# **Ohio Bridge Inspection Summary Report**

# CUY-00071-02.030 (1810003)

2: District 12 75086 - STRONGSVILLE (CUY county) 21: Major Maint A8 01 - State Highway Agency / 7: Facility On 18 71 225 Routine Main A/B 01 - State Highway Agency / 6: Featury On 18 71 226 Inst. Location DISTRICT 12 Lat. Location DISTRICT 12 S8: Deck N N - Not Applicable 43: Bridge Type 3 - Steel 19 - Cuvert (includes frame cuiverts) 58: Superstructure N - Not Applicable 19 - Cuivert (includes frame cuiverts) 59: Superstructure N - Not Applicable 19 - Cuivert (includes frame cuiverts) 59: Superstructure N - Not Applicable 40: Composite Dock N - Non-composite Construction 414.3 Joint Type 1 N - None 61: Other 5 - Fair or problems noted but they an stable or unchanged scour (Spread: no to visibility or visibility o				
225 Routine Main A/B 01 - State Highway Agency / 6: Feature Ints Creek   221 inspection A/B 01 - State Highway Agency / 6: Location just south of SR 82   220: Inv. Location Ust south of SR 82 Lat, Lon 41.3092253712772 ,-91.809786507867   58: Deck N - Not Applicable 41.3092253712772 ,-91.809786507867   58: Deck N - Not Applicable 19: - Culvent (Includes frame culvents)   58: Superstructure N - Not Applicable N - Not Applicable   60: Substructure N - Not Applicable 43: Bridge Type N - Not Applicable   61: Channel 5 - Fair or problems noted but they an still or unchanged scour (Spread: no unchanged scour (Spread: n			A: Inventory Route 1	00071
221 Inspection A/B   01 - State Highway Agency   /   Non Applicable   State Highwa	•		Facility On IR 71	
220: Inv. Location DISTRICT 12 Lat. Lon 41.3092253712772 ,-81.809786507867   Condition Structure Type   58: Dack N - Not Applicable 43: Bridge Type 3- Steel   59: Operstructure N - Not Applicable 19: Culvert (includes frame culverts)   50: Superstructure N - Not Applicable 43: Bridge Type 107: Deck Type   61: Ohannel 5 - Fair or problems noted but they are undermining. Deep: A couple piles may be visible? N - None   61: Otamel 5 - Fair or problems noted but they are undermining. Deep: A couple piles may be visible? N - None   62: Culverts 5 - Moderate to major deterioration of the visible? N - None   62: Culverts 5 - Moderate to major deterioration of - Not Applicable 422: WS Date   42: WS Date 422: WS Date 422: WS Date   43: Brouch Adequacy 7 - Slight Chance of Overtopping Bridge 53: Foundn: Pier 1 N - None   52: Dack Wath, Out-Co-Cut (ft) 0.0 42: Structure and thit, Out-Cutverts) 53: Foundn: Pier 1 N - None (Such as most Culverts)   53: Sour Chickal 2340 24: Dack Area (af) 2340 23: Appr Roadway Width (ft) 0.0   54: Abreak (defa) <			Feature Ints Creek	
Condition   Structure Type     58: Deck   N - Not Applicable   43: Bridge Type   3 - Steel     58.01 Wearing Surface   N - Not Applicable   19 - Culvent (includes frame culverts)     59: Upperstructure   N - Not Applicable   43: Spans Main / Approach   1   0     59: Subperstructure   N - Not Applicable   45: Spans Main / Approach   1   0     60: Substructure   N - Not Applicable   10' - Deck Type   N - Not Applicable   10' - Deck Type     61: Channel   5   Fair or problems noted but they are stable or unchanged scour (Spread: no undermining, Deep: A couple piles may be visible)   108: Wearing Surface   N - None     62: Culverts   5 - Moderate to major deterioration stable or unchanged scour (Spread: no undermining, Deep: A couple piles may be visible)   108: Wearing Surface   N - None     67: 01 GA   5   Sufficiency Rating   59.0   SD/FO 0 - ND   42: WS Date     13: Scour Christical   6 - Not yet evaluated for scour   7 - Slight Chance of Overtopping Bridge   53: Foundn: Abut Fwd   N - None     14: Max Span Length (ft)   11.7   53: Foundn: Abut Fwd   N - None (Such as most Culverts)     53: Road N a			,	
