

Inspector: Schmitz,Joseph
 Inspection Date: 09/25/2025

Structure Number: 7906374
 Facility Carried: SR 800

Ohio Bridge Inspection Summary Report

TUS-00800-0038 (7906374)

B.L.04: District District 1169106 - RUSH TWP (TUS county)
 B.CL.02: Major Maint 01 - State Highway Agency /
 225 Routine Main A/B 01 - State Highway Agency /
 221 Inspection A/B 01 - State Highway Agency /

5A: Inventory Route 1 00800
 7: Facility On SR 800
 6: Feature Ints WEAVERS RUN
 9: Location 1.64 MI. S. OF JCT. SR258
 Lat, Lon 40.30615 , -81.290769

Condition

B.C.01: Deck 5
 58.01: Wearing Surface 6
B.C.08: Joint N
B.C.02: Superstructure 5
 59.01: Paint & PCS N
B.C.03: Substructure 4
B.C.09: Channel 6
B.C.11: Scour 7
B.C.10: Channel Prot. 6
B.C.05: Bridge Railing 3
B.C.06: Transitions 6
B.C.07: Bearings N
B.C.04: Culverts N
Ohio GA 4

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 1 - Monolithic Concrete
 (concurrently placed with structural deck)
 N - Not Applicable

Appraisal

B.AP.03: Scour Vul. A - Scour appraisal completed. Bridge determined to be stable for scour.

Geometric

48: Max Span Length (ft) 30.0
 49: Structure Length (ft) 81.0
 52: Deck Width, Out-To-Out (ft) 30.0
 424: Deck Area (sf) 2430
 32: Appr Roadway Width (ft) 34.0
 51: Road Width, Curb-Curb (ft) 30.0
 50A: Curb/SW Width: Left (ft) 0
 50A: Curb/SW Width: Right (ft) 0
 34: Skew (deg) 25
 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

422: WS Date
 423: WS Thick (in) 1.0
 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 A - Cast-in-Place Reinforced Concrete Piles (12" diameter)
 533: Foundn: Abut Rear A - Cast-in-Place Reinforced Concrete Piles (12" diameter)
 536: Foundn: Pier 1 B - Cast-in-Place Reinforced Concrete Piles (14" diameter)
 539: Foundn: Pier 2 N - None (Such as most Culverts)

Age and Service

27: Year Built/ 106 Rehab 1983 / 0000
 42A: Service On 1 - Highway
 42B: Service Under 5 - Waterway
 28A: Lanes on 02
 28B: Lanes Under 00
 19: Bypass Length 24
 29: ADT 2334
 109: % Trucks (%) 9

Inspections

	Months	
B.IE.03 Routine Insp.	12	09/25/2025
B.IE.03: NSTM Insp.	0	
B.IE.03: UW Insp.	N	
B.IE.03: Special Insp.		
UBIT Insp.	N	0
Drone Insp.	N	0

Inspector Schmitz,Joseph

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 04/14/2023
 63: Analysis Method 8 - Load and Resistance Factor Rating (LRFR) rating report by rating factor (RF) method using HL-93 loadings.

