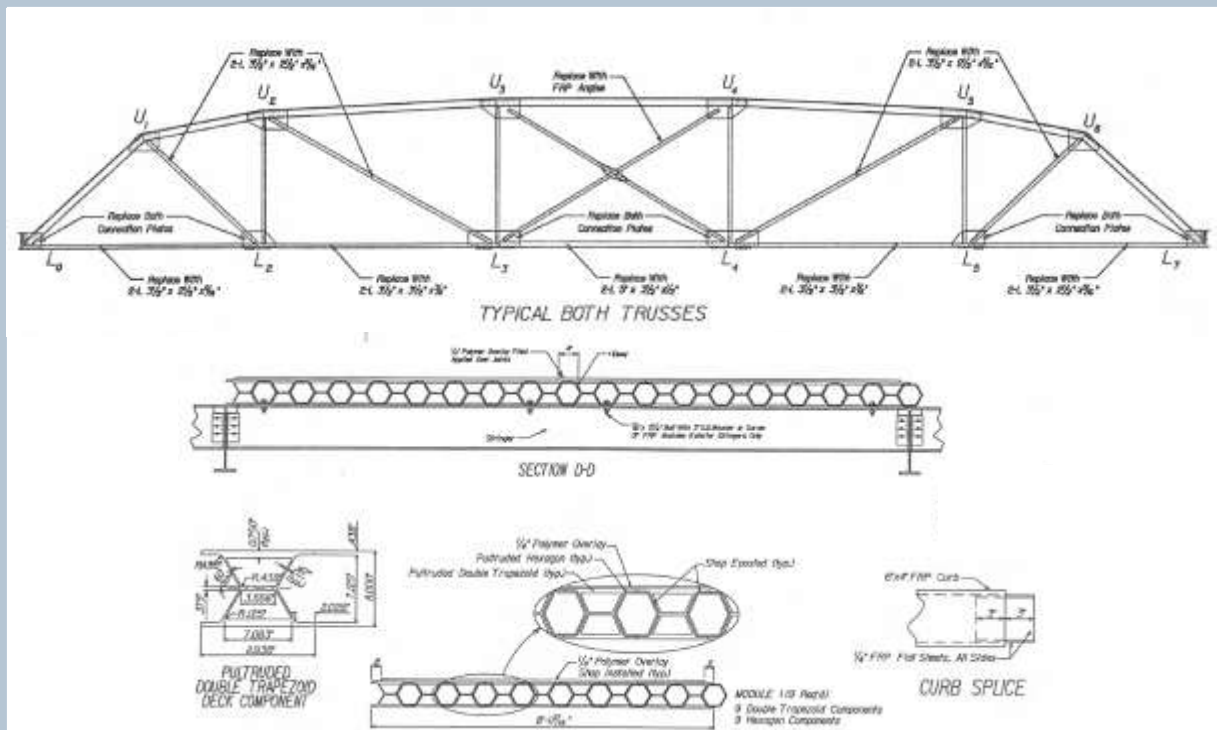
**Superstructure:** Steel camel back Pratt trusses, with 2 FRP angles used as truss members L3U4. Deck supported on W21x57 floorbeams at 18' spacing resting on W14x61 stringers at 6' spacing.

**Deck:** 8" Creative Pultrusions Superdeck

**Deck-to-Stringer Attachment:** Bolted and bonded to stringers

**Wearing Surface:** 1/2-3/4 inch polymer overlay

### Plan Details



PLIOGRIP FOR DECK TO DECK CONNECTION



DECK PRIOR TO WEARING SURFACE INSTALLATION



# LAUREL LICK

## Creative Pultrusions Superdeck with GFRP Wide Flange Beams and Piling



The Laurel Lick Bridge is located in Lewis County (District 7) at Latitude, Longitude 39.019237, -80.350572 and was originally built in 1997 by the WVDOT-DOH. The single span bridge has an overall length of 20 feet with a maximum span length of 19 feet with no skew. The bridge is 16 feet wide and carries little traffic at low speed along a 1 lane gravel road.

Deck, Superstructure and Substructure

## INSPECTION HISTORY

The Laurel Lick Bridge is under 20 feet, and thus not subject to the NBI inspection standards. The condition reported herein is based on the comments from the District 7 Bridge Engineer.