58: Deck N - Not Applicable 43: Bridge Type 3 - Steel   58.02 Joint N - Not Applicable 19 - Cutvert (includes frame cutverts)   59: Superstructure N - Not Applicable 107: Deck Type N - Not Applicable   59: Superstructure N - Not Applicable 45: Spans Main / Approach 1 / 0   59: Other State Spans Problems noted but they are stable or unchanged socur (Spread: no undermining, Deep: A cuple piles may be visible) 00: Substructure N - Not Applicable 4148: Joint Type 1 N - None   67: Ot GA 5 More matching Strate N - Not Applicable 108A: Wearing Surface N - Not   67: Ot GA 5 More matching Strate N - None 1448: Joint Type 1 N - None   50: Substructure 5 More matching Strate N - None 4148: Joint Type 2 N - None   67: Ot GA 5 Structure N - Not Applicable 42: WS Date 42: WS Date   71: Waterway Adequacy 7 - Slight Chance of Overtopping Bridge Structure Length (ft) 11.7 53: Foundn: Abut Rear N - None (Such as most Culverts) 536: Foundn: Piler 1 N - None (Such as most Culverts)   52: Deck Width, Cut-Co-Cuth (ft) 0.0 42:	220: Inv. Location DISTR		Lat, Lon 41.309225	3712772 ,-81.809786507867
58.01 Wearing Surface N - Not Applicable 19 - Culverts (includes frame culverts)   59.30 Paint & PCS N - Not Applicable N - Not Applicable   61.01 Paint & PCS N - Not Applicable 107: Deck Type N - Not Applicable   61.01 Scour 5 - Fair or problems noted but they at stable or unchanged scour (Spread: no undermining, Deep: A couple piles may be visible) 108A: Wearing Surface N - Not Applicable   62: Culverts 5 - Moderate to major deterioration of Croting 5 - Rair or problems noted but they at stable or unchanged scour (Spread: no undermining, Deep: A couple piles may be visible) 108A: Wearing Surface N - No   62: Culverts 5 - Moderate to major deterioration of Croting 5 - None or No Applicable 422: WS Date   7.01 GA 5 N - Not Applicable 422: WS Date 422: WS Date   42: Approach Alignment 6 - Not yet evaluated for scour 7 - Slight Chance of Overtopping Bridge 533: Foundn: Abut Fwd R N - None (Such as most Culverts)   71: Waterway Adequacy 7 - Slight Chance of Overtopping Bridge 533: Foundn: Abut Fwd R N - None (Such as most Culverts)   72: Deck Width (th) 0.0 11.7 539: Foundn: Abut Rear N - None (Such as most Culverts)   52: Deck Width, Curb-Cutt (th) 0.0 27: Year Buil/ 1		Condition	Str	ructure Type
58.02 Joint N- Not Applicable N- Not Applicable   59.01 Paint & PCS N - Not Applicable 45: Spans Main / Approach 1 0   59.01 Paint & PCS N - Not Applicable 107: Deck Type N - Not Applicable 107: Deck Type N - Not Applicable   61.01 Scour 5 - Fair or problems noted but they are stable or unchanged scour (Spread: no undermining, Deep: A couple piles may be visible) N - Not Applicable N - None   62: Culverts 5 - Moderate to major deterioration 6. Moreate to major deterioration 108A: Wearing Surface N - NA   67.01 GA 5 - Mopraisal 422: WS Date 422: WS Date   422: WS Date 422: WS Date 422: WS Date 423: WS Thick (in) 0   61.01 yet evaluated for scour 7 - Slight Chance of Overtopping Bridge 53: Foundn: Abut Rear N - None 54: Bearing Type 1 N - None   71: Watenway Adequacy 7 - Slight Chance of Overtopping Bridge 53: Foundn: Abut Rear N - None (Such as most Culverts)   52: Deck Width, Out-To-Out (ft) 0.0 424: Service Ondn: Pier 1 N - None (Such as most Culverts)   53: Counds: Width, Curb-Curb (ft) 0.0 424: Service Ondn: Pier 2 N - None (Such as most Culverts)	58: Deck	N - Not Applicable	43: Bridge Type 3 - St	eel
