







UNDERWATER BRIDGE INSPECTION REPORT

STRUCTURE NO: BEL-148-2434
SR 148 OVER CAPTINA CREEK
BELMONT COUNTY, OH
DISTRICT 11

August 2017

Prepared for:

STATE OF OHIO DEPARTMENT OF TRANSPORTATION

STATE OF OHIO
JOSHUA M. JOHNSON
E-76141
1/11/18
REGISTERED PROFESSIONAL ENGINEER

Prepared by:

COLLINS ENGINEERS INC.

124 Venture Court, Suite 10

Lexington, Kentucky 40511

859.367.0097 • www.collinsengr.com

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EXECUTIVE SUMMARY

Project: ODOT District 11 Underwater Bridge Inspections - 2017

Purpose of Project: To perform a detailed visual and tactile underwater investigation of scour critical bridges for District 11 of the Ohio Department of Transportation.

Inspection Team: Team Leader – Matthew Rogers, E.I.T. – Collins Engineers, Inc.
Team Member – Kurt Lingo, E.I.T. – Collins Engineers, Inc.
Team Member – John Strub, E.I.T. – Collins Engineers, Inc.

Inspection Date(s): August 3, 2017

Water Visibility:	<1 ft	***Water Velocity:***	<1 ft/s
Water Temperature:	65 °F	***Weather:***	Cloudy – 80 °F
Waterline Elevation:	623.12 ft	***Type of Boat:***	23 ft Carolina Skiff
Coordinates:	39.871810°N, 80.84152°W		
Access Location:	Small parking lot accessible from Cats Run Rd to the west on the northern shoreline.		
Dive Mode:	Wading		
Waterline Reference:	24.0 ft below the Top of Deck at the downstream nose of Pier 2.		
Maximum Depth at SSU:	8.3 ft – 30 ft Upstream from Nose of Pier 2.		
Shoreline Conditions:	The north and south shorelines consisted of moderately to heavily vegetated mild slopes with minor erosion and a number of trees close to the channel.		

Summary of Findings:

- **Pier 2:**
  - The channel bottom material consisted of sand, gravel, and rip-rap with approximately 2 ft probe rod penetration.
  - The submerged portions of the pier had light scaling up to 1/8 in. from the channel bottom to +4 ft.
  - A large tree with 3 ft diameter stretches from the downstream nose to the upstream nose.
- **Pier 3:**
  - The channel bottom material consisted of sand, gravel and rip-rap with approximately 2 ft probe rod penetration.
  - The submerged portions of the pier were sound and smooth with no defects observed.

Summary of Recommendations:

- Monitor timber debris accumulation at Pier 2.
- Monitor area of lights scaling on Pier 2.

Underwater Inspection Coding:

NBI Ratings:

Item	Description	Coding	Condition
60	Substructure	8– Great Condition	Concrete Consolidation, Light Concrete Scaling
61	Channel	6 – Satisfactory Condition	Minor Erosion, Timber Debris Accumulation
92B	UW Insp. Frequency	60 Months	
93B	Insp. Date	08 03 2017	
113	Scour Critical Bridges	8 – Above Foundation Limits	Stable (Inspector Recommended)

AASHTO National Bridge Element (NBE) Ratings:

Element #	Description	Units	Total	Condition State			
				1	2	3	4
210	Reinforced Concrete Pier Wall	LF	59.2	59.2	0	0	0

Note: Ratings were developed using the FHWA Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges. The recommended ratings consider inspected elements located within the waterway and conditions existing below the water surface only. Additional consideration is necessary for the assignment of overall condition ratings for this bridge.

1.0 INTRODUCTION

1.1 Purpose and Scope

This report consists of the results of a detailed underwater investigation performed at the SR 148 Bridge over Captina Creek in Belmont County, OH. Collins Engineers, Inc. (Collins) conducted the underwater investigation for the Ohio Department of Transportation (ODOT) on August 3, 2017. The primary purpose of the investigation was as follows:

- Determine the condition of the substructure components located in the water at the time of the inspection from the waterline to the channel bottom.
- Obtain channel bottom depth measurements along the bridge fascias, upstream and downstream of the bridge, and around the submerged substructure units.
- Determine the condition of the shorelines in the vicinity of the structure.
- Obtain photographs of the bridge and any significant defects.

