

Inspector: Beedy,Matthew

Inspection Date: 05/11/2023

Structure Number: 4501667

Facility Carried: STATE ROUTE 37

Ohio Bridge Inspection Summary Report

LIC-00037-1175 (4501667)

2: District 69456 - SAINT ALBANS TWP (LIC county)
ict
05

5A: Inventory Route 1 00037

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 05

7: Facility On STATE ROUTE 37
6: Feature Ints SR 37 OVER SR 161
9: Location AT JUNCTION OF SR 161
Lat, Lon 40.073950491178 ,-82.605464848473

Condition	Structure Type
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58: Deck **8 - Very Good Condition**
58.01 Wearing Surface 8 - Very Good (isolated or minor problems)
58.02 Joint N- Not Applicable
59: Superstructure **8 - Very Good Condition**
59.01 Paint & PCS N - Not Applicable
60: Substructure **8 - Very Good Condition**
61: Channel **N**
61.01 Scour **N - Not Applicable**
62: Culverts **N - Not Applicable**

43: Bridge Type 5 - Prestressed concrete
02 - Stringer/Multi-beam or Girder
N- Not Applicable
45: Spans Main / Approach 2 / 0
107: Deck Type 1 - Concrete Cast-in-Place
408: Composite Deck Y - Composite Construction
414A Joint Type 1 N - None
414B: Joint Type 2 N - None
108A: Wearing Surface 1 - Monolithic Concrete
(concurrently placed with structural deck)
N- Not Applicable

67.01 GA 8

Appraisal

Sufficiency Rating 98.0 SD/FO 0 - ND
36: Rail, Tr, Gd, Term Std 1 1 1 1
72: Approach Alignment 7 - Better than present minimum criteria
113: Scour Critical N - Not over waterway
71: Waterway Adequacy N - Not Applicable

422: WS Date 07/01/2009
423: WS Thick (in) 1.0
482: Protective Coating N - None or Not Applicable
483: PCS Date
453: Bearing Type 1 C - Elastomeric (laminated)
455: Bearing Type 2 N - None
528: Foundn: Abut Fwd B - Cast-in-Place Reinforced Concrete Piles (14" diameter)
533: Foundn: Abut Rear B - Cast-in-Place Reinforced Concrete Piles (14" diameter)
536: Foundn: Pier 1 C - Cast-in-Place Reinforced Concrete Piles (16" diameter)
539: Foundn: Pier 2 N - None (Such as most Culverts)

Geometric

48: Max Span Length (ft) 101.5
49: Structure Length (ft) 206.0
52: Deck Width, Out-To-Out (ft) 63.5
424: Deck Area (sf) 13081
32: Appr Roadway Width (ft) 60.0
51: Road Width, Curb-Curb (ft) 60.0
50A: Curb/SW Width: Left (ft) 0
50A: Curb/SW Width: Right (ft) 0
34: Skew (deg) 1
33: Bridge Median 0 - No median
54B: Min Vert Underclearance (ft) 17.33
336A: Min Vert Clrnce IR Cardinal (ft) 99
336B: Min V Clr IR Non-Cardinal (ft) 0
578: Culvert Length (ft) 0

Age and Service

27: Year Built/ 106 Rehab 2009 / 0000
42A: Service On 1 - Highway
42B: Service Under 1 - Highway, with or w/out pedestrian
28A: Lanes on 03
28B: Lanes Under 04
19: Bypass Length 6
29: ADT 4338
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 07/01/2010
63: Analysis Method 6 - Load Factor (LF) rating reported by

Inspections

90: Routine Insp. *Months* 24 05/11/2023
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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rating factor (RF) method using MS18
loading.

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	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
12-Reinforced Concrete Deck	3 - Mod.	13081	sq. ft.	12931	150	0	0
CS2- Cracking with efflorescence located in span 1 CS2 - Cracking along concrete diaphragms at abutments and pier							
805-Wearing Surface - Monolithic Concrete		12360	sq. ft.	12010	350	0	0
CS2 - Scattered mostly longitudinal cracks HMWM has been applied							
109-Prestressed Concrete Open Girder/Beam	3 - Mod.	1624	ft.	1224	400	0	0
CS2 - Small cracks in webs at abutments Paint sealer is failing							
205-Reinforced Concrete Column	3 - Mod.	4	each	4	0	0	0
215-Reinforced Concrete Abutment	3 - Mod.	127	ft.	107	20	0	0
CS2 - Vertical cracks 2' area along forward right side leaking water along horizontal form line under beam 8 with rust stains at each corner							
234-Reinforced Concrete Pier Cap	3 - Mod.	64	ft.	64	0	0	0
310-Elastomeric Bearing	3 - Mod.	16	each	16	0	0	0
312-Enclosed/Concealed Bearing	3 - Mod.	16	each	16	0	0	0
321-Reinforced Concrete Approach Slab	3 - Mod.	5950	sq. ft.	5925	25	0	0
CS2 - Longitudinal and diagonal cracks and chipping							
331-Reinforced Concrete Bridge Railing	3 - Mod.	412	ft.	362	50	0	0
CS2 - Vertical cracks spalled are along bottom haunch at forward left Vertical Crack in decorative panel in span 1 over traffic							
815-Drainage	3 - Mod.	2	each	2	0	0	0
840-Approach Slab: Termination or Joint	3 - Mod.	127	ft.	112	15	0	0
CS2 - Seals are unbonded							

