

Inspector: Schmidt,Eric

Inspection Date: 11/05/2025

Structure Number: 3103811

Facility Carried: US 50

Ohio Bridge Inspection Summary Report

HAM-00050-2910 (3103811)

B.L.04: District District 0825942 - FAIRFAX (HAM 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 00050

7: Facility On US 50

6: Feature Ints NSRR;DUCKCRK;RED BANK RD

9: Location 1.4 MI E OF SR561

Lat, Lon 39.13625 ,-84.403911

Condition

B.C.01: Deck 9

58.01: Wearing Surface 9

B.C.08: Joint 9

B.C.02: Superstructure 8

59.01: Paint & PCS 7

B.C.03: Substructure 8

B.C.09: Channel 9

B.C.11: Scour 9

B.C.10: Channel Prot. 9

B.C.05: Bridge Railing 9

B.C.06: Transitions 9

B.C.07: Bearings 8

B.C.04: Culverts N

Ohio GA 8

Appraisal

B.AP.03: Scour Vul. 0 - Scour appraisal has not been completed.

Geometric

48: Max Span Length (ft) 164.0

49: Structure Length (ft) 432.0

52: Deck Width, Out-To-Out (ft) 76.7

424: Deck Area (sf) 33134.4

32: Appr Roadway Width (ft) 72.0

51: Road Width, Curb-Curb (ft) 70.0

50A: Curb/SW Width: Left (ft) 0

50A: Curb/SW Width: Right (ft) 0

34: Skew (deg) 4

33: Bridge Median 3 - Closed median with non-mountable barriers

54B: Min Vert Underclearance (ft) 22.5

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 07/01/1973

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
03 - Girder and Floorbeam System
N- Not Applicable

45: Spans Main / Approach 3 / 0

107: Deck Type 1 - Concrete Cast-in-Place

408: Composite Deck U - Unknown

414A Joint Type 1 8 - Elastomeric Strip Seal

414B: Joint Type 2 N - None

108A: Wearing Surface 2 - Integral Concrete (separate non-modified layer of concrete added to structural deck)
1 - Super Plasticized Dense Concrete (SDC)

422: WS Date 08/01/1989

423: WS Thick (in) 2.0

482: Protective Coating 5 - Paint System OZEU

483: PCS Date 07/01/2013

453: Bearing Type 1 C - Elastomeric (laminated)

455: Bearing Type 2 2 - Rockers & Bolsters

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 1962 / 0000

42A: Service On 1 - Highway

42B: Service Under 8 - Highway - waterway - railroad

28A: Lanes on 04

28B: Lanes Under 02

19: Bypass Length 0

29: ADT 17030

109: % Trucks (%) 1

Inspections

B.IE.03 Routine Insp. 12 Months 11/05/2025

B.IE.03: NSTM Insp. Y 24 11/05/2025

B.IE.03: UW Insp. N

B.IE.03: Special Insp.