In addition, a brief inspection was made of areas that could be submerged during periods of high water. The following report includes a description of the structure, the method of investigation, a description of existing conditions, an evaluation and recommendations based on the conditions, inspection figures, and photographs.

1.2 General Description of the Structure

Structure No. BEL-148-2434 spans 220.0 ft, carrying SR-148 over Captina Creek and is approximately 29.6 ft wide. The bridge superstructure is constructed of five steel multi-beam spans. The roadway orientation of the longitudinal axis of the bridge is south to north. The substructure units are labeled as Piers 2 and 3. Existing design drawings were available at the time of the inspection and were used to determine water surface elevation and foundation elevations. Refer to Figure 1 in Exhibit 1 for a Location Map of the bridge. Refer to Photographs 1 through 3 in Exhibit 2 for overall views of the bridge.

1.3 Method of Investigation

A detailed field inspection was conducted to determine the physical condition of the submerged bridge substructure units from the waterline to the channel bottom. A brief visual examination of the substructure units above the waterline was also made.

A three-person team consisting of a professional engineer-diver and team leader (Matthew Rogers, E.I.T.) and two engineer divers (Kurt Lingo, E.I.T. and John Strub, E.I.T.) conducted the underwater inspection. The inspection was conducted through wading. During the inspection, the inspectors worked from the shore and a note taker on the shore recorded the inspection notes.

The underwater inspection consisted of a visual and tactile examination of the accessible surfaces of the substructure units from the waterline to the channel bottom with particular attention given to any observed areas of deterioration or apparent distress. Approximately 10 percent of the total area on the underwater surfaces of the substructure units was cleaned so that the condition could be more closely examined. Photographs were taken to document the general conditions and observed deficiencies. Underwater photographs could not be obtained due to poor water conditions. The type of channel bottom material, the presence or extent of scour, the presence or extent of riprap, the presence or extent of drift and debris, and the location of any foundation exposure or undermining were noted.

Channel bottom soundings were performed utilizing a telescoping survey rod and digital fathometer. Soundings were collected at quarter points along the bridge centerline as well as 10 feet and 50 feet upstream and downstream of the bridge, parallel with its fascias. Additional soundings were collected adjacent to Piers 2 and 3 and at 10 feet intervals in-line with the piers, upstream and downstream, and the waterline was referenced to a known elevation on the bridge. A sounding plan was developed using the soundings and approximate location of the shorelines. Refer to Figures 2 through 5 in Exhibit 1 for the sounding plan and channel cross sections that show the channel limits and water depths around the structure.

2.0 EXISTING CONDITIONS

2.1 General Conditions

At the time of the inspection, the waterline of BEL-148-2434 was located approximately 24.0 ft below the Top of Deck at the downstream nose of Pier 2, which corresponds to a waterline elevation of 623.12 ft. During the inspection, the waterway was flowing at approximately >1 ft per second. The bridge pier skew was not consistent with the channel alignment and therefore requires attention at this time. The north and south shorelines consisted of moderately to heavily vegetated mild slopes with minor erosion and a number of trees close to the channel. Refer to Photographs 4 through 8 in Exhibit 2 for views of the shorelines near the structure.

2.2 Substructure Conditions

2.2.1 Pier 2

The channel bottom material consisted of sand, gravel, and rip-rap with approximately 2 ft probe rod penetration. The submerged portions of the pier had light scaling up to 1/8 in. from the channel bottom to +4 ft. A large tree with 3 ft diameter stretches from the downstream nose to the upstream nose. Refer to Figure 6 in Exhibit 1 for detailed inspection notes of Pier 2. Refer to Photographs 9 through 10 in Exhibit 2 for views of Pier 2.

2.2.1 Pier 3

The channel bottom material consisted of sand, gravel and rip-rap with approximately 2 ft probe rod penetration. The submerged portions of the pier were sound and smooth with no defects observed. Refer to Figure 7 in Exhibit 1 for detailed inspection notes of Pier 3. Refer to Photographs 11 through 14 in Exhibit 2 for views of Pier 3 and typical concrete condition at the waterline.

