

Inspector: Beedy,Matthew

Inspection Date: 10/19/2023

Structure Number: 4501691

Facility Carried: WB SR 37 AND 161

Ohio Bridge Inspection Summary Report

LIC-00037-1225L (4501691)

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 WB SR 37 AND 161
6: Feature Ints WB 37&161 OVER MOOTS RUN
9: Location .3 MI E OF JCT SR 161
Lat, Lon 40.073294 , -82.594428

| Condition | Structure Type |
|-----------|----------------|
|-----------|----------------|

58: Deck **9 - Excellent Condition**
58.01 Wearing Surface 8 - Very Good (isolated or minor problems)
58.02 Joint N- Not Applicable
59: Superstructure **9 - Excellent Condition**
59.01 Paint & PCS N - Not Applicable
60: Substructure **9 - Excellent Condition**
61: Channel **7**
61.01 Scour **7 - Good**
62: Culverts **N - Not Applicable**

67.01 GA **9**

43: Bridge Type 5 - Prestressed concrete
02 - Stringer/Multi-beam or Girder
N- Not Applicable
45: Spans Main / Approach 3 / 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

| Appraisal |
|-----------|
|-----------|

Sufficiency Rating 98.5 SD/FO 0 - ND
36: Rail, Tr, Gd, Term Std 1 1 1 1
72: Approach Alignment 6 - Equal to present minimum criteria
113: Scour Critical 8 - Stable for scour conditions
71: Waterway Adequacy 9 - Bridge Above Flood Water Elevations

422: WS Date 08/01/2009
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 7 - Steel H Piles (HP 10 x 42)
533: Foundn: Abut Rear 3 - Drilled Shafts
536: Foundn: Pier 1 3 - Drilled Shafts
539: Foundn: Pier 2 N - None (Such as most Culverts)

| Geometric |
|-----------|
|-----------|

48: Max Span Length (ft) 79.2
49: Structure Length (ft) 238.8
52: Deck Width, Out-To-Out (ft) 59.0
424: Deck Area (sf) 14089.2
32: Appr Roadway Width (ft) 56.0
51: Road Width, Curb-Curb (ft) 56.0
50A: Curb/SW Width: Left (ft) 0
50A: Curb/SW Width: Right (ft) 0
34: Skew (deg) 29
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) 0

| Age and Service |
|-----------------|
|-----------------|

27: Year Built/ 106 Rehab 2009 / 0000
42A: Service On 1 - Highway
42B: Service Under 5 - Waterway
28A: Lanes on 02
28B: Lanes Under 00
19: Bypass Length 1
29: ADT 16079
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 rating factor (RF) method using MS18 loading.

| Inspections |
|-------------|
|-------------|

90: Routine Insp. *Months* 24 10/19/2023
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 |
|---|-------------|----------------|---------|-------------------|-------------------|-------------------|-------------------|
| 12-Reinforced Concrete Deck | 3 - Mod. | 14089 | sq. ft. | 14089 | 0 | 0 | 0 |
| 805-Wearing Surface - Monolithic Concrete | | 13373 | sq. ft. | 13373 | 0 | 0 | 0 |
| 2018 - Left forward end exhibits minor scaling (18 SF, CS2). Scattered areas of longitudinal cracking (100 SF,CS2) 2019- HMWM placed in 2019 bringing CS2 cracks back to CS1. | | | | | | | |
| 109-Prestressed Concrete Open Girder/Beam | 3 - Mod. | 1610 | ft. | 1610 | 0 | 0 | 0 |
| 205-Reinforced Concrete Column | 3 - Mod. | 8 | each | 8 | 0 | 0 | 0 |
| 215-Reinforced Concrete Abutment | 3 - Mod. | 135 | ft. | 135 | 0 | 0 | 0 |
| 234-Reinforced Concrete Pier Cap | 3 - Mod. | 132 | ft. | 132 | 0 | 0 | 0 |
| 310-Elastomeric Bearing | 3 - Mod. | 28 | each | 28 | 0 | 0 | 0 |
| 312-Enclosed/Concealed Bearing | 3 - Mod. | 14 | each | 14 | 0 | 0 | 0 |
| 321-Reinforced Concrete Approach Slab | 3 - Mod. | 2950 | sq. ft. | 2850 | 100 | 0 | 0 |
| Minor chipping at the slab, deck interface and seals 50 SF CS 2 at each end. | | | | | | | |
| 331-Reinforced Concrete Bridge Railing | 3 - Mod. | 478 | ft. | 470 | 8 | 0 | 0 |
| Left railing exhibits a few minor vertical cracks throughout (3 LF, CS2). Right railing exhibits a few minor vertical cracks throughout (5 LF, CS2). | | | | | | | |
| 815-Drainage | 3 - Mod. | 2 | each | 0 | 2 | 0 | 0 |
| Each side has dirt and debris along parapets. Previous inspections note ponding on approach slabs at each end. | | | | | | | |

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ODOT District: District 05

LIC-00037-1225L_(4501691)

Date Built: 08/01/2009

Major Maint: 01 - State Highway Agency

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Traffic On: 1 - Highway

Rehab Date:

Routine Maint: 01 - State Highway Agency

Feature Inters: WB 37&161 OVER MOOTS
RUN

Traffic Under: 5 - Waterway

Insp. 01 - State Highway Agency

Resp A:

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

Location: DISTRICT 05

.3 MI E OF JCT SR 161

Insp

Resp B:

Inspector

Beedy,Matthew

Inspection Date 10/19/2023

Reviewer Zigan,Curtis

Inspector Comments - Deck and Approach

Deck

Approach

Approach Wearing Surface (EA)

New asphalt placed in 2019

Approach Embankment (EA)

Left forward embankment exhibits minor erosion behind the parapet (CS2).

Inspector Comments - General Appraisal

Superstructure

Beams/Girders (LF)

Outside face and bottoms of beams 1 and 7 are sealed.

Substructure

Wingwalls (EA)

Right rear wingwall exhibits a minor vertical leaching crack towards the end (CS2)

Culvert

Inspector Comments - Waterway

Waterway Adequacy

Channel

Channel Alignment (LF)

Flows through span 2 diagonally towards column 4 of pier 2 and turns straight downstream under normal flows.

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Channel Protection (LF)

Right banks are eroded beneath structure. Undermined trees both upstream and downstream. Dump rock and corrective work has been done in 2016 and 2022

Scour Critical

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Bridge Inspection Report

Pictures



PHOTO 1
Description



PHOTO 2
Description

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Bridge Inspection Report

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PHOTO 3

Description



PHOTO 4

Description

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Bridge Inspection Report

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PHOTO 5
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PHOTO 6
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Bridge Inspection Report

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PHOTO 7

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PHOTO 8

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Bridge Inspection Report

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PHOTO 9

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PHOTO 10

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Bridge Inspection Report

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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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Bridge Inspection Report

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PHOTO 27

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PHOTO 28

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PHOTO 29

Description