59: Superstructure N - Not Applicable 45: Spans Main / Approach 1 / 0   59: 01 Paint & PCS N - Not Applicable 107: Deck Type N - Not Applicable   60: Substructure N - Not Applicable 107: Deck Type N - Not Applicable   61: Channel 5 5 - Fair or problems noted but they are stable or unchanged scour (Spread: on undermining, Deep: A couple piles may be visible) N - None   62: Culverts 5 - Moderate to major deterioration undermining, Deep: A couple piles may be visible) 108A: Wearing Surface N - NA   61: GA 5 Moderate to major deterioration 108A: Wearing Surface N - NA   5: Gain (T, GA (T, GTem Std) 5 N - Not Applicable 422: WS Date   422: WS Chick (in) 0 422: WS Chick (in) 0   71: Waterway Adequacy 7 - Slight Chance of Overtopping Bridge 108A: Wearing Type 1 N - None   71: Waterway Adequacy 7 - Slight Chance of Overtopping Bridge 108A: Wearing Type 2 N - None   71: Waterway Adequacy 7 - Slight Chance of Overtopping Bridge 108A: Wearing Type 1 N - None   71: Waterway Adequacy 7 - Slight Chance of Overtopping Bridge 108A: Wearing Type 1 N - None (Such as most Culverts)	58.01 Wearing Surface	N - Not Applicable	19 - C	Culvert (includes frame culverts)
59.01 Paint & PCS N - Not Applicable 107: Deck Type N - Not Applicable   60: Substructure N - Not Applicable 408: Composite Deck N - Non-composite Construction   61: Channel 5 - Fair or problems noted but they are stable or unchanged scour (Spread: no undermining, Deep: A couple piles may be visible) N - None   62: Culverts 5 - Moderate to major deterioration N - Not Applicable N - Not Applicable   67.01 GA 5 - Moreanaged scour (Spread: no undermining, Deep: A couple piles may be visible) 108A: Wearing Surface N - NA   52: Culverts 5 - Moderate to major deterioration 7 N - None N - None   67.01 GA 5 - Mapraisal 422: WS Date 422: WS Date   413: Scour Critical 6 - Not yet evaluated for scour 43: PCS Date 43: PCS Date   71: Waterway Adequacy 7 - Slight Chance of Overtopping Bridge 528: Foundn: Neu Ter N - None (Such as most Culverts)   52: Deck Width, Cut-To-Out (ft) 0.0 23: Port Cadway Width (ft) N - None (Such as most Culverts)   53: Rail, Tr, Gd, Term Std .2340 23: Port Cadway Width (ft) 0.00 424: Deck Arae (sf) .0000   9: Structure Length (ft) 0.0 424: Deck Vid	58.02 Joint	N- Not Applicable	N- No	ot Applicable
60: Substructure 61: Channel   N - Not Applicable   408: Composite Deck N - Non-composite Construction     61: Channel   5   - Fair or problems noted but they are stable or unchanged scour (Spread: no undermining). Deep: A couple piles may   1148. Joint Type 1   N - None     62: Culverts   5 - Moderate to major deterioration 67.01 GA   108A: Wearing Surface   N - None     5   - Moderate to major deterioration 67.01 GA   5   N - None     5   - Moderate to major deterioration 58: Rail, Tr, Gd, Term Std   0   1   1     72: Approach Alignment 12: Approach Alignment 12: Approach Alignment 13: Scour Critical   5   N - None   N - None     6   Not yet evaluated for scour 7 - Slight Chance of Overtopping Bridge   53: Foundn: Abut Fwd   N - None (Such as most Culverts)     62: Dete Width, Out-To-Out (ft)   0.0   27: Year Built/ 10R Rehab   163   1     42: Deck Area (sf)   2340   2340   27: Year Built/ 10R Rehab   166   1     42: Deck Width, Cut-D-Cut (ft)   0.0   428: Service Under   5   Vietore     51: Road Width, Cut-D-Cut (ft)   0.0   27: Year Built/ 10R Rehab   1663   / 0000	59: Superstructure	N - Not Applicable	45: Spans Main / Approa	ach 1 / 0