3.0 EVALUATION AND RECOMMENDATIONS

Overall, the inspected substructure piers of Structure No. BEL-148-2434 were in good condition. A comparison of the soundings recorded during the previous inspection on September 20, 2012 and the soundings taken during this inspection revealed no significant change in the channel bottom profile in the vicinity of the structure. Although no channel deficiencies were observed, the channel bottom should continue to be monitored during future underwater inspections to verify that localized scour or overall channel degradation is not occurring and that the pier footings remain adequately embedded in the channel bottom.

It is recommended that the submerged substructure units of Structure No. BEL-148-2434 be next inspected underwater at an interval not to exceed 60 months, no later than August 3, 2022.

Respectfully Submitted,
COLLINS ENGINEERS, INC.

Joshua Johnson, P.E.
Project Manager/Team Leader

Originated by:
Matthew Rogers, E.I.T.

EXHIBIT 1 – FIGURES



COLLINS ENGINEERS
124 Venture Court, Ste 10
Lexington, KY 40511
Phone: 859-367-0097
Fax: 859-367-0140

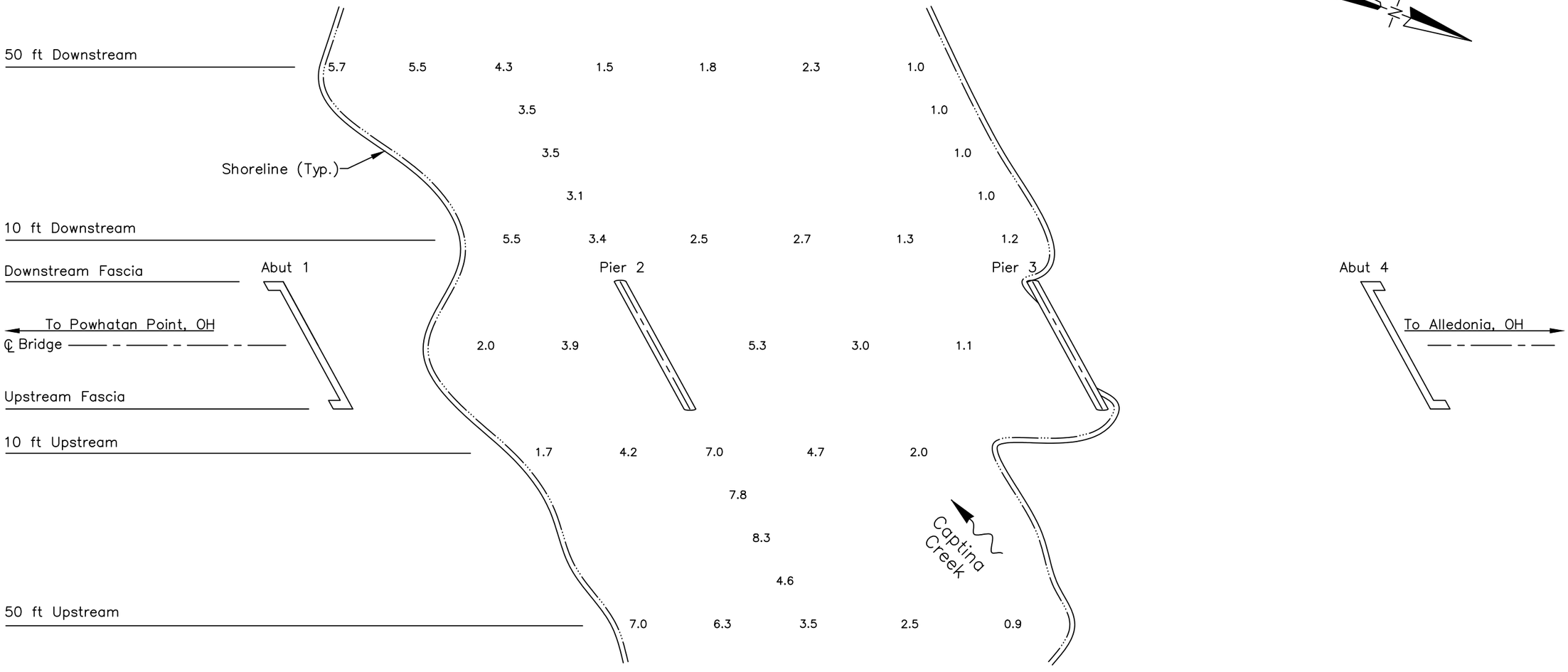
Ohio Department of Transportation, District 11
2201 Reiser Ave.
New Philadelphia, OH 44663
Phone: (330) 339-6633