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	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
38-Reinforced Concrete Slab	3 - Mod.	2433	sq. ft.	2018	29	6	380
	Spans: 24'-0", 30'-0", 24'-0" Width: 30'-0" o/o Edge-of-deck spalls have exposed and corroded reinforcement. Bars noted with heavy section loss have approximately $\frac{3}{4}$ " diameter remaining (typical). CS2 Span 3: Minor longitudinal crack along the centerline of the span, full span length (24 SF) Delamination approximately 4.5' wide \times 1' long at the Forward Abutment, about 5' right of center (5 SF) CS3 Span 1: Spall with exposed reinforcement up to 12" wide \times 6' long \times 1" deep along the centerline (6 SF) CS4 Span 1: Right edge of slab spalled full length, approximately 6" high \times 31" wide; 5 longitudinal bars exposed, one hanging full length and two with heavy section loss and 360° exposure (62 SF) Left edge of slab spalled full length, approximately 7" high \times 24" wide; 3 longitudinal bars exposed, including one hanging and two with heavy section loss and 360° exposure (48 SF) Span 2: Left and right edges spalled full length, approximately 6" high \times up to 30" wide (150 SF) Left side: four longitudinal bars exposed, including three with 360° exposure Right side: one bar laying on the ground, two others with 360° exposure Span 3: Left and right edges spalled full length, approximately 6" high \times up to 30" wide (120 SF) Left side: four exposed bars, including one hanging bar and one with 360° exposure Right side: four exposed bars, including one hanging bar						
805-Wearing Surface - Monolithic Concrete		2433	sq. ft.	2108	0	325	0
	CS3 Rear and Forward Ends: Asphalt patching along deck limits, full lane width, 6" L \times 24' W each side (24 SF) Span 1 near Centerline: Wide (up to 1/8") longitudinal crack, full span length (24 SF) Span 1: 1/6" wide longitudinal cracks in lanes, two per lane, average 5' long each (20 SF) Transverse cracking over Pier 1 up to 1/8" wide, average 2' L \times deck width along skew (66 SF) Transverse cracking over Pier 2 up to 1/8" wide, average 5' L \times deck width along skew (165 SF) Span 3 near Centerline: Wide (up to 1/8") longitudinal crack, full span length (24 SF) Right Forward Corner: Spall patched with asphalt, 1' long \times 2' wide (2 SF)						
215-Reinforced Concrete Abutment	3 - Mod.	90	ft.	0	0	83	7
	CS3 Rear Abutment and Forward Abutment: Full length of both abutments has heavy efflorescence and minor shallow corner spalls along the top joint with the slab (83 LF) Right corner of Rear Abutment spall: 4" L \times 14" W \times 4" H. Left corner of Forward Abutment spall: 3" L \times 14" W \times 2" H. CS4 Left end of Rear Abutment: Spall with exposed vertical and horizontal reinforcement resulting in 7' length of slab not fully supported, 7' L \times up to 12" H \times up to 9.5" D (average 8" D) (7 LF)						
225-Steel Pile	3 - Mod.	12	each	0	5	7	0

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TUS-00800-0038 (7906374)			
ODOT District:	District 11	Date Built:	07/01/1983
Major Maint:	01 - State Highway Agency	Facility Carried:	SR 800
Routine Maint:	01 - State Highway Agency	Feature Inters:	WEAVERS RUN
FIPS Code:	69106 - RUSH TWP (TUS county)	Location:	DISTRICT 11 1.64 MI. S. OF JCT. SR258
Inspector	Schmitz,Joseph	Inspection Date	09/25/2025
			Reviewer Schmitz,Joseph
			Insp. 01 - State Highway Agency Resp A: Insp Resp B:

Inspector Comments - Deck and Approach

Deck, Wearing Surface, Joints, Railing

Approach

Approach Wearing Surface (EA)

New asphalt in 2014. Transverse, unsealed longitudinal and map cracking at forward and rear. Mill and fill patches at left and right forward and rear.

Approach Slab (SF)

Asphalt covered. New asphalt in 2014.

Approach Embankment (EA)

There is an erosion channel up to 3' wide by 1' deep in the right rear embankment ~ 50' from the bridge and 23" from the right edge line. There is minor erosion up to 9" deep at the bridge corners which exposes the concrete base of the first guardrail posts.

Approach Guardrail (EA)

New turn panels at left and right forward, and left rear in 2021. The 6th timber post from the bridge at the Left Forward approach guardrail exhibits heavy decay in the top 12". Also at the Left Forward, 3 post block outs are rotated and/or loose. The approach rail concrete foundations are exposed at the 1st post off the bridge at Right Forward and Left Rear. Vegetation is encroaching on the Right Rear bridge terminal assembly.

Inspector Comments - General Appraisal

Superstructure, Bearings

Substructure

Wingwalls (EA)

The rear wingwalls have minor scaling on the top face.