61: Channel 5 - Fair or problems noted but they are stable or unchanged scour (Spread: no undermining, Deep: A couple piles may be visible) 414A Joint Type 1 N - None   62: Culverts 5 - Moderate to major deterioration 108A: Wearing Surface N - Not Applicable   62: Culverts 5 - Moderate to major deterioration 108A: Wearing Surface N - Not Applicable   62: Culverts 5 - Moderate to major deterioration 108A: Wearing Surface N - Not Applicable   5 - Surface 422: WS Date 423: WS Thick (in) 0   61: Cliverts 6 - Not yet evaluated for scour 7 - Slight Chance of Overtopping Bridge N - None   71: Waterway Adequacy 7 - Slight Chance of Overtopping Bridge 538: Foundn: Abut Fwd N - None (Such as most Culverts)   63: Structure Length (ft) 8.0 538: Foundn: Pier 1 N - None (Such as most Culverts)   64: Max Span Length (ft) 8.0 538: Foundn: Pier 2 N - None (Such as most Culverts)   52: Deck Width, Outh-Court (ft) 0.0 27. Year Built/ 106 Rehab 1963 / 0000   24: Deck Area (sft) 2340 27. Year Built/ 106 Rehab 1963 / 0000   53: Brouge Median 0 - No median 198 1 - Highway <	59.01 Paint & PCS	N - Not Applicable	107: Deck Type	N - Not Applicable
61.01 Scour 5 - Fair or problems noted but they are stable or unchanged scour (Spread: no undermining, Deep: A couple piles may be visible) 414B: Joint Type 2 N - None   62: Culverts 5 - Moderate to major deterioration 108A: Wearing Surface N - Non Applicable   62: Culverts 5 - Moderate to major deterioration 108A: Wearing Surface N - Non Applicable   63: Rail, Tr, Gd, Term Std 0 1 1 1 1 422: WS Thick (in) 0   72: Approach Alignment 8 - Equal to present desirable criteria 6 - Not yet evaluated for scour 43: Bearing Type 1 N - None   71: Waterway Adequacy 7 - Slight Chance of Overtopping Bridge 536: Foundn: Abut Rear N - None (Such as most Culverts)   63: Bearing Type 1 N - None (Such as most Culverts) 538: Foundn: Abut Rear N - None (Such as most Culverts)   71: Waterway Adequacy 7 - Slight Chance of Overtopping Bridge 538: Foundn: Abut Rear N - None (Such as most Culverts)   72: Deck Mith, Out-To-Out (ft) 0.0 27: Year Built/ 106 Rehab 1963 / 0000   71: Road Width, Curb-Curb (ft) 0.0 27: Year Built/ 106 Rehab 1963 / 0000   73: Bridge Median 0 - No median 19: Bypass Length 9   74: Skew (deg) 47 <	60: Substructure	N - Not Applicable	408: Composite Deck	N - Non-composite Construction
stable or unchanged scour (Spread: no undermining, Deep: A couple piles may be visible)   62: Culverts   5 - Moderate to major deterioration   62: Culverts   5 - Moderate to major deterioration   62: Culverts   5 - Moderate to major deterioration   67.01 GA   Sufficiency Rating   59.0   SD/FO 0 - ND   422: WS Date   432: WS Thick (in)   0   1   1   1   N - None or Not Applicable   432: WS Date   432: WS Date   433: Braing Type 1   N - None (Such as most Culverts)   533: Found: Abut Fwd   M - None (Such as most Culverts)   533: Found: Net Calverts   533: Foundh: Pier 1 N - None (Such as	61: Channel	5	414A Joint Type 1	N - None