### **Narrative Rating:**

The deck and wearing surface are holding up fine.

### **Applicable Maintenance Issues:**

FRP curb was replaced after being damaged by a large vehicle.



GFRP PILES/CELLULAR LAGGING MODULES

## STRUCTURE DETAILS

**Abutments:** Reinforced Concrete integral abutments on GFRP piles/lagging

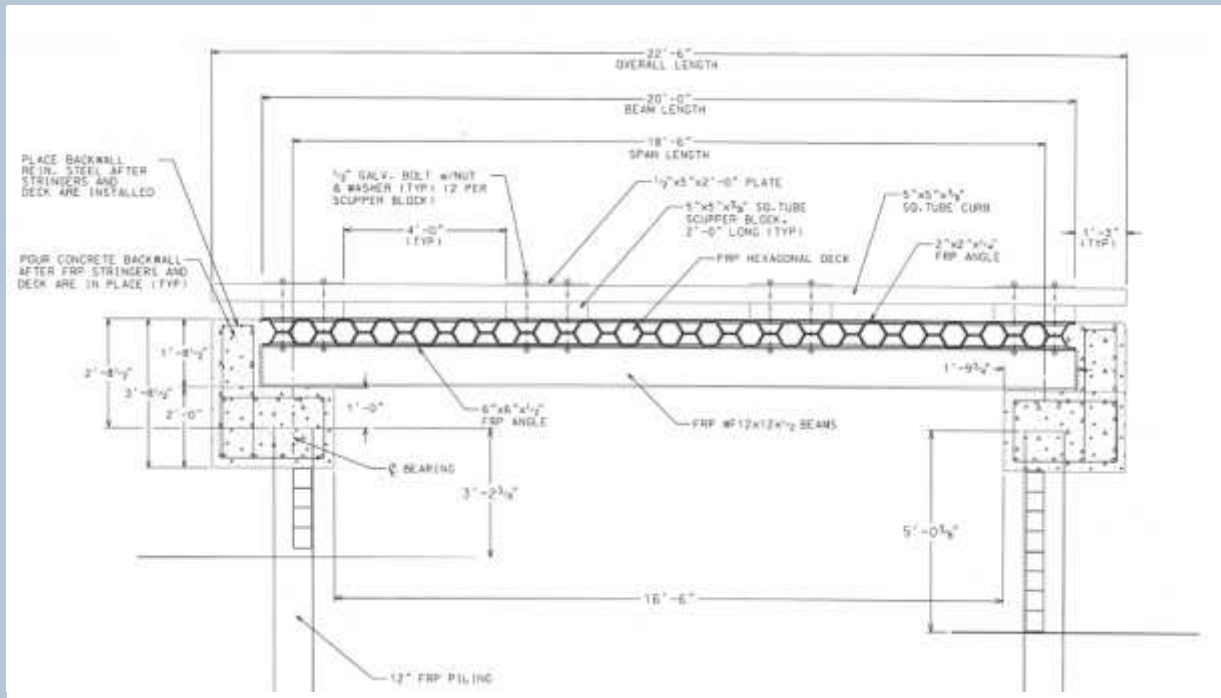
**Superstructure:** 6 W12x12x1/2 beams at 2'-6" spacing

**Deck:** 8" Creative Pultrusions Superdeck

**Deck-to-Stringer Attachment:** Pliogrip adhesive and blind bolts

**Wearing Surface:** 1/2" polymer concrete

### Elevation View



APPLICATION OF PLIOGRIP ADHESIVE TO GFRP BEAMS



INSTALLATION OF DECK PANELS

# ROBERT BEECH (WEST BUCKEYE)

BARS: 31A290

## Kansas Structural Deck (removed) and CFRP Reinforcement Glulam Arches



Superstructure and Failed Deck System

The Robert Beech (West Buckeye) Bridge is located in Monongalia County (District 4) at Latitude, Longitude 39.71304, -80.11637 and was originally built in 2003 by Turman Construction. The single span bridge has an overall length of 148.7 feet with a maximum span length of 140.3 feet with no skew. The deck is 36 feet wide and carries 1400 vehicles per day across 2 lanes along the rural road at speeds up to 50 mph.