SR-148 OVER CAPTINA CREEK
STRUCTURE NO. BEL-148-2434

LOCATION MAP

BELMONT COUNTY, OHIO

INSPECTED BY: MOR	CEI PROJECT: 55–10356.00
DRAWN BY: KMM	DATE: 3 AUG 2017
CHECKED BY: JMJ	SHEET NO: 1



SOUNDING PLAN

GENERAL NOTES:

1. Piers 2 and 3 were inspected underwater. Substructure units are labeled according to available record drawings.
2. At the time of inspection on August 3, 2017, the waterline was located approximately 24.0 ft below Top of Deck at downstream nose of Pier 2 (EL. +647.12 ft). This corresponds with a waterline elevation of +623.12 ft.
3. Soundings indicate the water depth at the time of inspection and are measured in feet.
4. Soundings were taken parallel to the bridge at the upstream and downstream fascias, at 10 ft intervals between the substructure units, and at 10 ft intervals in–line with the piers upstream and downstream up to 50 ft.

LEGEND

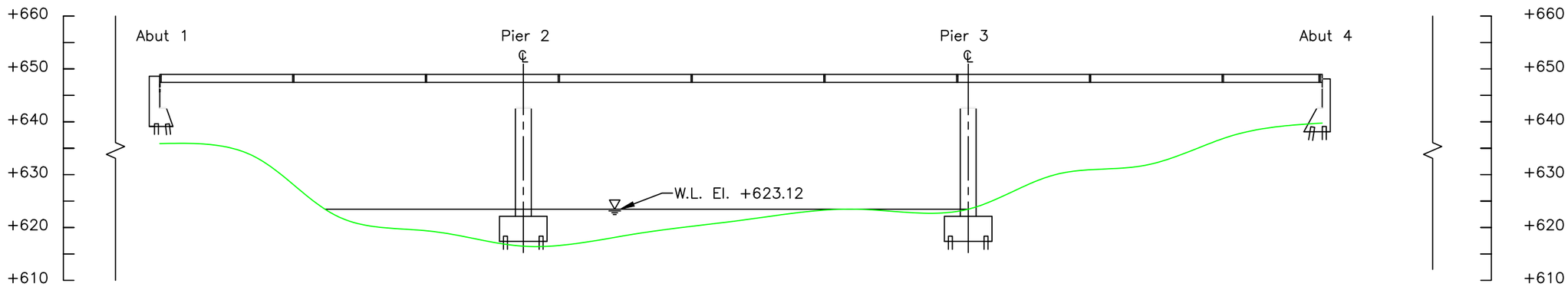
–2.7	Sounding Depth from Waterline (ft)
	Timber Debris

COLLINS ENGINEERS
124 Venture Court, Ste 10
Lexington, KY 40511
Phone: 859-367-0097
Fax: 859-367-0140

Ohio Department of Transportation, District 11
2201 Reiser Ave.
New Philadelphia, OH 44663
Phone: (330) 339-6633

SR 148 OVER CAPTINA CREEK
STRUCTURE NO. BEL-148-2434
SOUNDING PLAN
BELMONT COUNTY, OHIO

CEI PROJECT	55–10356.00
INSPECTED BY:	MOR
DRAWN BY:	KMM
CHECKED BY:	JMJ
DATE:	AUG 2017
SHEET NO:	2



Upstream Elevations (Looking Downstream)		
Location	Dist. (x)	Height (y)
A1	0.0	11.6
1/4		13.7
1/2		21.5
3/4		23.2
P2	68.8	23.2
1/4		23.5
1/2		23.5
3/4		22.5
P3	153.0	22.5
1/4		17.4
1/2		25.7
3/4		10.0
A4	220.0	7.7

STRUCTURE UPSTREAM
CHANNEL CROSS SECTION
(LOOKING DOWNSTREAM)

Note:

Footing elevations unknown due to unavailable record drawings.