67.01 GA   5   N- Not Applicable     Sufficiency Rating   59.0   SD/FO 0 - ND   422: WS Date   423: WS Thick (in)   0     36: Rail, Tr, Gd, Terr Std   0   1   1   1   423: WS Thick (in)   0     37: Approach Alignment   8 - Equal to present desirable criteria   433: PCS Date   433: PCS Date     113: Sour Critical   6 - Not yet evaluated for scour   7 - Slight Chance of Overtopping Bridge   N - None     48: Max Span Length (ft)   8.0   533: Foundn: Abut Faer   N - None (Such as most Culverts)     52: Deck Width, Out-To-Out (ft)   0.0   2340   2340   27: Year Built/ 106 Rehab   1963   / 0000     21: Road Width, Curb-Curb (ft)   0.0   27: Year Built/ 106 Rehab   1963   / 0000     23: Appr Roadway Width (ft)   200.0   27: Year Built/ 106 Rehab   1963   / 0000     24: Deck Area (st)   2340   28   Service On   1 - Highway     50A: Curb/SW Width: Left (ft)   0   28A: Lanes on   06   28B: Lanes Under   5 - Waterway     33: Bridge Median   0 - Nor median   19: B	61.01 Scour	stable or unchanged scour (Spread: no undermining, Deep: A couple piles may		N - None
Appraisal422: WS DateSufficiency Rating59.0SD/FO 0 - ND423: WS Thick (in)036: Rail, Tr, Gd, Term Std011172: Approach Alignment8 - Equal to present desirable criteria433: PCS Date113: Scour Critical6 - Not yet evaluated for scour453: Bearing Type 1N - None71: Waterway Adequacy7 - Slight Chance of Overopping Bridge528: Foundn: Abut FwdN - None (such as most Culverts)528: Foundn: Abut FwdN - None (such as most Culverts)536: Foundn: Pier 1N - None (Such as most Culverts)48: Max Span Length (ft)8.0536: Foundn: Pier 1N - None (Such as most Culverts)52: Deck Width, Cut-To-Out (ft)0.0424: Deck Area (sf)234022: Appr Roadway Width (ft)200.027: Year Built/ 106 Rehab 1963 / 0000428: Service On51: Road Width, Cut-Curb (ft)0.0428: Service Under5 - Waterway50: Curb/SW Width: Left (ft)0288: Lanes on0633: Bridge Median0 - No median19: Bypass Length954: Min Vert Underclearance (ft)028: Lanes Under0033: Bridge Median0 - No median19: Bypass Length9578: Culvert Length (ft)9109: % Trucks (%)3336B: Min V Clr IR Non-Cardinal (ft)99109: % Trucks (%)3336B: Min V Clr IR Non-Cardinal (ft)99109: % Trucks (%)3336B: Min V Clr IR Non-Cardinal (ft)9920: Cavetin Insp.Months70: Posting5 - Eq	62: Culverts	5 - Moderate to major deterioration	108A: Wearing Surface	N - NA
ImportanceSufficiency Rating59.0SD/FO 0 - ND423: WS Thick (in)036: Rail, Tr, Gd, Terr Std011172: Approach Alignment8 - Equal to present desirable criteria43: PCS Date43: PCS Date113: Scour Critical6 - Not yet evaluated for scour45: Bearing Type 1N - None71: Waterway Adequacy7 - Slight Chance of Overtopping Bridge53: Foundn: Abut FwdN - None (Such as most Culverts)53: Max Span Length (ft)8.0536: Foundn: Abut RearN - None (Such as most Culverts)52: Deck Width, Out-To-Out (ft)0.027: Year Built/ 106 Rehab1963 / 000032: Appr Roadway Width (ft)200.027: Year Built/ 106 Rehab1963 / 000034: Skew (deg)4728E: Lanes Under033: Bridge Median0 - No median19: Bypass Length954B: Min Vert Underclearance (ft)028: ADT650863368: Min Vert IR Non-Cardinal (ft)99109: % Trucks (%)3578: Culvert Length (ft)56490: Routine Insp.1270: Posting5 - Equal to or above legal loads90: Routine Insp.1270: O: Sign Type70: O: Sign Type70: O: Sign Type70: O: Sign Type70: 4: Analysis Date150Inspector Gerstenslager,Michael	67.01 GA	5		N- Not Applicable
Sufficiency Rating 59.0 SD/FO 0 - ND 423: WS Thick (in) 0   36: Rail, Tr, Gd, Term Std 0 1 1 1   72: Approach Alignment 8 - Equal to present desirable criteria 6 - Not yet evaluated for scour 433: PCS Date   113: Scour Critical 6 - Not yet evaluated for scour 7 - Slight Chance of Overtopping Bridge 7 - Slight Chance of Overtopping Bridge   12: Ayerway Adequacy 7 - Slight Chance of Overtopping Bridge 533: Foundn: Abut Fwd N - None (Such as most Culverts)   48: Max Span Length (ft) 8.0 536: Foundn: Abut Rear N - None (Such as most Culverts)   52: Deck Width, Out-To-Out (ft) 0.0 27: Year Built/ 106 Rehab 1963 / 0000   21: Road Away Width (ft) 200.0 27: Year Built/ 106 Rehab 1963 / 0000   51: Road Width, Cutb-Curb (ft) 0.0 428: Service On 1 - Highway   50A: Curb/SW Width: Left (ft) 0 288: Lanes Under 0 288: Lanes Under 0   33: Bridge Median 0 - No median 19: Bypass Length 9 3368: Min Vert Underclearance (ft) 0 28: ADT 65086   336B: Min Vert Irne R Cardinal (ft) 99 109: % Trucks		Appraisal	422: WS Date	
