

Ohio Bridge Inspection Summary Report

GEA-00166-0219 (2801078)

2: District 12 32914 - HAMB DEN TWP (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 DISTRICT 12

5A: Inventory Route 1 00166
 7: Facility On SR 166
 6: Feature Ints BATES CRK 1.90 MI. SW 86
 9: Location .5 MI SW SUMNER RD
 Lat, Lon 41.630264 , -81.113981

Condition

58: Deck **7 - Good Condition**
 58.01 Wearing Surface 6 - Satisfactory (1-10% distress)
 58.02 Joint N- Not Applicable
59: Superstructure **7 - Good Condition**
 59.01 Paint & PCS 6 - Satisfactory (5-10% corr.)
60: Substructure **7 - Good Condition**
61: Channel **7**
61.01 Scour **6 - Satisfactory**
62: Culverts **N - Not Applicable**

67.01 GA **7**

Appraisal

Sufficiency Rating 97.6 SD/FO 0 - ND
 36: Rail, Tr, Gd, Term Std 1 1 1 1
 72: Approach Alignment 8 - Equal to present desirable criteria
 113: Scour Critical 8 - Stable for scour conditions
 71: Waterway Adequacy 8 - Bridge Above Approaches

Geometric

48: Max Span Length (ft) 42.0
 49: Structure Length (ft) 86.0
 52: Deck Width, Out-To-Out (ft) 32.0
 424: Deck Area (sf) 2752
 32: Appr Roadway Width (ft) 32.0
 51: Road Width, Curb-Curb (ft) 32.0
 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 (%) 150
 704: Analysis Date 07/01/1986
 63: Analysis Method 6 - Load Factor (LF) rating reported by rating factor (RF) method using MS18 loading.

Structure Type

43: Bridge Type 4 - Steel continuous
 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 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 10/01/1991
 423: WS Thick (in) 2.0
 482: Protective Coating 2 - Unpainted Weathered Steel
 483: PCS Date 01/01/1985
 453: Bearing Type 1 4 - Elastomeric (Plain)
 455: Bearing Type 2 N - None
 528: Foundn: Abut Fwd 1 - Steel H Piles (Other size)
 533: Foundn: Abut Rear 1 - Steel H Piles (Other Size)
 536: Foundn: Pier 1 1 - Steel H Piles (Other size)
 539: Foundn: Pier 2 N - None (Such as most Culverts)

Age and Service

27: Year Built/ 106 Rehab 1985 / 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 2869
 109: % Trucks (%) 5

Inspections

90: Routine Insp. *Months* 24 10/07/2021
 92A: FCM Insp. N
 92B: Dive Insp. N
 92C: Special Insp. N
 92D: UBIT Insp. N
 92E: Drone Insp.
 Inspector Banaszak, Ken

Inspector: Ken Banaszak
 Inspection Date: 10/07/2021

Structure Number: 2801078
 Facility Carried: SR 166

Bridge Inspection Report

Element Inspection

	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
12 - Reinforced Concrete Deck	3 - Mod.	2752	sq. ft.	2572	110	70	0
	CS2- Cracks, some leaching, some with light mottling. CS3- Areas of map cracking with heavy mottling and leaching at abutments match asphalt patches/ broken up concrete up top. A few spalls and delams to edges.						
510 - Wearing Surfaces		2752	sq. ft.	2107	600	40	5
	CS2- Transverse and longitudinal cracks, some as wide as 1/16". CS3- Some delams and some concrete breakup. CS4- Minor asphalt patches to west end.						
107 - Steel Open Girder/Beam	3 - Mod.	336	ft.	250	58	28	0
	CS2- Areas of minor rusting section loss. CS3- Heavy section loss to lower flange and web near abutments. 15' Beam 1 at forward 1' Beam 2 at forward 10' Beam 2 at rear 2' Beam 3 at rear.						
515 - Steel Protective Coating		2490	sq. ft.	1116	1186	120	68
	CS2- Flaking rust <1/4" CS3- Areas of dark black color with flakes larger >1/4" CS4- Laminar sheets of rust at some beam ends						
205 - Reinforced Concrete Column	3 - Mod.	5	each	5	0	0	0
	All 5 columns are encased in PVC, minor damage to PVC.						
215 - Reinforced Concrete Abutment	3 - Mod.	64	ft.	59	5	0	0
	CS2- A few cracks.						
234 - Reinforced Concrete Pier Cap	3 - Mod.	32	ft.	30	2	0	0
	CS2- A couple cracks.						
310 - Elastomeric Bearing	3 - Mod.	12	each	12	0	0	0
321 - Reinforced Concrete Approach Slab	3 - Mod.	1600	sq. ft.	1389	200	11	0
	Rear left mostly paved over CS2- Some cracks. Minor concrete patch at east approach. CS3- Asphalt patches, spalls along deck edge, large shallow spall to concrete in rear left.						

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Element Inspection

330 - Metal Bridge Railing	3 - Mod.	172	ft.	0	47	45	80
	CS2- Surface rust and minor collision damage. CS3- Heavy rusting section loss. Deck edge spalls at some anchor post with rusting section loss to hardware. CS4- Many rusted thru holes to bottom of both rails.						
815 - Drainage	3 - Mod.	2	each	2	0	0	0
840 - Approach Slab: Termination or Joint	3 - Mod.	64	ft.	29	35	0	0
	CS2- Cracks, some asphalt break up.						

ODOT District: 12

GEA-00166-0219_(2801078)

Date Built: 07/01/1985

Major Maint: 01 - State Highway Agency

Facility Carried: SR 166

Traffic On: 1 - Highway

Rehab Date:

Routine Maint: 01 - State Highway Agency

Feature Inters: BATES CRK 1.90 MI. SW 86

Traffic Under: 5 - Waterway

Insp. 01 - State Highway Agency

FIPS Code: 32914 - HAMB DEN TWP (GEA county)

Location: DISTRICT 12

.5 MI SW SUMNER RD

Resp A:

Insp

Resp B:

Inspector

Banaszak, Ken

Inspection Date 10/07/2021

Reviewer Seif, Youssef

Inspector Comments - Deck and Approach

Deck

Approach

Approach Wearing Surface (EA)

Note- Rear is South West

Cracks, minor pothole to forward.

Approach Guardrail (EA)

Minor collision damage to rear right.

Inspector Comments - General Appraisal

Superstructure

Diaphragm/X-Frames (EA)

Concrete diaphragms have a few leaching cracks at top. Voids as deep as 17" at top flanges of beams 2-4 at rear & beams 2 & 3 at forward.

Substructure

Wingwalls (EA)

Top of rear-left wingwall is tilted as much as 2" north.

Slope Protection (EA)

As much as 15" abutment footer exposure at rear.

Culvert

Inspector Comments - Waterway

Waterway Adequacy

Channel

Scour Critical

Substructure Scour (EA)

1' deep scour hole around pier column 1.