LEGEND

- Approximate Channel Bottom – July 2017
- Approximate Channel Bottom – September 2012
- Approximate Channel Bottom – July 2004 (No Data)
- Timber Debris
- Water Surface
- +450 Elevation (ft)

COLLINS ENGINEERS
124 Venture Court, Ste 10
Lexington, KY 40511
Phone: 859-367-0097
Fax: 859-367-0140

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New Philadelphia, OH 44663
Phone: (330) 339-6633

SR 148 OVER CAPTINA CREEK
STRUCTURE NO. BEL-148-2434
CROSS SECTIONS
BELMONT COUNTY, OHIO

CEI PROJECT
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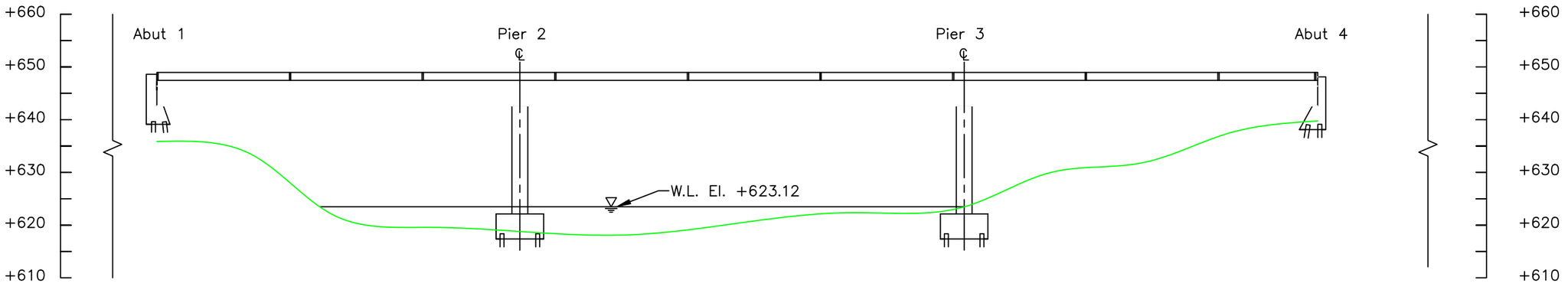

Upstream Elevations (Looking Downstream)		
Location	Dist. (x)	Height (y)
A1	0.0	11.6
1/4		13.7
1/2		21.5
3/4		23.2
P2	68.8	23.2
1/4		23.5
1/2		23.5
3/4		22.5
P3	153.0	22.5
1/4		17.4
1/2		25.7
3/4		10.0
A4	220.0	7.7

STRUCTURE CENTERLINE
CHANNEL CROSS SECTION
(LOOKING DOWNSTREAM)

Note:

Footing elevations unknown due to unavailable record drawings.

LEGEND

- Approximate Channel Bottom – July 2017
- Approximate Channel Bottom – September 2012
- Approximate Channel Bottom – July 2004 (No Data)
- Timber Debris
- Water Surface
- +450 Elevation (ft)

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DATE:
AUG 2017

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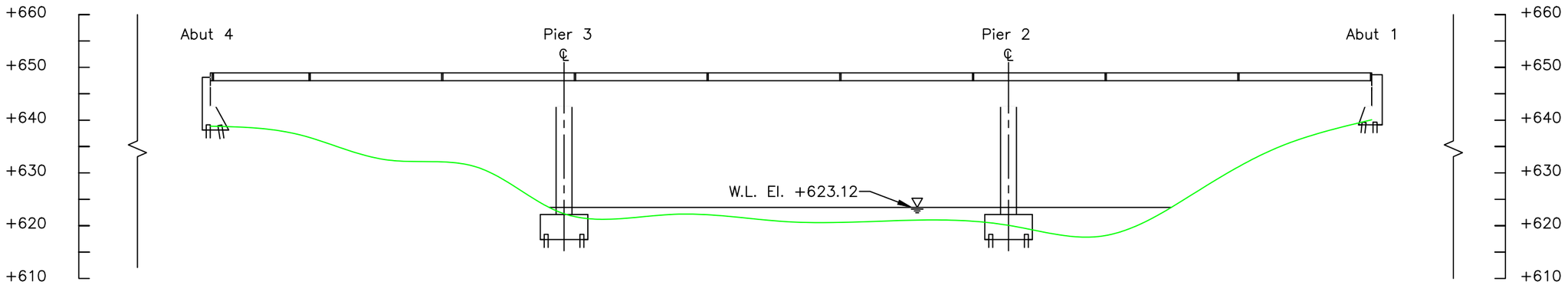