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ODOT District: District 05

LIC-00037-1175 _(4501667)

Date Built: 07/01/2009

Major Maint: 01 - State Highway Agency

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Traffic On: 1 - Highway

Rehab Date:

Routine Maint: 01 - State Highway Agency

Feature Inters: SR 37 OVER SR 161

Traffic Under: 1 - Highway, with or w/out pedestrian

Insp. Resp A: 01 - State Highway Agency

FIPS Code: 69456 - SAINT ALBANS TWP (LIC county)

Location: DISTRICT 05

AT JUNCTION OF SR 161

Insp
Resp B:

Inspector

Beedy,Matthew

Inspection Date 05/11/2023

Reviewer Zigan,Curtis

Inspector Comments - Deck and Approach

Deck

Edge of Floor/Slab (LF)

Vertical cracking along each rail.

Bridge Railing (LF)

Minor vertical cracks. area that is spalled along bottom of haunch at forward left. also vertical crack on outside of railing in decorative panel left side of span 1. Paint/sealer chipping off outside fascia left side span 1 over traffic.

Deck Drainage (EA)

Dirt and debris building along each edge.

Approach

Approach Wearing Surface (EA)

Longitudinal cracks right and left of centerline rear. Also the right and left rear curbs are broke at the begining of the bridge rail funneling water through the curb and down the embankment along the mse walls causing deep erosion behind the rail and down the slope. (Repairs made in spring of 2016).

Approach Slab (SF)

Longitudinal and diagonal cracking and chipping along the slabs

Approach Relief Joint (LF)

Type A was removed and jeene seals installed. Small areas that are unbonded along the forward end.

Approach Embankment (EA)

Erosion along curbs running down each slope at each corner. Also the right rear curb is broke at the begining of the bridge rail funneling water through the curb and down the embankment along the mse wall causing deep erosion behind the rail and down the slope. Also along the rear left side. (Repairs made in spring of 2016)

Approach Guardrail (EA)

Minor ding and dent.

Inspector Comments - General Appraisal

Superstructure

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Beams/Girders (LF)

Minor hairline cracks in web of beams 2,3,4,5,6,7 rear and forward at abutments. Paint/sealer chipping off outside fascia beam over traffic.

Diaphragm/X-Frames (EA)

Vertical cracking along the diaphragms over the abutment and chipping along the concrete diaphragms over the pier.

Bearing Devices (EA)

Look to be in great condition from ground.

Substructure

Abutment Walls (LF)

Minor vertical cracks along the concrete diaphragms with a 2' area along the right forward leaking water along the horizontal form line under beam #8. Rust stains at each corner.

Pier Caps (LF)

Minor vertical cracks

Pier Columns/Bents (EA)

Minor vertical cracks.

Wingwalls (EA)

Minor vertical cracks areas of sealer chipping and flaking off.

Slope Protection (EA)

MSE Walls are leaking material along the rear face along groundline both forward and rear. Also several areas leaking around each side along the eroding slopes. Most of the mse panel joints are damp.

Culvert

Inspector Comments - Waterway

Waterway Adequacy

Channel

Scour Critical

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Bridge Inspection Report

Pictures



PHOTO 1
Description



PHOTO 2
Description

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PHOTO 3

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PHOTO 4

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PHOTO 5
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PHOTO 6
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PHOTO 7

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PHOTO 8

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PHOTO 9

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PHOTO 10

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PHOTO 11

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PHOTO 12

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PHOTO 13

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PHOTO 14

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PHOTO 15

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PHOTO 16

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PHOTO 17

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PHOTO 18

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PHOTO 19

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PHOTO 20

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PHOTO 21

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PHOTO 22

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PHOTO 23

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PHOTO 24

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PHOTO 25

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PHOTO 26

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PHOTO 27

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PHOTO 28

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PHOTO 29

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PHOTO 30

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PHOTO 31
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PHOTO 32
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PHOTO 33

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PHOTO 34

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PHOTO 35

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PHOTO 36

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PHOTO 37

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PHOTO 38

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PHOTO 39
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PHOTO 40
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PHOTO 41

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PHOTO 42

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PHOTO 43

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PHOTO 44

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PHOTO 45

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PHOTO 46

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PHOTO 47

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PHOTO 48

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PHOTO 49

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PHOTO 50

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