

Inspector: Beedy,Matthew
 Inspection Date: 02/24/2023

Structure Number: 4505751
 Facility Carried: STATE ROUTE 310

Ohio Bridge Inspection Summary Report

LIC-00310-1005 (4505751)

2: District 39102 - JERSEY TWP (LIC county)
 District 05

5A: Inventory Route 1 00310

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 310
 6: Feature Ints SR310 OVER SR161
 9: Location AT JCT SR 161
 Lat, Lon 40.076783 , -82.666661

Condition		Structure Type	
58: Deck	8 - Very Good Condition	43: Bridge Type	5 - Prestressed concrete
58.01 Wearing Surface	8 - Very Good (isolated or minor problems)		02 - Stringer/Multi-beam or Girder
58.02 Joint	N- Not Applicable		N- Not Applicable
59: Superstructure	8 - Very Good Condition	45: Spans Main / Approach	2 / 0
59.01 Paint & PCS	N - Not Applicable	107: Deck Type	1 - Concrete Cast-in-Place
60: Substructure	8 - Very Good Condition	408: Composite Deck	Y - Composite Construction
61: Channel	N	414A Joint Type 1	N - None
61.01 Scour	N - Not Applicable	414B: Joint Type 2	N - None
62: Culverts	N - Not Applicable	108A: Wearing Surface	1 - Monolithic Concrete (concurrently placed with structural deck)

67.01 GA 8

Appraisal	
Sufficiency Rating	97.9 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	10/01/2007
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	A - Cast-in-Place Reinforced Concrete Piles (12" 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)	101.3
49: Structure Length (ft)	204.5
52: Deck Width, Out-To-Out (ft)	59.5
424: Deck Area (sf)	12167.75
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)	3
33: Bridge Median	0 - No median
54B: Min Vert Underclearance (ft)	17
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	2007 / 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	4
29: ADT	7514
109: % Trucks (%)	6

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

Inspections		
	Months	
90: Routine Insp.	24	02/24/2023
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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704: Analysis Date 09/30/2022 Inspector Beedy,Matthew
63: Analysis Method 8 - Load and Resistance Factor Rating
(LRFR) rating report by rating factor (RF)
method using HL-93 loadings.

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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.	12168	sq. ft.	11948	220	0	0
(CS2) - Floor/Slab Minor transverse cracks throughout with a few spots showing efflorescence. Edge of Floor/Slab Minor popouts with random transverse cracking along the bottom of bridge rail.							
805-Wearing Surface - Monolithic Concrete		11452	sq. ft.	11327	125	0	0
(CS2) - Transverse and longitudinal cracking mostly at forward end.							
109-Prestressed Concrete Open Girder/Beam	3 - Mod.	1636	ft.	1536	100	0	0
(CS2) - Minor cracks in beam haunches and webs at beams 4,5,6 and 8 rear and 1,2,3,4,6,7,8 forward.							
205-Reinforced Concrete Column	3 - Mod.	4	each	4	0	0	0
215-Reinforced Concrete Abutment	3 - Mod.	119	ft.	119	0	0	0
234-Reinforced Concrete Pier Cap	3 - Mod.	60	ft.	50	10	0	0
(CS2) - Cracking along the cap edges.							
310-Elastomeric Bearing	3 - Mod.	16	each	16	0	0	0
312-Enclosed/Concealed Bearing	3 - Mod.	16	each	16	0	0	0
320-Prestressed Concrete Approach Slab	3 - Mod.	4928	sq. ft.	4678	250	0	0
(CS2) - Transverse and longitudinal cracking forward and transverse cracking rear.							
331-Reinforced Concrete Bridge Railing	3 - Mod.	409	ft.	374	35	0	0
(CS2) - Vertical cracks. Reflector missing or damaged left. epoxy is starting to flake off in various locations left and right. There was a 2 x 2 spalled area removed from the face of the left bridge rail at centerline of westbound 161.							
815-Drainage	3 - Mod.	2	each	2	0	0	0
840-Approach Slab: Termination or Joint	3 - Mod.	112	ft.	88	24	0	0
(CS2) - Forward Jeene seal becoming unbonded							

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ODOT District: District 05

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Date Built: 10/01/2007

Major Maint: 01 - State Highway Agency

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Traffic On: 1 - Highway

Rehab Date:

Routine Maint: 01 - State Highway Agency

Feature Inters: SR310 OVER SR161

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

Insp: 01 - State Highway Agency

FIPS Code: 39102 - JERSEY TWP (LIC county)

Location: DISTRICT 05

AT JCT SR 161

Resp A:

Insp

Resp B:

Inspector

Beedy,Matthew

Inspection Date 02/24/2023

Reviewer Zigan,Curtis

Inspector Comments - Deck and Approach

Deck

Bridge Wearing Surface (SF)

HMWM Applied in 2020.

Deck Drainage (EA)

Debris scattered along edges both right and left.

Approach

Approach Wearing Surface (EA)

The transverse edges of the concrete is chipping at relief joints forward and rear. There are large transverse cracks at the rear.

Approach Slab (SF)

HMWM Applied in 2020.

Approach Relief Joint (LF)

Type A was removed and jeene seals installed at approach slabs The rear and forward has become unbonded and has failed.

Approach Embankment (EA)

All 4 slopes have some erosion. The berms are settled along the edge of the pavement at all four corners of the bridge. This has caused the electrical conduit coming out of the ends of the bridge rail to become exposed with the rear left conduit becoming seperated. The embankment has settled at the ends of the rear turned back wings and some of the backfill sand is leaking out from behind the walls.

Approach Guardrail (EA)

Minor washout at left rear and minor ding and dent damage along each run.

Signs (EA)

There is one sign on the right rail over the median of SR 161 and is is in good condition.

Sign Supports (EA)

There is one sign on the right rail over the median of SR 161 and is is in good condition.

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Inspector Comments - General Appraisal

Superstructure

Diaphragm/X-Frames (EA)

The diaphragms over the pier are starting to form delaminations and cracking, rear in bays 2,3,4,5,6 and 7 and forward in bays 2,3,4,6 and 7. Vertical cracking under the beams in the concrete diaphragms both forward and rear abutments.

Utilities (LF)

There is electrical conduits running through the bridge rails. Settlement of the embankment at the bridge ends has caused the conduits to become exposed. The rear left conduit has become seperated at connection that enters the bridge rail.

Substructure

Wingwalls (EA)

Minor cracking

Slope Protection (EA)

The embankment has settled at the ends of the turned back MSE walls and some backfill sand is seeping on to the ground. The corner of the rear left coping is becoming deteriorated and spalling. See Photo

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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Bridge Inspection Report

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PHOTO 3

Description



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

Description

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PHOTO 11
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PHOTO 12
Description

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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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PHOTO 51

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PHOTO 52

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PHOTO 53

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PHOTO 54

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PHOTO 55

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PHOTO 56

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