Downstream Elevations (Looking Upstream)		
Location	Dist. (x)	Height (y)
A4	0.0	8.6
1/4		10.2
1/2		15.0
3/4		16.3
P3	67.0	21.8
1/4		23.7
1/2		23.7
3/4		23.7
P2	151.2	24.0
1/4		24.0
1/2		21.8
3/4		12.4
A1	220.0	7.4

STRUCTURE DOWNSTREAM CHANNEL CROSS SECTION (LOOKING UPSTREAM)

Note:

Footing elevations unknown due to unavailable record drawings.

LEGEND

- Approximate Channel Bottom – July 2017
- Approximate Channel Bottom – September 2012
- Approximate Channel Bottom – July 2004 (No Data)
- Timber Debris
- Water Surface
- +450 Elevation (ft)

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Fax: 859-367-0140

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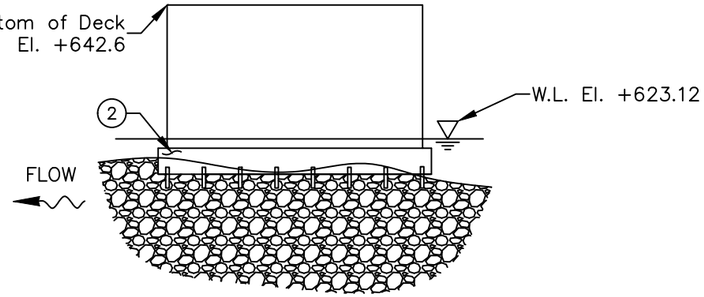
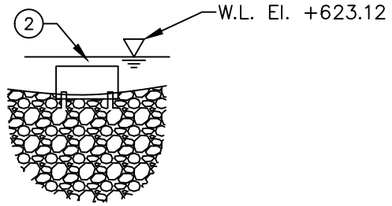
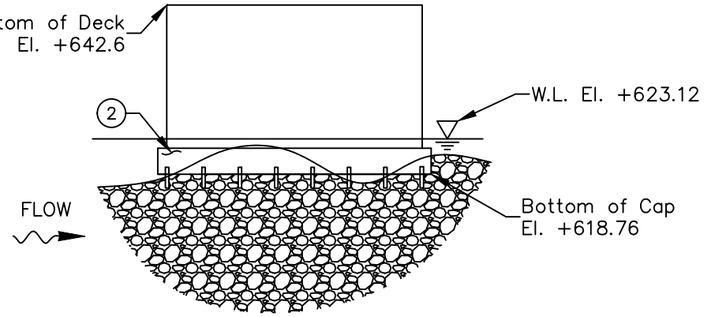


SOUTH ELEVATION
(LOOKING NORTH)



UPSTREAM NOSE



NORTH ELEVATION

PLAN – PIER 2

INSPECTION NOTES:

1. The channel bottom material consisted of sand, gravel and rip–rap with approximately 2 ft probe rod penetration.
2. The submerged portions of the pier had light scaling up to 1/8 in. from the channel bottom to +4 ft.
3. A large tree with 3 ft diameter stretches from the downstream nose to the upstream nose.

