Inspector: Fowler,Michael **Structure Number:** 7904835

Inspection Date: 11/03/2025 **Facility Carried:** US 250

Ohio Bridge Inspection Summary Report

TUS-00250-1232R (7904835)

B.L.04: District	District 1131066 - GOSHEN 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	/

Condition

B.C.01: Deck	**4**
58.01: Wearing Surface	4
B.C.08: Joint	9
B.C.02: Superstructure	**5**
59.01: Paint & PCS	6
B.C.03: Substructure	**5**
B.C.09: Channel	**6**
B.C.11: Scour	**7**
B.C.10: Channel Prot.	**N**
B.C.05: Bridge Railing	**7**
B.C.06: Transitions	**7**
B.C.07: Bearings	**7**
B.C.04: Culverts	**N**
Ohio GA	**5**

Appraisal

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

Geometric

48: Max Span Length (ft)	110.0
49: Structure Length (ft)	697.0
52: Deck Width, Out-To-Out (ft)	48.2
424: Deck Area (sf)	33595.4
32: Appr Roadway Width (ft)	84.0
51: Road Width, Curb-Curb (ft)	44.0
50A: Curb/SW Width: Left (ft)	0
50A: Curb/SW Width: Right (ft)	0
34: Skew (deg)	49
33: Bridge Median	0 - No median
54B: Min Vert Underclearance (ft)	15.92
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 (%)	133
704: Analysis Date	02/10/2025
63: Analysis Method	8 - Load and Resistance Factor Rating (LRFR) rating report by rating factor (RF) method using HL-93 loadings.

5A: Inventory Route	1	00250
7: Facility On	US 250	
6: Feature Ints	OVER I77,RAMP E,&STONE C	
9: Location	1.80 MI. W. OF JCT. SR416	
Lat, Lon	40.491581	,-81.478850

Structure Type

43: Bridge Type	4 - Steel continuous 02 - Stringer/Multi-beam or Girder N- Not Applicable
45: Spans Main / Approach	7 / 0
107: Deck Type	1 - Concrete Cast-in-Place
408: Composite Deck	N - Non-composite Construction
414A Joint Type 1	8 - Elastomeric Strip Seal
414B: Joint Type 2	N - None
108A: Wearing Surface	4 - Low Slump Concrete 1 - Super Plasticized Dense Concrete (SDC)
422: WS Date	07/01/1985
423: WS Thick (in)	2.0
482: Protective Coating	5 - Paint System OZEU
483: PCS Date	09/01/1994
453: Bearing Type 1	2 - Rockers & Bolsters
455: Bearing Type 2	C - Elastomeric (laminated)
528: Foundn: Abut Fwd	1 - Steel H Piles (Other size)
533: Foundn: Abut Rear	4 - Spread Footing (on Soil)
536: Foundn: Pier 1	1 - Steel H Piles (Other size)
539: Foundn: Pier 2	2 - Cast-in-Place Reinforced Concrete Piles (Other diameter)

Age and Service

27: Year Built/ 106 Rehab	1964 / 0000
42A: Service On	5 - Highway-pedestrian
42B: Service Under	6 - Highway - waterway
28A: Lanes on	02
28B: Lanes Under	04
19: Bypass Length	1
29: ADT	12600
109: % Trucks (%)	11

Inspections

		Months	
B.IE.03 Routine Insp.		12	
B.IE.03: NSTM Insp.	N		
B.IE.03: UW Insp.	N		
B.IE.03: Special Insp.			11/24/2025
UBIT Insp.	Y	24	04/17/2025
Drone Insp.	N	0	

