

Ohio Bridge Inspection Summary Report

GEA-00087-1213 (2800756)

2: District 12 10436 - BURTON (GEA county)
 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 GEA

5A: Inventory Route 1 00087
 7: Facility On SR 87
 6: Feature Ints W BR CUY RIV .96 M W 168
 9: Location .9 MI E AQUILLA

Condition

58: Deck 4 - Poor Condition
 58.01 Wearing Surface 6 - Satisfactory (1-10% distress)
 58.02 Joint N- Not Applicable
59: Superstructure 4 - Poor Condition
 59.01 Paint & PCS N - Not Applicable
60: Substructure 4 - Poor Condition
61: Channel 6
 61.01 Scour 7 - Good
62: Culverts N - Not Applicable

67.01 GA 4

Appraisal

36: Rail, Tr, Gd, Term Std 1 1 1 1
 72: Approach Alignment 8 - Equal to present desirable criteria
 113: Scour Critical 5 - Scour within limits of footing or piles
 71: Waterway Adequacy 8 - Bridge Above Approaches

Geometric

48: Max Span Length (ft) 23.0
 49: Structure Length (ft) 67.0
 52: Deck Width, Out-To-Out (ft) 36.0
 424: Deck Area (sf) 2412.0
 32: Appr Roadway Width (ft) 36.0
 51: Road Width, Curb-Curb (ft) 36.0
 50A: Curb/SW Width: Left (ft) 0
 50A: Curb/SW Width: Right (ft) 0
 34: Skew (deg) 0
 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

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 (%) 135
 704: Analysis Date 07/01/2000
 63: Analysis Method 6 - Load Factor (LF) rating reported by rating factor (RF) method using MS18 loading.

Structure Type

43: Bridge Type 2 - Concrete continuous
 01 - Slab
 N- Not Applicable
 45: Spans Main / Approach 3 / 0
 107: Deck Type 1 - Concrete Cast-in-Place
 408: Composite Deck N - Non-composite Construction
 414A Joint Type 1 N - None
 414B: Joint Type 2 N - None
 108A: Wearing Surface 2 - Integral Concrete (separate non-modified layer of concrete added to structural deck)
 2- MicroSilica
 422: WS Date 01/01/1999
 423: WS Thick (in) 1.3
 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 2 - Cast-in-Place Reinforced Concrete Piles (Other diameter)
 533: Foundn: Abut Rear 2 - Cast-in-Place reinforced Concrete Piles (Other diameter)
 536: Foundn: Pier 1 2 - Cast-in-Place Reinforced Concrete Piles (Other diameter)
 539: Foundn: Pier 2 0 - Other

Age and Service

27: Year Built/ 106 Rehab 1956 / 0000
 42A: Service On 1 - Highway
 42B: Service Under 5 - Waterway
 28A: Lanes on 02
 28B: Lanes Under 00
 19: Bypass Length 2
 29: ADT 8061
 109: % Trucks (%) 5

Inspections

90: Routine Insp. *Months* 12 09/25/2020
 92A: FCM Insp. N
 92B: Dive Insp. N
 92C: Special Insp. N
 92D: UBIT Insp. N
 92E: Drone Insp.
 Inspector Persanyi,Andrea

Inspector: Andrea Persanyi
Inspection Date: 09/25/2020

Structure Number: 2800756
Facility Carried: SR 87

Bridge Inspection Report

Element Inspection

	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
38 - Reinforced Concrete Slab	3 - Mod.	2340	sq. ft.	731	800	740	69
510 - Wearing Surfaces		2210	sq. ft.	119	2000	90	1
215 - Reinforced Concrete Abutment	3 - Mod.	70	ft.	4	62	4	0
225 - Steel Pile	3 - Mod.	12	each	0	8	4	0
234 - Reinforced Concrete Pier Cap	3 - Mod.	70	ft.	47	20	3	0
321 - Reinforced Concrete Approach Slab	3 - Mod.	660	sq. ft.	660	0	0	0
330 - Metal Bridge Railing	3 - Mod.	130	ft.	104	0	26	0
815 - Drainage	3 - Mod.	2	each	0	2	0	0
840 - Approach Slab: Termination or Joint	3 - Mod.	70	ft.	70	0	0	0

ODOT District: 12

GEA-00087-1213_(2800756)

Date Built: 07/01/1956

Major Maint: 01 - State Highway Agency

Facility Carried: SR 87

Traffic On: 1 - Highway

Rehab Date:

Routine Maint: 01 - State Highway Agency

Feature Inters: W BR CUY RIV .96 M W 168

Traffic Under: 5 - Waterway

Insp: 01 - State Highway Agency

FIPS Code: 10436 - BURTON (GEA county)

Location: GEA

.9 MI E AQUILLA

Resp A:

Insp

Resp B:

Inspector

Persanyi,Andrea

Inspection Date

09/25/2020 12:00:00
AM

Reviewer

Seif,Youssef

Inspector Comments - Deck and Approach

Deck

Floor/Slab (SF)

Leaching cracks with stalactites, rust stains, mottled and wet areas. Exposed rebar (under traffic). Some patched areas.

Edge of Floor/Slab (LF)

Spalled & delaminated (some spalls with 360° rebar exposure). Wire mesh reinforcement from failed patches hanging down.

Bridge Wearing Surface (SF)

Cracks, asphalt patches with some missing material. WS above drip strips is spalled.

Bridge Railing (LF)

Deck edge spalls expose lower anchor bolts of some rail posts (both lower bolts are entirely exposed to 2 rail posts of the left rail & 3 consecutive rail posts at rear-right).

Deck Drainage (EA)

Drip strip damage to areas.

Approach

Approach Wearing Surface (EA)

Many cracks, asphalt patches & large areas of asphalt break up to both approaches. A few small potholes in forward approach.

Approach Slab (SF)

Paved over.

Approach Guardrail (EA)

Some rusted thru holes and rusted section loss. Collision damage to forward-right near driveway.

Inspector Comments - General Appraisal

Superstructure

Slab (SF)

Leaching cracks with stalactites, rust stains, mottled and wet areas. Exposed rebar (under traffic). Some patched areas.

Substructure

Abutment Walls (LF)

Leaching cracks. rust stains. Near full width spalls (exposed rebar at rear) & delams, mainly along top seam. Forward-right deck edge has lost 1.5 SF of bearing area and rear-left has lost .7 SF of bearing area.

Pier Caps (LF)

Leached cracks, delams, spalls, some with exposed rebar.

Pier Columns/Bents (EA)

Leaching cracks & spalls to concrete bases, rusting section loss of steel encasements (some have heavy section loss, some misaligned columns (from original construction). *Note: bases encased in concrete.*

Slope Protection (EA)

As much as 13" of rear abutment footer & 6" of forward abutment footer exposed.

Culvert

Inspector Comments - Waterway

Waterway Adequacy

Channel

Channel Alignment (LF)

S curve in channel just upstream of bridge.

Scour Critical