LEGEND

–2.7	Sounding Depth from Waterline (ft)
———	Approximate Channel Bottom – July 2015
	Timber Debris
	Water Surface

COLLINS ENGINEERS
124 Venture Court, Ste 10
Lexington, KY 40511
Phone: 859-367-0097
Fax: 859-367-0140

Ohio Department of Transportation, District 11
2201 Reiser Ave.
New Philadelphia, OH 44663
Phone: (330) 339-6633

SR 148 OVER CAPTINA CREEK
STRUCTURE NO. BEL-148-2434
PIER 1
BELMONT COUNTY, OHIO

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INSPECTED BY:	MOR
DRAWN BY:	KMM
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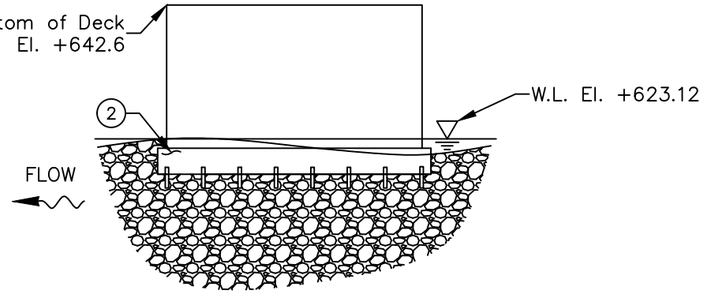
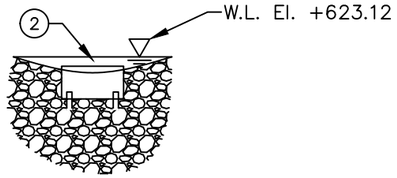
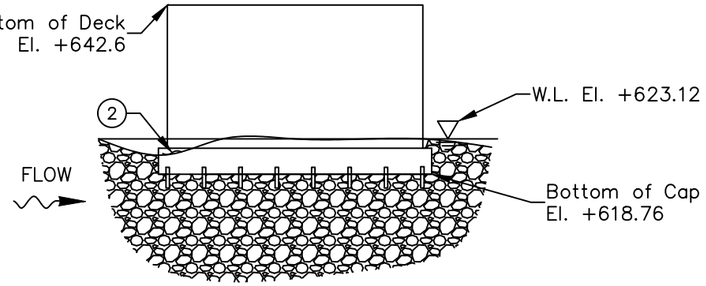
DATE:	AUG 2017
SHEET NO:	6



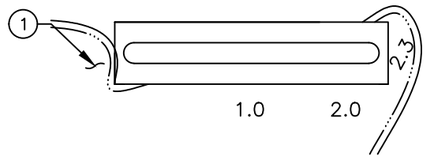
SOUTH ELEVATION
(LOOKING NORTH)



UPSTREAM NOSE



NORTH ELEVATION



PLAN – PIER 3

INSPECTION NOTES:

1. The channel bottom material consisted of sand, gravel and rip–rap with approximately 2 ft probe rod penetration.
2. The submerged portions of the pier were sound and smooth with no defects observed.

LEGEND

–2.7	Sounding Depth from Waterline (ft)
———	Approximate Channel Bottom – July 2015
	Timber Debris
	Water Surface

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Lexington, KY 40511
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EXHIBIT 2 – INSPECTION PHOTOGRAPHS



Photograph No. 1: Overall View of Structure No. BEL-148-2434, Looking East.



Photograph No. 2: Overall View of Structure No. BEL-148-2434, Looking West.



Photograph No. 3: Overall View of Structure No. BEL-148-2434, Looking West.



Photograph No. 4: View of the Northwest Embankment Downstream of the Structure, Looking Northeast.



Photograph No. 5: View of the Northeast Embankment Upstream of the Structure, Looking North.



Photograph No. 6: View of the Southeast Embankment Upstream of the Structure, Looking Southwest.



Photograph No. 7: View of the South Embankment at the Structure, Looking Southeast.



Photograph No. 8: View of the Southwest Embankment Downstream of the Structure, Looking South.



Photograph No. 9: View of the the North face of Pier 2, Looking South.



Photograph No. 10: View of the South Face of Pier 2, Looking North.



Photograph No. 11: View of the South Face of Pier 3, Looking North.



Photograph No. 12: View of the South Face of Pier 3, Looking North.



Photograph No. 13: View of the Typical Concrete Condition at the Waterline.



Photograph No. 14: View of the Typical Concrete Condition at the Waterline.