## INSPECTION HISTORY

Most Recent Inspection  
11/20/2013

Design Load  
HS-25

Unofficial FHWA Sufficiency Rating  
90.1

### WVDOH Inspection Appraisal Ratings:

Deck	Superstructure	Substructure
Very Good	Good	Very Good

**Current Arch Condition:** Both arches and the connections are in good condition. There is a gouge on the bottom inside face of the upstream arch between the #3 and #4 floorbeam hangers. Delaminations and areas with minor splitting were observed in both arches, particularly at the apex.

**Applicable Maintenance Issues:** Steel plates were placed over failing deck panels in November 2006 and again in October 2007. FRP deck and sidewalk replaced by Orders Construction in May 2009 with Exodermic deck.



PATCHES IN WEARING SURFACE DUE TO FRP DECK FAILURE

## STRUCTURE DETAILS

**Abutments:** Concrete semi-integral abutments

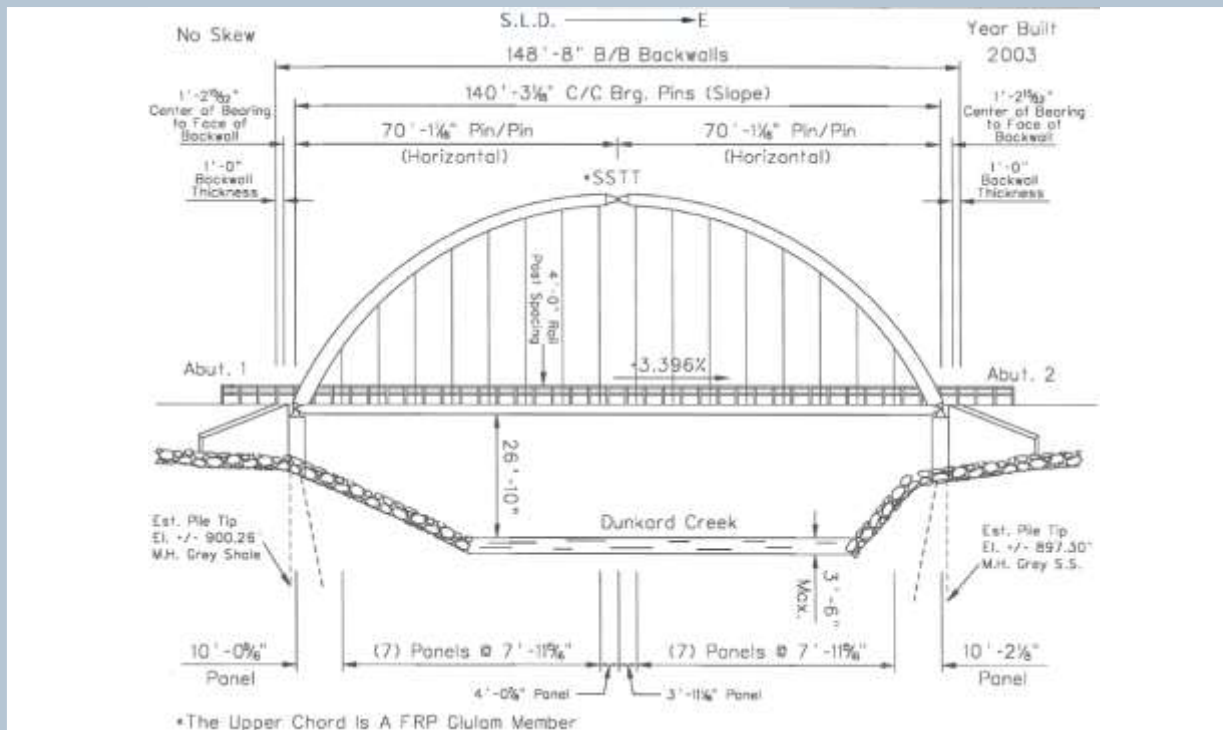
**Superstructure:** Carbon fiber reinforced timber glulam bow string arch

**Deck:** Kansas Structural deck from 2003 to 2009. Precast concrete Exodermic from 2009 to present.

**FRP Deck-to-Stringer Attachment:** Unknown

**Wearing Surface:** Asphalt

### Inspection Sketch



DISPLACEMENT OF FRP DECK



LOCALIZED FAILURE OF FRP DECK