36: Rail, Tr, Gd, Term Std 0 1 1 1   72: Approach Alignment 8 - Equal to present desirable criteria 482: PCCS Date 483: PCS Date   113: Scour Critical 6 - Not yet evaluated for scour 7 - Slight Chance of Overtopping Bridge 483: PCS Date   11: Waterway Adequacy 7 - Slight Chance of Overtopping Bridge 53: Broundn: Abut Fwd N - None (Such as most Culverts)   12: Approach Alignment 8.0 536: Foundn: Abut Fwd N - None (Such as most Culverts)   48: Max Span Length (ft) 11.7 539: Foundn: Abut Fwd N - None (Such as most Culverts)   52: Deck Width, Out-To-Out (ft) 0.0 536: Foundn: Pier 1 N - None (Such as most Culverts)   52: Appr Roadway Width (ft) 200.0 27: Year Built/ 106 Rehab 1963 / 0000   21: Road Width, Curb-Curb (ft) 0.0 428: Service On 1 - Highway   50A: Curb/SW Width: Right (ft) 0 28A: Lanes On 06   33: Bridge Median 0 - No median 19: Bypass Length 9   578: Culvert Length (ft) 564 90: Routine Insp. 12 08/04/2021   578: Culvert Length (ft) 564 90: Routine Insp. 12 08/04/20	Sufficiency Rating		<sup>423:</sup> WS Thick (in)	0
72: Approach Alignment 113: Scour Critical 7: Waterway Adequacy 8 - Equal to present desirable criteria 6 - Not yet evaluated for scour 7 - Slight Chance of Overtopping Bridge 483: Bearing Type 1 N - None   71: Waterway Adequacy 7 - Slight Chance of Overtopping Bridge 453: Bearing Type 2 N - None   8: Max Span Length (ft) 8.0 536: Foundn: Abut Fwd N - None (Such as most Culverts)   52: Deck Width, Out-To-Out (ft) 0.0 539: Foundn: Pier 1 N - None (Such as most Culverts)   52: Deck Width, Out-To-Out (ft) 0.0 27: Year Built/ 106 Rehab 1963 / 0000   22: Appr Roadway Width (ft) 200.0 27: Year Built/ 106 Rehab 1963 / 0000   32: Appr Roadway Width: Left (ft) 0 428: Service Under 5 - Waterway   50A: Curb/SW Width: Left (ft) 0 428: Service Under 5 - Waterway   50A: Curb/SW Width: Right (ft) 0 288: Lanes on 06   336: Min Vert Underclearance (ft) 0 29: ADT 65086   336E: Min Vert Circe IR Cardinal (ft) 99 90: Routine Insp. 12 08/04/2021   341: Op/Post/Closed A - Open 92: Comole Insp. N 92: Special Insp. N   70.01			482: Protective Coating	N - None or Not Applicable
113: Scour Critical 6 - Not yet evaluated for scour 435: Bearing Type 1 N - None   71: Waterway Adequacy 7 - Slight Chance of Overtopping Bridge 455: Bearing Type 2 N - None (Such as most Culverts)   8: Max Span Length (ft) 8.0 538: Foundn: Abut Fwd N - None (Such as most Culverts)   49: Structure Length (ft) 11.7 539: Foundn: Pier 1 N - None (Such as most Culverts)   52: Deck Width, Out-To-Out (ft) 0.0 27: Year Built/ 106 Rehab 1963 / 0000   22: Appr Roadway Width (ft) 200.0 27: Year Built/ 106 Rehab 1963 / 0000   50: Curb/SW Width: Left (ft) 0.0 428: Service Under 5 - Waterway   50: Curb/SW Width: Left (ft) 0 428: Service Under 5 - Waterway   50: Curb/SW Width: Left (ft) 0 428: Lanes on 06   33: Bridge Median 0 - No median 19: Bypass Length 9   578: Culvert Length (ft) 9 109: % Trucks (%) 3   336B: Min Vert Underclearance (ft) 9 109: % Trucks (%) 3   336B: Min Vert Clrnce IR Cardinal (ft) 99 12 08/04/2021   578: Culvert Length (ft) 564 92			483: PCS Date	
