

Inspector: Jewell,Todd  
 Inspection Date: 10/30/2024

Structure Number: 3800547  
 Facility Carried: SR 39

## Ohio Bridge Inspection Summary Report

**HOL-00039-1723 (3800547)**

2: District 50372 - MILLERSBURG (HOL county)  
 District 11

5A: Inventory Route 1 00039

21: Major Maint A/B 27 - Railroad /  
 225 Routine Main A/B 27 - Railroad /  
 221 Inspection A/B 01 - State Highway Agency /  
 220: Inv. Location DISTRICT 11

7: Facility On SR 39  
 6: Feature Ints OLD PENN-CENTRAL R/W  
 9: Location 0.21 MI W OF JCT US 62  
 Lat, Lon 40.55431 ,-81.92123

Condition		Structure Type	
<b>58: Deck</b>	<b>7 - Good Condition</b>	43: Bridge Type	3 - Steel
58.01 Wearing Surface	5 - Fair (10-15%, 2% asphalt patch)		02 - Stringer/Multi-beam or Girder
58.02 Joint	N- Not Applicable		N- Not Applicable
<b>59: Superstructure</b>	<b>8 - Very Good Condition</b>	45: Spans Main / Approach	1 / 0
59.01 Paint & PCS	6 - Satisfactory (5-10% corr.)	107: Deck Type	1 - Concrete Cast-in-Place
<b>60: Substructure</b>	<b>4 - Poor Condition</b>	408: Composite Deck	U - Unknown
<b>61: Channel</b>	<b>N</b>	414A Joint Type 1	N - None
<b>61.01 Scour</b>	<b>N - Not Applicable</b>	414B: Joint Type 2	N - None
<b>62: Culverts</b>	<b>N - Not Applicable</b>	108A: Wearing Surface	1 - Monolithic Concrete (concurrently placed with structural deck) N- Not Applicable
<b>67.01 GA</b>	<b>4</b>		

Appraisal			
Sufficiency Rating	49.2	SD/FO	1 - SD
36: Rail, Tr, Gd, Term Std	1	0	1 1
72: Approach Alignment	5 - Somewhat better than minimum adequacy to tolerate being left in place as is		
113: Scour Critical	9 - Foundations above flood waters		
71: Waterway Adequacy	9 - Bridge Above Flood Water Elevations		

422: WS Date	
423: WS Thick (in)	1
482: Protective Coating	5 - Paint System OZEU
483: PCS Date	01/01/1989
453: Bearing Type 1	3 - Sliding (Bronze)
455: Bearing Type 2	N - None
528: Foundn: Abut Fwd	4 - Spread Footing (on soil)
533: Foundn: Abut Rear	4 - Spread Footing (on Soil)
536: Foundn: Pier 1	N - None (Such as most Culverts)
539: Foundn: Pier 2	N - None (Such as most Culverts)

Geometric	
48: Max Span Length (ft)	31.0
49: Structure Length (ft)	37.0
52: Deck Width, Out-To-Out (ft)	36.0
424: Deck Area (sf)	1332
32: Appr Roadway Width (ft)	40.0
51: Road Width, Curb-Curb (ft)	24.0
50A: Curb/SW Width: Left (ft)	5.8
50A: Curb/SW Width: Right (ft)	5.8
34: Skew (deg)	21
33: Bridge Median	0 - No median
54B: Min Vert Underclearance (ft)	21
336A: Min Vert Clrnce IR Cardinal (ft)	99
336B: Min V Clr IR Non-Cardinal (ft)	0
578: Culvert Length (ft)	0

Age and Service	
27: Year Built/ 106 Rehab	1940 / 1988
42A: Service On	5 - Highway-pedestrian
42B: Service Under	9 - Relief for waterway
28A: Lanes on	02
28B: Lanes Under	00
19: Bypass Length	0
29: ADT	9171
109: % Trucks (%)	8

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 (%)	125
704: Analysis Date	01/18/2023
63: Analysis Method	7 - Allowable Stress (AS) rating reported by rating factor (RF) method using MS18 loading.

