

Inspector: Harding, Rich
 Inspection Date: 11/14/2023

Structure Number: 8506248
 Facility Carried: SR 585

Ohio Bridge Inspection Summary Report

WAY-00585-1847 (8506248)

2: District 14240 - CHIPPEWA TWP (WAY county)
 District 03

5A: Inventory Route 1 00585

21: Major Maint A/B 01 - State Highway Agency /
 225 Routine Main A/B 01 - State Highway Agency /
 221 Inspection A/B 01 - State Highway Agency /
 220: Inv. Location DISTRICT 03

7: Facility On SR 585
 6: Feature Ints SILVER CREEK
 9: Location .19 MI S OF SUMMIT CO
 Lat, Lon 40.986710 , -81.681412

Condition	
58: Deck	N - Not Applicable
58.01 Wearing Surface	N - Not Applicable
58.02 Joint	N - Not Applicable
59: Superstructure	N - Not Applicable
59.01 Paint & PCS	N - Not Applicable
60: Substructure	N - Not Applicable
61: Channel	7
61.01 Scour	6 - Satisfactory
62: Culverts	5 - Moderate to major deterioration
67.01 GA	5

Structure Type	
43: Bridge Type	3 - Steel
	19 - Culvert (includes frame culverts)
	N - Not Applicable
45: Spans Main / Approach	1 / 0
107: Deck Type	N - Not Applicable
408: Composite Deck	X - Not Applicable
414A Joint Type 1	N - None
414B: Joint Type 2	N - None
108A: Wearing Surface	N - NA
	N - Not Applicable
422: WS Date	07/01/2015
423: WS Thick (in)	0.0
482: Protective Coating	N - None or Not Applicable
483: PCS Date	
453: Bearing Type 1	N - None
455: Bearing Type 2	N - None
528: Foundn: Abut Fwd	N - None (Such as most Culverts)
533: Foundn: Abut Rear	N - None (such as most Culverts)
536: Foundn: Pier 1	N - None (Such as most Culverts)
539: Foundn: Pier 2	N - None (Such as most Culverts)

Appraisal	
Sufficiency Rating	48.7 SD/FO 0 - ND
36: Rail, Tr, Gd, Term Std	N N 1 1
72: Approach Alignment	8 - Equal to present desirable criteria
113: Scour Critical	8 - Stable for scour conditions
71: Waterway Adequacy	9 - Bridge Above Flood Water Elevations

Geometric	
48: Max Span Length (ft)	12.0
49: Structure Length (ft)	14.0
52: Deck Width, Out-To-Out (ft)	0.0
424: Deck Area (sf)	1232
32: Appr Roadway Width (ft)	88.0
51: Road Width, Curb-Curb (ft)	0.0
50A: Curb/SW Width: Left (ft)	0
50A: Curb/SW Width: Right (ft)	0
34: Skew (deg)	33
33: Bridge Median	0 - No median
54B: Min Vert Underclearance (ft)	0
336A: Min Vert Clrnce IR Cardinal (ft)	99
336B: Min V Clr IR Non-Cardinal (ft)	0
578: Culvert Length (ft)	228

Age and Service	
27: Year Built/ 106 Rehab	1959 / 0000
42A: Service On	1 - Highway
42B: Service Under	5 - Waterway
28A: Lanes on	04
28B: Lanes Under	00
19: Bypass Length	5
29: ADT	12206
109: % Trucks (%)	9

Load Posting	
41: Op/Post/Closed	A - Open
70: Posting	5 - Equal to or above legal loads
70.01: Date	
70.02: Sign Type	
734: Percent Legal (%)	150
704: Analysis Date	07/01/2003
63: Analysis Method	6 - Load Factor (LF) rating reported by rating factor (RF) method using MS18 loading.