71: Waterway Adequacy 7 - Slight Chance of Overtopping Bridge 452: Bearing Type 2 N - None   90: Routine Length (ft) 8.0 528: Foundn: Abut Fwd N - None (such as most Culverts)   48: Max Span Length (ft) 11.7 539: Foundn: Pier 1 N - None (Such as most Culverts)   49: Structure Length (ft) 11.7 539: Foundn: Pier 2 N - None (Such as most Culverts)   52: Deck Width, Out-To-Out (ft) 0.0 424: Deck Area (sf) 2340   32: Appr Roadway Width (ft) 200.0 42A: Service On 1 - Highway   50A: Curb/SW Width: Left (ft) 0 42B: Service Under 5 - Waterway   50A: Curb/SW Width: Right (ft) 0 28A: Lanes on 06   33: Bridge Median 0 - No median 19: Bypass Length 9   54B: Min Vert Underclearance (ft) 0 29: ADT 65086   536: Sounder Ispas 109: % Trucks (%) 3   336B: Min V Clr IR Non-Cardinal (ft) 99 109: % Trucks (%) 3   578: Culvert Length (ft) 564 Months 12 08/04/2021   41: Op/Post/Closed A - Open 92: KDM Insp. N 92: CSpecial Insp. 92: CSpecial Insp. <td></td> <td></td> <td>453: Bearing Type 1</td> <td>N - None</td>			453: Bearing Type 1	N - None
S28: Foundh: Abut Fwd N - None (Such as most Culverts)528: Foundh: Abut RearN - None (Such as most Culverts)48: Max Span Length (ft)8.049: Structure Length (ft)11.752: Deck Width, Out-To-Out (ft)0.0424: Deck Area (sf)234022: Appr Roadway Width (ft)200.027: Year Built/ 106 Rehab196351: Road Width, Curb-Curb (ft)0.0424: Deck Area (sf)234027: Year Built/ 106 Rehab196330: Curb/SW Width: Left (ft)00.042A: Service On53: Bridge Median0 - No median54B: Min Vert Underclearance (ft)0029: ADT564MonthsMonths1270: Posting56470: Posting 5 - Equal to or above legal loads70: Posting 5 - Equal to or above legal loads70: Posting 5 - Equal to or above legal loads70: Posting 5 - Equal to or above legal loads70: Posting 5 - Equal to or above legal loads70: Posting 5 - Equal to or above legal loads70: Posting 5 - Equal to or above legal loads70: Posting 5 - Equal to or above legal loads70: Posting 5 - Equal to or above legal loads70: Posting 5 - Equal to or above legal loads70: Posting 5 - Equal to or above legal loads70: Posting 5 - Equal to or above legal loads70: Posting 5 - Equal to or above legal loads70: Posting 5 - Equal to or above legal loads70: Posting 5 - Equal to or above legal loads70: Posting 5 - Equal to or above legal loads </td <td></td> <td>-</td> <td>455: Bearing Type 2</td> <td>N - None</td>		-	455: Bearing Type 2	N - None
48: Max Span Length (ft)8.0536: Foundn: Pier 1N - None (Such as most Culverts)49: Structure Length (ft)11.7539: Foundn: Pier 1N - None (Such as most Culverts)52: Deck Width, Out-To-Out (ft)0.0Age and Service424: Deck Area (sf)2340234032: Appr Roadway Width (ft)200.027: Year Built/ 106 Rehab196351: Road Width, Curb-Curb (ft)0.042A: Service On1 - Highway50A: Curb/SW Width: Left (ft)028A: Lanes on0634: Skew (deg)4728B: Lanes Under0033: Bridge Median0 - No median19: Bypass Length954B: Min Vert Underclearance (ft)029: ADT65086336A: Min Vert Circe IR Cardinal (ft)99109: % Trucks (%)3336B: Min V CIr IR Non-Cardinal (ft)991208/04/2021578: Culvert Length (ft)564Months1208/04/202141: Op/Post/ClosedA - Open92: FCM Insp.N92: Special Insp.1270.01: Date70.02: Sign Type92: UBIT Insp.N92: UBIT Insp.N70.2: Sign Type734: Percent Legal (%)15015092E: Drone Insp.704: Analysis DateInspector Gerstenslager,MichaelInspector Gerstenslager,Michael			528: Foundn: Abut Fwd	N - None (Such as most Culverts)
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Inspection Date: 08/04/2021

