Inspector: Harding,Rich **Structure Number:** 8504598

Inspection Date: 11/28/2023 **Facility Carried:** SR 241

Ohio Bridge Inspection Summary Report

WAY-00241-0436 (8504598)

2: District	District 03	59556 - PAINT TWP (WAY county)	
5A: Inventory Route	1	00241	
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 241		
6: Feature Ints	TRIB OF N FORK CREEK		
9: Location	2.81 MILES S OF STARK CO		
Lat, Lon	40.707609	,-81.682951	

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	**4**
61.01 Scour	**7 - Good**
62: Culverts	**5 - Moderate to major deterioration**
67.01 GA	**5**

Appraisal

Sufficiency Rating	87.1	SD/FO	0 - ND	
36: Rail, Tr, Gd, Term Std	N	N	1	1
72: Approach Alignment	6 - Equal to present minimum criteria			
113: Scour Critical	8 - Stable for scour conditions			
71: Waterway Adequacy	7 - Slight Chance of Overtopping Bridge			

Geometric

48: Max Span Length (ft)	13.0
49: Structure Length (ft)	14.0
52: Deck Width, Out-To-Out (ft)	0.0
424: Deck Area (sf)	476
32: Appr Roadway Width (ft)	34.0
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)	40
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)	69

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	07/01/2002
63: Analysis Method	6 - Load Factor (LF) rating reported by rating factor (RF) method using MS18 loading.

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	07/01/2018
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)

Age and Service

27: Year Built/ 106 Rehab	1964 / 0000
42A: Service On	1 - Highway
42B: Service Under	5 - Waterway
28A: Lanes on	02
28B: Lanes Under	00
19: Bypass Length	7
29: ADT	3141
109: % Trucks (%)	11

Inspections

		Months	
90: Routine Insp.		12	11/28/2023
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	

Inspector Harding,Rich

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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.	69	ft.	0	34	35	0
	CS2-2020 Both fwd. & rear: Additional approx. 1' interior face of pipe above radius bolt lines exposed full length due to high water event (previously buried w/ creek gravel build-up) CS3-2022 Moderate to heavy flaky rust full length (bottom radius bolt lines not visible due to gavel build-up;						
835-Culvert End Treatment	3 - Mod.	4	each	3	1	0	0
	CS2-2020 Fwd. lt.: minor deterioration @ jct. w/ pipe; all others not visible - covered w/ embankment material						
845-Roadway Over Structure	3 - Mod.	1	each	1	0	0	0

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WAY-00241-0436 _(8504598)

ODOT District:	District 03					Date Built:	07/01/1964
Major Maint:	01 - State Highway Agency	Facility Carried:	SR 241	Traffic On:	1 - Highway	Rehab Date:	
Routine Maint:	01 - State Highway Agency	Feature Inters:	TRIB OF N FORK CREEK	Traffic Under:	5 - Waterway	Insp. Resp A:	01 - State Highway Agency
FIPS Code:	59556 - PAINT TWP (WAY county)	Location:	DISTRICT 03		2.81 MILES S OF STARK CO	Insp Resp B:	

Inspector Harding,Rich Inspection Date 11/28/2023 Reviewer Kapustar,Kent

Inspector Comments - Deck and Approach

Deck

Approach

Approach Wearing Surface (EA)

2018 New asphalt resurfacing w/ Proj.#583(17) - Previously some scattered cracks (trans. & along edges - some w/ large crack width); 2008 new asphalt resurfacing w/ proj.#477(07) - s0me rutting in wheel tracks & along edge of pavt. & berm material.

Approach Embankment (EA)

Fwd. lt.: some minor slumping; fwd. rt. near pipe minor erosion

Approach Guardrail (EA)

2018 Several new posts & a couple new panels w/ Proj.; 2014-2015 Repaired - Previously rear lt. end assembly w/ collision damage; fwd. lt.: leaning outward slightly plus some previous & current collision damage.

Inspector Comments - General Appraisal

Superstructure

Utilities (LF)

Rt.side under pipe @ inlet: Buried underground telephone cable (Warning sign visible).

Substructure

Culvert

Culvert General (LF)

Culvert Alignment (LF)

Culvert Shape (LF)

Some minor flattening in top w/ minor cusping (possibly "as built").

Culvert Seams (EA)

Top 3 seams w/ areas of leakage & some scattered bolts w/ flaky rust.

Culvert Headwall/Endwall (EA)

Inspector Comments - Waterway

Waterway Adequacy

Channel Hydraulic Opening (EA)

2019 Some reduction of interior build-up due to high water event - Previously some channel debris inside pipe; Sand / gravel bars @ inlet / outlet w/ vegetation (previously trees & brush removed); previously 3'+/- of gravel build-up full length of pipe - 40% reduced capacity - build-up now reduced; inlet: wire farm panel across channel approx. 20' upstream from pipe.

Channel

Channel Alignment (LF)

Large sweeping curve in upstream alignment w/ erosion of fwd. embankment (alignment beyond pipe opening) - approx. 45 degree angle back toward pipe then 45 degree angle @ entry into pipe - flow directed @ rear rt. & along rear face then splitting half way through & flowing along both fwd. & rear face.

Channel Protection (LF)

Moderate to severe erosion of upstream embankment. 2019 Downstream channel outside R/W cleaned / material removed.

Scour Critical

Pictures