- There is a 12" long by 4" wide by 4" deep spall with exposed reinforcement in the top of the right rear wingwall at the bridge corner.
- The left rear wingwall has a 16" high by 6" wide by 2" deep spall at the interface with the left edge of slab; no exposed reinforcing steel.

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The right forward wingwall is spalled up to 5" wide by 13.5" high by 3" deep at the slab interface.

Culvert

Inspector Comments - Waterway

Channel Protection

Channel Protection (LF)

Rear Abutment is protected mainly by the old abutment with sparse RCP between the new and old abutments.

Forward Abutment is protected with RCP, some of which has washed out.

No bank protection exists upstream and downstream but large concrete rubble has been placed at the left forward embankment.

Channel

Channel Alignment (LF)

Channel flows from right to left. The stream is migrating south at the inlet with vegetation and flood debris in the channel at the upstream fascia pushing flow toward Pier 1 and along the rear face.

Scour

Scour (EA)

Both abutments have footing exposure along the full length; the top face and 18" of the vertical face is exposed but no undermining was found.

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Bridge Inspection Report

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PHOTO 1

Description Upstream elevation



PHOTO 2

Description Downstream elevation

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PHOTO 3

Description End view looking forward



PHOTO 4

Description End view looking rear

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PHOTO 5

Description Wearing surface



PHOTO 6

Description Rear bridge limit looking east

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PHOTO 7

Description Erosion channel 23" from right edge line at right Rear approach, approximately 50' from bridge



PHOTO 8

Description BTA, left rear shown

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PHOTO 9

Description One missing and one loose connector at left rail W-beam splices, Span 1



PHOTO 10

Description Typical rail post corrosion on traffic-facing side

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PHOTO 11

Description Surface corrosion holes at bottom of W-beam rail, Span 2



PHOTO 12

Description Transverse pavement cracks over Pier 2 looking northeast

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PHOTO 13

Description Twisted knockouts and one rotten post at left Forward approach rail



PHOTO 14

Description Forward bridge limit looking east

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PHOTO 15

Description Rear Abutment, left side



PHOTO 16

Description Left end of Rear Abutment spalled 7' long x up to 12" high x up to 9.5" (avg. 8") deep with exposed vertical and horizontal reinforcement

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PHOTO 17

Description Rear Abutment, right side



PHOTO 18

Description Top and up to 18" of vertical face of Rear Abutment footing exposed full length; no undermining

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PHOTO 19

Description Span 1 looking rear



PHOTO 20

Description Right corner of Rear Abutment spall 4" long x 14" wide x 4" high

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PHOTO 21

Description Span 1 right deck edge spall; note ineffective reinforcing steel



PHOTO 22

Description Forward face, Pier 1

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PHOTO 23

Description Pile 1 at Pier 1: moderate laminating corrosion up to 1/16" thick and up to 1/16" deep pitting at top 12", left side



PHOTO 24

Description Pier 1 left/downstream nose: vertical delamination cracks with rust staining at left end of cap

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PHOTO 25

Description Typical pipe pile at pier cap; note surface corrosion (Pier 1, Pile 5 shown)



PHOTO 26

Description Span 2 looking forward

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PHOTO 27

Description Pile 6 at Pier 2: moderate laminating corrosion up to 1/16" thick and up to 1/32" deep pitting at top 12", right side



PHOTO 28

Description Rear face, Pier 2

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PHOTO 29

Description Span 3 looking forward



PHOTO 30

Description Typical surface corrosion at bottom of Pier 2 piling (Pile 5 shown)

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PHOTO 31

Description Forward Abutment



PHOTO 32

Description Forward Abutment left corner spall, 3" long x 14" wide x 2' high

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PHOTO 33

Description Span 3 right fascia



PHOTO 34

Description Span 3 left deck edge spalling

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PHOTO 35

Description Sediment bar, vegetation, and flood debris in channel at upstream fascia directing flow toward Pier 1



