

Inspector: Ropelewski,Robert

Inspection Date: 04/10/2024

Structure Number: 1814133

Facility Carried: IR 480

Ohio Bridge Inspection Summary Report**CUY-00480-0540 (1814133)**2: District 56882 - NORTH OLMSTED (CUY county)
ict
12

5A: Inventory Route 1 00480

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 127: Facility On IR 480
6: Feature Ints CR 52 (CLAGUE RD)
9: Location 1.1 MI. E. OF JCT. SR-252
Lat, Lon 41.422047 , -81.877569

Condition		Structure Type	
58: Deck	7 - Good Condition	43: Bridge Type	4 - Steel continuous
58.01 Wearing Surface	7 - Good (1% distress)		02 - Stringer/Multi-beam or Girder
58.02 Joint	6- Satisfactory (isolated leaking)		N- Not Applicable
59: Superstructure	7 - Good Condition	45: Spans Main / Approach	4 / 0
59.01 Paint & PCS	6 - Satisfactory (5-10% corr.)	107: Deck Type	1 - Concrete Cast-in-Place
60: Substructure	6 - Satisfactory Condition	408: Composite Deck	N - Non-composite Construction
61: Channel	N	414A Joint Type 1	8 - Elastomeric Strip Seal
61.01 Scour	N - Not Applicable	414B: Joint Type 2	N - None
62: Culverts	N - Not Applicable	108A: Wearing Surface	2 - Integral Concrete (separate non-modified layer of concrete added to structural deck)

67.01 GA 6

Appraisal	
Sufficiency Rating	81.8 SD/FO 2 - FO
36: Rail, Tr, Gd, Term Std	1 1 1 1
72: Approach Alignment	8 - Equal to present desirable criteria
113: Scour Critical	N - Not over waterway
71: Waterway Adequacy	N - Not Applicable

Geometric	
48: Max Span Length (ft)	56.0
49: Structure Length (ft)	184.0
52: Deck Width, Out-To-Out (ft)	125.8
424: Deck Area (sf)	23147.2
32: Appr Roadway Width (ft)	118.0
51: Road Width, Curb-Curb (ft)	122.0
50A: Curb/SW Width: Left (ft)	0
50A: Curb/SW Width: Right (ft)	0
34: Skew (deg)	27
33: Bridge Median	1 - Open median
54B: Min Vert Underclearance (ft)	15.25
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	07/01/1900
63: Analysis Method	7 - Allowable Stress (AS) rating reported by rating factor (RF) method using MS18 loading.

422: WS Date	01/01/2001
423: WS Thick (in)	2.0
482: Protective Coating	5 - Paint System OZEU
483: PCS Date	06/01/1995
453: Bearing Type 1	2 - Rockers & Bolsters
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	0 - Other

Age and Service	
27: Year Built/ 106 Rehab	1980 / 0000
42A: Service On	1 - Highway
42B: Service Under	1 - Highway, with or w/out pedestrian
28A: Lanes on	06
28B: Lanes Under	04
19: Bypass Length	2
29: ADT	82613
109: % Trucks (%)	5

Inspections	
90: Routine Insp.	Months 12 04/10/2024
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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	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
12-Reinforced Concrete Deck	3 - Mod.	23138	sq. ft.	21538	1600	0	0
	CS2- Transverse cracks, a few leaching. Minor haunch spalls.						
510-Wearing Surfaces		22448	sq. ft.	21276	1122	50	0
	CS2- Cracks. CS3- Wide crack and spalling at rear, EB Lanes #2 and #3 at deck armor. Spalls in lane 2 and 3 at WB forward joint. Wide cracking and delams along expansion joints.						
107-Steel Open Girder/Beam	3 - Mod.	2880	ft.	2133	720	27	0
	CS2- Areas of surface rust. CS3- Rusting section loss at some beam ends.						
515-Steel Protective Coating		21616	sq. ft.	0	21316	300	0
	CS2- Chalking and fading throughout. CS3- Areas of surface rust. Peeling and blistering mainly along lower flanges.						
205-Reinforced Concrete Column	3 - Mod.	24	each	18	3	2	1
	CS2- Area of incomplete fiber wrap from previous conduit installation to P1C1. P1C6- 2 SF delam. P3C7- has rust bleeding through fiber wrap. CS3- P3C2- 10 SF delam. P2C8- 3 SF spall with exposed rebar. CS4- P1C2- 4SF Spall with 6 rebars exposed and 10 SF delam.						
521-Concrete Protective Coating		3391	sq. ft.	3353	0	0	38
	CS4- CPC is not effective.						
215-Reinforced Concrete Abutment	3 - Mod.	283	ft.	216	28	39	0
	Heavy leakage at median bays of both abutments. CS2- Cracks. Minor delams. A few minor spalls. CS3- Spalls with exposed rebar as large as 5 SF, some extend into seat, mostly to forward at bearings 1,4 and 10-12. Rust stained cracks. Wide horizontal cracks.						
521-Concrete Protective Coating		566	sq. ft.	541	0	0	25
	CS4- CPC is not effective.						
234-Reinforced Concrete Pier Cap	3 - Mod.	424	ft.	421	3	0	0
	CS3- Minor spall at median near P3C5. A few cracks.						
521-Concrete Protective Coating		424	sq. ft.	424	0	0	0
300-Strip Seal Expansion Joint	3 - Mod.	282	ft.	205	45	32	0
	CS2- Dirt & debris in seals. Surface rust to deck armor in berms. CS3- Seals torn and evidence of leaking in spots. A few spalls to headers. Areas of section loss to armor.						

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ODOT District: District 12

CUY-00480-0540 _(1814133)

Date Built: 07/01/1980

Major Maint: 01 - State Highway Agency

Facility Carried: IR 480

Traffic On: 1 - Highway

Rehab Date:

Routine Maint: 01 - State Highway Agency

Feature Inters: CR 52 (CLAGUE RD)

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

Insp. Resp A: 01 - State Highway Agency

FIPS Code: 56882 - NORTH OLMSTED (CUY county)

Location: DISTRICT 12

1.1 MI. E. OF JCT. SR-252

Insp
Resp B:

Inspector

Ropelewski,Robert

Inspection Date 04/10/2024

Reviewer Seif,Youssef

Inspector Comments - Deck and Approach

Deck

Approach

Approach Wearing Surface

Cracks. Asphalt patches. Some asphalt breaking up along approach slab.

Approach Medians

Cracks & spalls to concrete approaches.

Approach Guardrail

Moderate damage to rear left rail.

Approach Embankment

Sign Supports

Some rusting to fasteners (connected to rail).

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Inspector Comments - General Appraisal

Superstructure

Diaphragm/X-Frames

Minor rusting section loss to some endframes.

Fatigue

Beams in span 1 are butt welded with change in flange width near P1.

Utilities

Under deck lighting

Substructure

Slope Protection

Uneven settlement. Spall at forward slope under beam 15 as deep as 1' and extends 11' to the north-east towards the forward abutment.

Culvert

Inspector Comments - Waterway

Waterway Adequacy

Channel

Scour Critical

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Bridge Inspection Report

Pictures