Structure Number:	1810003
	1010000

Facility Carried:

IR 71

Bridge Inspection Report

## **Element Inspection**

	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
240 - Steel Culvert	3 - Mod.	564	ft.	184	75	250	55
	CMP at outlet has rusted through and failed and is undermined 15' (CS 4). North side of CMP is shoved in at outlet. Rusted through holes to invert between 5:00 and 7:00 mainly near inlet and outlet (CS 4). Through holes near inlet are as wide as 6" in the first 30' of CMP. Several rusted through holes between 8:00 and 11:00 near outlet (CS 4).						
	Rusting layered section loss at invert throughout (CS 3). Approximately 80 bolt holes cracked in the 9:00 seam from 78' to 128'from outlet and 10 bolt holes cracked in the 9:00 seam approximately 140' from inlet (CS 3). 3" tear at 2:00 near mid-point (CS 3).						
	Rusting section loss to CMP and hardware throughout (CS 2). Areas of water infiltration and efflorescence throughout (CS 2). A few areas of deformation throughout, but particularly near inlet and outlet (CS 2).						
835 - Culvert End Treatment	3 - Mod.	2	each	0	1	0	1
	North side of outlet headwall has collapsed (CS 4). Approximately 3 sf of spalls and deterioration to North inlet headwall						
	(CS 2). 1/2" faulted through crack to South inlet headwall. Top half has shifted 3 3/4" to the West (CS 2).						
845 - Roadway Over Structure	3 - Mod.	2	each	2	0	0	0

#### CUY-00071-02.030\_(1810003)

Traffic On: 1 - Highway

Routine Maint: 01 - State Highway Agency

Inspector

Major Maint: 01 - State Highway Agency

ODOT District: 12

Feature Inters: Creek FIPS Code: 75098 - STRONGSVILLE (CUY county)

Traffic Under: 5 - Waterway Location: DISTRICT 12 just south of SR 82

Gerstenslager, Michael Inspection Date 08/04/2021

Facility Carried: IR 71

Reviewer Seif, Youssef

01/01/1963 Date Built: Rehab Date: Insp. 01 - State Highway Agency Resp A: Insp Resp B:

#### Inspector Comments - Deck and Approach

Deck

Approach

#### Approach Wearing Surface (EA)

A few cracks.

#### Approach Embankment <u>(EA)</u>

Areas of minor erosion at inlet. Erosion ruts & large slips to outlet embankment that extend 1/2 way up the slope to the highway.

#### Guardrail (EA)

Impact damage to SB guardrail above inlet.

**Inspector Comments - General Appraisal** 

Superstructure

Substructure

Culvert

### Culvert Shape (LF)

A few

areas of deformation throughout but particularly near inlet & outlet. North side of CMP is shoved in at outlet.

Culvert Seams (EA)

Missing nut at 9:00, 80' from inlet.

#### Culvert Scour (EA)

Scour hole 3' deep at outlet , and undermining of the pipe extending 15' from outlet. Piping through corrosion holes and embankment erosion due to collapsed north outlet headwall are main cause of scour.

## Inspector Comments - Waterway

#### Waterway Adequacy

#### <u>Channel</u>

### **Channel Alignment (LF)**

90° bend approx 60' west of inlet. S-curve at outlet (channel bank is eroding).

### **Channel Protection (LF)**

Rip-rap at outlet has washed away.

### Scour Critical

Inspector:	Michael Gerstenslager	Structure Number:	1810003
Inspection Date	e: 08/04/2021	Facility Carried:	IR 71
		Bridge Inspection Report	

## Pictures