UBIT Insp. Y 24 03/03/2022

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.	33120	sq. ft.	33120	0	0	0
	New deck WB 2024 and EB 2025						
510-Wearing Surfaces		30240	sq. ft.	30240	0	0	0
	New deck WB 2024 and EB 2025						
107-Steel Open Girder/Beam	3 - Mod.	1728	ft.	1572	81	75	0
	CS2 -Pack rust was present between the girders and the masonry plates, causing minor distortion. This is heaviest at the Rear Abutment and is not a concern at this time. -The previously noted small area of corrosion from leakage in Girder 2 in Span 2 had been painted over. -The beam ends of Girders 2 through 4 at the Rear Abutment exhibited corrosion from leakage through the joints. -Isolated locations of pack rust up to 1/4 in. was present between the deck on the girder top flanges; this has been caused by deck leakage. -Girder 2 at Pier 2 exhibited 2 missing bolts with 2 loose bolts below the missing bolts and missing rivets at the top of stiffener at the floor beam connection. This is an old comment and has not changed. -The vertical stiffener at the south face of Girder 2 was bent 2.5 ft above the bottom flange located four stiffeners south of Pier 2 in Span 2. This is an old comment and has not changed. -Several brackets at the centerline area on the floor beam ends were bent slightly, and a few brackets exhibited light corrosion at floor locations. This is not a significant concern. -Rust staining on multiple pork chops throughout. - slight bow in lateral bracing gusset plate. Girder 4 inside bottom flange 6th lateral bracing west of pier 1. - 1 unseated bolt girder G4 just before Pier 1 bottom flange. CS3 -The girders typically exhibited localized painted over pitting up to 1/16 in. deep on the knee brace web plates at the angle connections to the girders. -The support bracing typically exhibited painted over pitting up to 1/16 in. deep. -The center of the Span 1 built-up straight girder bottom flange plates has edges tack welded together on 2 ft spacing. Spans 2 and 3 do not have these tack welds. No tack weld cracks were observed during this inspection. -Most of the C-channel diaphragm connecting angles are tack welded to girder webs and outside stringer webs (not riveted).						
515-Steel Protective Coating		30870	sq. ft.	30765	105	0	0
	-The superstructure was painted in 2013 and remains in good condition overall. CS2 -Active corrosion and rust staining is present under the abutment joints due to the leaking joint. -Light rust was visible on girder ends at the abutments, floor beams, and stringers due to deck leakage. -Minor corrosion was observed at the top flanges of stringers at the median joint, with some pack rust on the top flanges in small, random areas. This is not structurally significant at this time. - small areas of paint has been chipped off bottom flange.						

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	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
321-Reinforced Concrete Approach Slab	3 - Mod.	3600	sq. ft.	3600	0	0	0
	New approach slabs WB 2024 and EB 2025						
	CS2- Vary shallow spalling Forward approach left west bound lane						
331-Reinforced Concrete Bridge Railing	3 - Mod.	864	ft.	864	0	0	0
	New railing WB 2024 and EB 2025						
815-Drainage	3 - Mod.	24	each	24	0	0	0
830-Abutment Backwall	3 - Mod.	154	ft.	154	0	0	0
	New backwalls WB 2024 and EB 2025						

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ODOT District: District 08

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Date Built: 07/01/1962

Major Maint: 01 - State Highway Agency

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Traffic On: 1 - Highway

Rehab Date:

Routine Maint: 01 - State Highway Agency

Feature Inters: NSRR;DUCKCRK;RED BANK RD

Traffic Under: 8 - Highway - waterway - railroad

Insp. 01 - State Highway Agency

FIPS Code: 25942 - FAIRFAX (HAM county)

Location: DISTRICT 08

1.4 MI E OF SR561

Insp
Resp A:
Resp B:

Inspector

Schmidt,Eric

Inspection Date 11/05/2025

Reviewer Meyer,Jeff

Inspector Comments - Deck and Approach

Deck, Wearing Surface, Joints, Railing

Bridge Median

Deck Drainage

New drains 2024 and 2025

Approach

Approach Wearing Surface

New approaches EB 2024 and WB 2025.

Vary shallow spalling Forward approach left west bound lane.

Approach Embankment

No Deficiencies Observed.

Approach Guardrail

New rail 2025

Inspector Comments - General Appraisal

Superstructure, Bearings

Girder

-Minor rusting to bottom flange on inside stringers. Rust staining on multiple pork chops throughout.

Lateral Bracing

One bolt was loose in the connection plate at Girder 3 located at the second lateral rear of Pier

2. This is not structurally significant at this time. - slight bow in lateral bracing gusset plate Girder 4 inside bottom flange
6th lateral bracing west of pier 1

Utilities

Six light poles were present on the bridge, four on the westbound and two on the eastbound.
Some map cracking was observed in the concrete pedestals. This is not a significant concern.

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Substructure

Wingwalls

A few hairline to minor vertical cracks were present.

Porous backfill material was depositing through the left rear (northwest) weep hole. There was no change during this inspection.

Slope Protection

Some minor erosion under the scuppers was observed at the forward slope. Erosion troughs are forming up to 1 ft deep. This is not significant at this time, and slope and fill are stable.

Culvert

Inspector Comments - Waterway

Channel Protection

Channel

Scour

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Bridge Inspection Report

Pictures