PHOTO 36

Description Forward Abutment looking northeast; north footing exposure

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PHOTO 37

Description Downstream channel

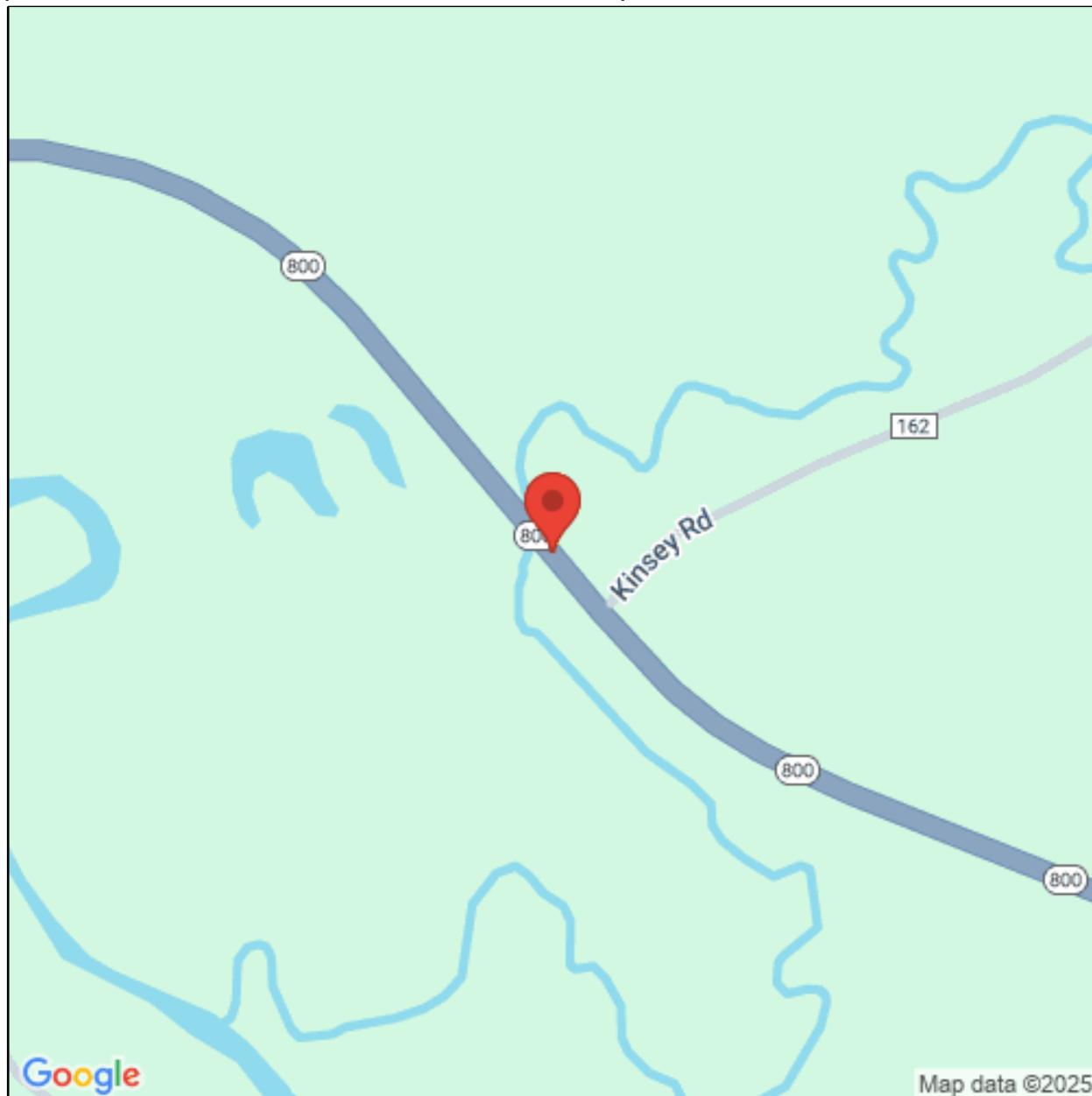


PHOTO 38

Description Upstream channel

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Latitude: 40.30615

Longitude: -81.29077