Inspector Fowler,Michael

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Inspection Date: 11/03/2025

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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.	33573	sq. ft.	29037	211	4325	0
	Span 1 CS2- Bay 1, 24 sf of cracked and delaminated at midspan. Bay 5, 100 sf map crack with minor efflorescence. CS3- Bay 2, 100 sf dark, discolored, and stalactites in forward span. Bay 3, 350 sf of dark and discolored and map cracking Span 2 CS2- Bay 1, 4 sf of cracked and delaminated outside of traffic in median. Bay 2, 8 sf cracked and delaminated. CS3- Bay 1, 100 sf dark, discolored, and map cracking with efflorescence. Bay 2 and 3, 1200 sf of dark and discolored and map cracking. Span 3 CS2- Bay 4, 32 sf map cracking with minor efflorescence. CS3- Bay 3, 350 sf dark, discolored, and map cracking area. Span 4 CS3- Bay 3, 100 sf dark, discolored, and map cracked. Span 5 CS3- 1600 sf of dark, discolored, and map cracked with efflorescence seepage in Bays 1, 2, and 3. Span 6 CS2- Bay 1, 4 sf cracked and delaminated area. Bay 4, 4 sf cracked and delaminated area with minor efflorescence. CS3- Bay 3, 400 sf dark, discolored, and stalactites. Span 7 CS2- Bay 4, 16 sf map cracking in forward one third of span. CS3- 125 sf of cracked, discolored area with minor efflorescence and stalactites. 11-24-2025: FOLLOW UP INSPECTION AFTER MOTORIST REPORTED LOOSE CONCRETE FALLING ONTO THEIR CAR BELOW TRAVELLING SB ON IR 77. CS2 -1 SF - SHALLOW SPALL FROM DECK HAUNCH LOCATED IN BAY 1 ABOVE SB DL.						
510-Wearing Surfaces		30668	sq. ft.	6741	20241	3680	6
	11/3/2025: DECK SOUNDING FOR TUSC. COUNTY CREW TO PATCH WEARING SURFACE. CS3- 12%, MANY LARGE PATCHES WITH MUCH DELAMINATION AROUNG THEM. LARGE, WIDE OPEN TRANSVERSE CRACKS AND MAP CRACKED AREAS 3,680 SF. CS2- 75% OF REMAINING AREA IS CRACKED AND DELAMINATED 20,241 SF. CRACKS HAVE BEEN SEALED.						
107-Steel Open Girder/Beam	3 - Mod.	4400	ft.	3913	440	44	3
	CS2- Areas of minor surface corrosion CS3- Minor pack rust with section loss at intermediate joints and Beams 1 & 6 (areas where water / debris sits on lower flanges) CS4- Beam 1 at rear abutment web bent inward with section loss to both sides of web, just above lower flange. Small through hole, just above lower flange, to left fascia over forward abutment. *these issues are behind the bearing and warrant CS4, but do not need review Gouge in lower flange of left fascia over 77 SB lane #2.						

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515-Steel Protective Coating		77146	sq. ft.	60517	15429	1200	0
	CS2- Overall fading of paint throughout. Mostly on bottom flanges. CS3- Surface rust at intermediate joints and fasicas where water can sit.						
161-Steel Pin and Pin & Hanger Assembly or both	3 - Mod.	12	each	0	11	1	0
	CS2- All pin hangers showing paint wear due to intermediate joints. CS3- Section loss on steel hanger near bot. Bolt on right side of rear hanger at Beam # 3. (1ea)						
205-Reinforced Concrete Column	3 - Mod.	34	each	21	0	13	0
	CS3- Pier 2, Column 4, 16 sf spall with exposed rebar Pier 3, Column 2, 16 sf spall with exposed rebar Pier 3, Column 4, 2 sf spall with exposed rebar Pier 3, Column 5, 8 sf spall with exposed rebar Pier 4, Column 2, 30 sf spall with exposed rebar Pier 4, Column 3, 50 sf spall with exposed rebar Pier 4, Column 6, 90 sf spall with exposed rebar Pier 5, Column 1, 2 sf spall with exposed rebar Pier 5, Column 2, 4 sf spall with exposed rebar Pier 6, Column 1, 12 sf spall with exposed rebar. Pier 6, Column 2, 12 sf spall with exposed rebar Pier 6, Column 3, 60 sf spall with exposed rebar Pier 6, Column 4, 6 sf spall with exposed rebar						
215-Reinforced Concrete Abutment	3 - Mod.	147	ft.	128	15	4	0
	Rear: CS2- Crack and delamination, Bay 5, 5LF Crack and delamination, Bay 6, 4LF CS3- Spall, Bay 3, 2LF Forward: CS2- Horizontal crack, Bay 1, 2LF Horizontal crack, Bay 3, 1LF Crack and delamination, Bay 3, 3LF CS3- Spall, Bay 3, 2LF						
234-Reinforced Concrete Pier Cap	3 - Mod.	389	ft.	346	17	26	0
	CS2- Areas of vertical cracks. A few other minor delaminations. CS3- Shallow spalls with exposed rebar & delaminations to both sides of Pier 5 cap, 16LF on rear side and 7LF on forward side. Spall with exposed rebar above Pier 2, Column 5, rear side, 1SF. Pier 2, forward side has a spall with exposed rebar above Column 6, 2SF.						
300-Strip Seal Joint	3 - Mod.	147	ft.	0	147	0	0