Inspections			
		Months	
90: Routine Insp.		12	10/30/2024
92A: FCM Insp.	N	0	
92B: Dive Insp.	N	0	
92C: Special Insp.	N	12	10/30/2024
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
<b>12-Reinforced Concrete Deck</b>	3 - Mod.	1335	sq. ft.	1050	285	0	0
	CS2- (105SF) LONGITUDINAL CRACKING WITH SOME EFFLORESCENCE AT MOST CRACKS. CS2- (180SF) TRANSVERSE CRACKS W/ EFFLORESCENCE AT ALL BAYS.						
<b>805-Wearing Surface - Monolithic Concrete</b>		888	sq. ft.	0	777	111	0
	CS3- (111SF) 3 LONGITUDINAL CRACKS. CS2- (777SF) TRANSVERSE CRACKS AT 3' SPACING THROUGHOUT DECK (15%) REST IS NO TINING ON STR.						
<b>107-Steel Open Girder/Beam</b>	3 - Mod.	259	ft.	255	0	4	0
	CS3- (4LF) BEAM # 1 AT REAR /FWD HAS SECTION LOSS OF THE BEAM ENDS.						
<b>515-Steel Protective Coating</b>		800	sq. ft.	392	400	0	8
	CS2- (400SF) SURFACE DULLING/CHALKING ON ALL BEAMS. CS4- (8SF) EXPOSED METAL AT BEAM # 1 AT REAR /FWD.						
<b>218-Other Abutment</b>	3 - Mod.	77	ft.	69	0	8	0
	FWD: CS3 - FIRST ROW OF SANDSTONE UNDER POURED CONCRETE BEAM SEAT, SOFT AND SECTION LOSS ON BOTTOM OF STONES. (8 LF)  REAR LT: WHERE SANDSTONE BREASTWALL STEPS BACK UNDER FASCIA BEAM: 20" VOID AT 3RD ROW DOWN, 30" VOID SECOND ROW DOWN FROM CONCRETE CAP.  FORWARD LT: WHERE SANDSTONE BREASTWALL STEPS BACK UNDER FASCIA BEAM: 9' VOID BEHIND ABUTMENT AT 6TH ROW DOWN FROM CONCRETE CAP.						
<b>311-Movable Bearing</b>	3 - Mod.	7	each	0	7	0	0
	FWD BEARING MOVABLE  CS2- (7EA) BEARING RUST COVERED IN DIRT AND DEBRIS.						
<b>313-Fixed Bearing</b>	3 - Mod.	7	each	0	7	0	0
	CS2- (7EA) BEARING RUST COVERED IN DIRT AND DEBRIS.						
<b>330-Metal Bridge Railing</b>	3 - Mod.	74	ft.	74	0	0	0
	47" HIGH WITH CURB AND RAIL.						
<b>815-Drainage</b>	3 - Mod.	2	each	2	0	0	0

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ODOT District: District 11

**HOL-00039-1723\_(3800547)**

Date Built: 07/01/1940

Major Maint: 27 - Railroad

Facility Carried: SR 39

Traffic On: 5 - Highway-pedestrian

Rehab Date: 01/01/1988

Routine Maint: 27 - Railroad

Feature Inters: OLD PENN-CENTRAL R/W

Traffic Under: 9 - Relief for waterway

Insp. Resp A: 01 - State Highway Agency

FIPS Code: 50372 - MILLERSBURG (HOL county)

Location: DISTRICT 11

0.21 MI W OF JCT US 62

Insp  
Resp B:

Inspector

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Reviewer Trivoli,Raymond

## **Inspector Comments - Deck and Approach**

### **Deck**

#### **Curbs/Sidewalk (LF)**

SPALL AT FWD LEFT CORNER OF CURB WITH 4" OF REBAR EXPOSED. ALL (4) CORNERS OF SIDEWALK HAVE SETTLED (BY 3") WITH CRACKS AND SPALLS, BROKE AT FWD RT.