Inspections		
	Months	
90: Routine Insp.	12	11/14/2023
92A: FCM Insp.	N	0
92B: Dive Insp.	N	0
92C: Special Insp.	N	0
92D: UBIT Insp.	N	0
92E: Drone Insp.	N	0

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	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
240-Steel Culvert	3 - Mod.	228	ft.	45	61	74	48
<p>CS2 Rust throughout pipe</p> <p>CS3-2020 Scattered areas w/ small perforations from chipping hammer. @ waterline (full length): heavy flaky rust w/ pitting & section loss.; rt. half near outlet under shoulder area: bolt line / seam @ top & sides w/ areas of heavy flaky rust, heavy section loss of nuts (some nuts / bolts completely rusted off - gone); fwd. lt. in top: damaged area - hole in pipe (previously repaired); some nuts missing & / or loose w/ several not fully threaded throughout ("as built"); ends raised w/ piping & undermining (heaviest @ lt. end / inlet - slight misalignment through barrel; some bolts w/ leakage & effl.; lt. @ inlet- erosion along outside of pipe invert w/ 2' - 3' of gravel / silt build-up (full length), w/ 1'+/- running water - less build-up @ inlet w/ deeper water; 5 ga. steel.</p> <p>CS4-2022 Multiple holes in pipe 2' to 3' above flow line throughout pipe. 2020 75' From inlet holes in top at concrete patch. Near Inlet (20' from end): chipped hole water flowing out in steady stream typical throughout pipe.</p>							
835-Culvert End Treatment	3 - Mod.	2	each	2	0	0	0
845-Roadway Over Structure	3 - Mod.	1	each	1	0	0	0

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ODOT District: District 03

WAY-00585-1847_(8506248)

Date Built: 07/01/1959

Major Maint: 01 - State Highway Agency

Facility Carried: SR 585

Traffic On: 1 - Highway

Rehab Date:

Routine Maint: 01 - State Highway Agency

Feature Inters: SILVER CREEK

Traffic Under: 5 - Waterway

Insp. Resp A: 01 - State Highway Agency

FIPS Code: 14240 - CHIPPEWA TWP (WAY county)

Location: DISTRICT 03

.19 MI S OF SUMMIT CO

Insp
Resp B:

Inspector

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Inspection Date 11/14/2023

Reviewer Kapustar, Kent

Inspector Comments - Deck and Approach

Deck

Approach

Approach Wearing Surface (EA)

Cracks sealed w/ crack sealing proj.- A few trans. cracks - NB lane: Small area breaking up w/ section loss (pothole); 2016: NB - Rear: Trans. crack in both lanes - NOT over structure. 2015 New asphalt resurfacing w/ Proj.#199(15) - small gouge marks in shoulder area - previously A few trans. & long. cracks w/ some raveling areas @ both wb & eb lanes - newer micro-resurfacing.

Approach Embankment (EA)

Lt. side w/ some minor erosion under G/R ; Wash-out: Rear: LT: fixed. 2015 Embankment around outside of pipe @ both inlet & outlet repaired w/ Proj.#199(15) - (Dump rock & low strength mortar) - Previously lt. side embankment slumping & shifting - erosion around pipe @ inlet - rt.side w/ minor slump.

Approach Guardrail (EA)

Rt: leans outward above structure. Some broken / loose spacer blocks @ rear LT, some others split.. Leaning guardrail not addressed w/ paving proj. ; 2015 both sides leaning outward @ location where stone was placed for inlet & outlet repairs - lt. side already w/ outward lean - not rt. side lt & rt. sides: areas of minor collision damage.

Inspector Comments - General Appraisal

Superstructure

Substructure

Culvert

Culvert General (LF)

*2019 NBIS QAR decal #03-15 located on top of pipe @ inlet (lt. side);

Culvert Alignment (LF)

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Ends raised - previously large gaps between headwall / endwall & pipe -2015 Repaired w/ proj.#199(15).

Culvert Seams (EA)

Only 4 seams visible - 2 seams covered from build-up along invert full length.

Culvert Headwall/Endwall (EA)

Culvert Scour (EA)

Some piping @ both inlet & outlet; 2015 Repaired w/ Proj.#199(15) - Previous piping @ inlet & outlet.

Inspector Comments - Waterway

Waterway Adequacy

Channel

Channel Alignment (LF)

Inlet: Slight angle toward Rear LT..

Scour Critical

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Pictures