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	Joint 1: CS2- Partially filled with debris, 36LF Joint 2: CS2- Partially filled with debris, 36LF Joint 3: CS2- Partially filled with debris, 37LF Joint 4: CS2- Partially filled with debris, 38LF						
310-Elastomeric Bearing	3 - Mod.	13	each	6	0	7	0
	Rear: CS3- Approaching vertical alignment at rear bearings (Bays 1 & 2 are shaking with traffic). (7EA) Forward: CS2- Tolerable vertical alignment at rear bearings. (80 degrees at time of inspection) (6EA)						
311-Movable Bearing	3 - Mod.	25	each	0	25	0	0
	CS2- Sliding bearings at most piers, with some surface rust, 25EA						
313-Fixed Bearing	3 - Mod.	13	each	0	13	0	0
	CS2- Some surface rust, 13EA						
321-Reinforced Concrete Approach Slab	3 - Mod.	4200	sq. ft.	3805	288	107	0
	Paved over with asphalt at forward. CS2- 10SF of cracking and breaking up at forward centerline. 48SF of cracking and breaking up at forward approach joint. CS3- Rear slab, 32SF of cracking and breaking up patched with durapatch. Moderate cracking at rear, 75SF.						
331-Reinforced Concrete Bridge Railing	3 - Mod.	1394	ft.	1146	248	0	0
	CS2- Vertical cracks, some 2 to 4 ft spacing, on right side, 160LF Vertical cracks, some 8 ft spacing, on left, 88LF						
815-Drainage	3 - Mod.	24	each	24	0	0	0

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830-Abutment Backwall	3 - Mod.	147	ft.	118	28	1	0
	Rear: CS2- Cracked and delaminated, center of Bay 1, 1LF. Cracked and delaminated, center of Bay 2, 12LF. Vertical cracks, Bay 1-3, 5LF. Forward: CS2- Cracked and delaminated, Bay 3, top left, 2LF. Cracked and delaminated, Bay 3 right, 1LF. Cracked and delaminated, Bay 4, 3LF. Cracked and delaminated, Bay 5, 4LF. CS3- Spall in Bay 2, 1LF.						

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ODOT District:	District 11					Date Built:	07/01/1964
Major Maint:	01 - State Highway Agency	Facility Carried:	US 250	Traffic On:	5 - Highway-pedestrian	Rehab Date:	
Routine Maint:	01 - State Highway Agency	Feature Inters:	OVER I77,RAMP E,&STONE C	Traffic Under:	6 - Highway - waterway	Insp. Resp A:	01 - State Highway Agency
FIPS Code:	31066 - GOSHEN TWP (TUS county)	Location:	DISTRICT 11	1.80 MI. W. OF JCT. SR416		Insp Resp B:	
Inspector	Fowler,Michael	Inspection Date	11/03/2025	Reviewer	Trivoli,Raymond		

Inspector Comments - Deck and Approach

Deck, Wearing Surface, Joints, Railing

Expansion Joints

New expansion joints installed in 2022.

Approach

Approach Pavement

No significant defects observed.

Approach Guardrail

Minor collision damage at forward-right.

Inspector Comments - General Appraisal

Superstructure, Bearings

Beam/Girders

Repaired collision damage to left fascia over 77 sb, lower flange was bent inward approx 2' & 6 web stiffeners were damaged (repaired 2002).

Paint OZEU, 10-22. Approximately 10 ft of all beam ends and the bearings at the abutments painted in 2022.

Diaphragm/X-Frames

Severe loss of section on crossframes, mostly at intermediate joints.

Pins/Hangers/Hinges

Rusting at all pins & hangers. Bottom flange alignment finger missing from Beam 2 of forward intermediate joint.

Fatigue

Stiffener welds over & near piers with some rusting at joint with top flange.

Substructure

Wingwalls

Cracks & minor break up.

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Slope Protection

Bottom of forward slope washing into creek.

Culvert

Inspector Comments - Waterway

Channel Protection

Channel

Channel Alignment

Most stone washed away with erosion of banks.

Channel Hydraulic Opening

Logs in channel & lodged against Pier 6, Columns 3 & 4.

Scour

Scour

Probed 10-28-2014 with top of pier footers exposed at right 3 columns in stone creek through muck. 6' deep scour hole in front of p6c4. Visual shows soft silt & mud around columns.

Unable to probe in 2024 and 2025.

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Bridge Inspection Report

Pictures