### **Approach**

#### **Approach Wearing Surface (EA)**

NEW ASPHALT @ REAR IN 2018. NEW @ FWD 2019.

#### **Approach Embankment (EA)** WALLS ACTING LIKE TURN BACK WALLS

REAR RIGHT- SANDSTONE

REAR LEFT- SANDSTONE - TWO VOIDS 5x7 AND 5x1 VOID ON LT REAR APPROACH.

FORWARD LEFT- POURED CONCRETE WALL.

FORWARD RIGHT- RR TIES, BOTTOM 2 ROWS ROTTED W/ TERMITES. MISSING TIES: 7TH ROW FROM TOP JUST PAST MIDWALL. DRAINAGE CONDUIT UNDERWALL. EROSION OF EMBANKMENT GUARDRAIL POST EXPOSED. SIDEWALK ON TOP RT HAS VOID FROM EROSION.

#### **HISTORIC COMMENTS**

SLIPPING OF SLOPES AND SETTLING OF SIDEWALKS JUST OFF BRIDGE. SANDSTONE FOUNDATION RETAINING WALL @ REAR HAS MUCH DETERIORATION OF SANDSTONE & MORTAR. MANY OPEN JOINTS. SOME UNDERMINING. LT SIDE THE WORST. RAILROAD TIE FOUNDATION RETAINING WALL @ RT FWD HAS MANY ROTTEN OR ROTTING TIES. CONC FOUNDATION RETAINING WALL @ LT FWD HAS SOME CRACKS. GUARDRAIL POSTS ARE EXPOSED

#### **Approach Guardrail (EA)**

2023 NEW MGS RAIL.

## **Inspector Comments - General Appraisal**

### **Superstructure**

### **Substructure**

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**Abutment Monitoring (EA)**

THREE SETS OF PAINT MARKS ESTABLISHED BETWEEN ABUTMENT WALLS. DISTANCE BETWEEN PAINT MARKS MEASURED WITH LASER DISTO.

LEFT: 27' - 4 3/4" (10-2024)

CENTER: 26' - 2 1/2" (10-2024)

RIGHT: 27' - 4 3/4" (10-2024)

**Abutment Walls (LF)**

HISTORIC COMMENTS

MUCH DETERIORATION OF OLD SANDSTONE AT EACH END WITH WORST AT REAR ABUTMENT. ALSO MANY LARGE OPEN CRACKS IN CUT SANDSTONE. MUCH MORTAR DETERIORATION OR MISSING. REAR ABUTMENT SHOWS SIGNS OF PUSHING (LG OPEN CRACKS IN CONC PATCHES ON SIDES). MANY OPEN JOINTS. CRACKING AND BREAKING OUT OF CONCRETE, MOSTLY RIGHT OUTSIDE ENDS AND BOTTOMS. RIGHT FORWARD OUTSIDE EXPOSED END OF CONCRETE ABUTMENT SEAT HAS MUCH STEEL EXPOSED UP TO 18". HAIRLINE VERTICAL CRACKS UNDER BEAMS FWD AND REAR. MOISTURE SEEPAGE FROM DECK ONTO FWD ABUT SEAT DOWN FACE OF SANDSTONE ABUTMENT ATFWD.

**2022 INSP: CS2-** (67LF) SANDSTONE SPLIT AND SPALLED WITH MORTAR BREAK DOWN. **CS3-** (10LF) SANDSTONE SPLIT AND DETER. AND UNDER BEAM # 2 AT GROUND LEVEL STONE IS BROKE AND LOOSE. CRACKING AND VOIDS IN MORTAR JOINTS.

**Wingwalls (EA)**

HISTORIC COMMENTS

OLD SANDSTONE BADLY DETER. CRACKING AND BREAKING OUT OF STONE. OPEN JOINTS. SMALL TREES GROWING OUT OF JOINTS. RETAINING WALL/WING WALL MADE OF OLD RAILROAD TIES SLIPPING WITH MANY ROTTEN TIMBERS.

**Culvert**

**Inspector Comments - Waterway**

**Waterway Adequacy**

**Channel**

**Scour Critical**

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