Inspector: Traini,Vincent
Inspection Date: 07/16/2025

Structure Number: 4100786
Facility Carried: SR 7 N.BOUND ONLY

Ohio Bridge Inspection Summary Report

JEF-00007-1390R (4100786)

B.L.04: District	District 11	50904 - MINGO JUNCTION (JEF 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 00007
7: Facility On	SR 7 N.BOUND ONLY
6: Feature Ints	SIDE HILL STRUCTURE NB7
9: Location	2.05 MI N OF SR 151
Lat, Lon	40.327289 ,-80.605581

Condition

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

Appraisal

B.AP.03: Scour Vul.	Not over Waterway

Geometric

48: Max Span Length (ft)	40.0
49: Structure Length (ft)	238.0
52: Deck Width, Out-To-Out (ft)	59.3
424: Deck Area (sf)	14113.4
32: Appr Roadway Width (ft)	70.0
51: Road Width, Curb-Curb (ft)	59.0
50A: Curb/SW Width: Left (ft)	0
50A: Curb/SW Width: Right (ft)	0
34: Skew (deg)	0
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

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	03/19/2024
63: Analysis Method	8 - Load and Resistance Factor Rating (LRFR) rating report by rating factor (RF) method using HL-93 loadings.

Structure Type

43: Bridge Type	2 - Concrete continuous 01 - Slab N- Not Applicable
45: Spans Main / Approach	7 / 0
107: Deck Type	1 - Concrete Cast-in-Place
408: Composite Deck	X - Not Applicable
414A Joint Type 1	2 - Sliding Metal Plate Angle
414B: Joint Type 2	N - None
108A: Wearing Surface	6 - Bituminous N - Not Applicable
422: WS Date	
423: WS Thick (in)	3.1
482: Protective Coating	N - None or Not Applicable
483: PCS Date	
453: Bearing Type 1	3 - Sliding (Bronze)
455: Bearing Type 2	N - None
528: Foundn: Abut Fwd	U - Unknown
533: Foundn: Abut Rear	U - Unknown
536: Foundn: Pier 1	U - Unknown
539: Foundn: Pier 2	U - Unknown

Age and Service

27: Year Built/ 106 Rehab	1961 / 0000
42A: Service On	1 - Highway
42B: Service Under	9 - Relief for waterway
28A: Lanes on	02
28B: Lanes Under	00
19: Bypass Length	0
29: ADT	9392
109: % Trucks (%)	15

Inspections

		Months	
B.IE.03 Routine Insp.		12	07/16/2025
B.IE.03: NSTM Insp.	N		
B.IE.03: UW Insp.	N		
B.IE.03: Special Insp.			
UBIT Insp.	N	0	
Drone Insp.	N	0	

Inspector Traini,Vincent

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Structure Number: 4100786
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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.	4307	sq. ft.	3772	364	107	64

Span 1:
CS2:
- Hairline crack and delamination near midspan (6 SF).
CS3:
- Wide crack up to 1/16" and a delamination in the haunch (5 SF).
- Several small spalls with exposed rebar in the deck underside (9 SF).
CS4:
- 1'long by 2' wide by 3" deep spall with exposed rebar with heavy section loss (2 SF).

Span 2:
CS3:
- 2' long by 4' wide by 2" deep spall with 5 longitudinal bars exposed (8 SF).

Span 3:
CS2:
- Hairline transverse cracks with light efflorescence throughout the span (100 SF).
CS3:
- Spalls up to 2' diameter by 2" deep (15 SF).
- Up to 1/16" wide transverse crack with efflorescence on the right edge (10 SF).
CS4:
- 4' long by 2' wide by 3" deep spall with 50% section loss to the rebar (8 SF).

Span 4:
CS2:
- Up to 1/32" wide crack and delamination around the right edge spall (24 SF).
- Dark and discolored area near midspan (10 SF).
CS3:
- 1' long by 2' wide by 2" deep spall with exposed rebar (2 SF).

Span 5:
CS3:
- Several spalls up to 10' long by 1' wide by 3" deep in the deck underside (24 SF).
- Hairline crack with rust staining along the right edge (4 SF).
CS4:
- 4' long by 2' wide by x 3" deep spall with exposed rebar (8 SF).
- Large spall with up to 50% section loss to the reinforcement along the right edge (30 SF).

Span 6:
CS2:
- Honeycombing and hairline cracks with delaminations (40 SF).
CS3:
- Spalls with exposed rebar up to 5' long by 2' wide by 2" deep with rust staining (21 SF).
CS4:
- 4' long by 2' wide by 3" deep spall with exposed rebar (8 SF).

Span 7:
CS2:
- Up to 1/32" wide crack and delamination throughout the span (34 SF).
CS3:
- Spall along the right edge of the deck with exposed rebar (9 SF).
CS4:
- 3' long by 2' wide by 3" deep spall at the forward right deck edge with 360-degree bar exposure (6 SF).
- 1' long by 2' wide by 2" deep spall with exposed rebar at the left corner of the span (2 SF).

Right Fascia :
CS2:
- Hairline cracks with minor to moderate efflorescence throughout the right face of the slab in all spans at the construction joint between the slab and the railing (150 SF).

Note: There is a "strip" footing on the left side of the structure for the entire length of the slab. The face of this footing is exposed the entire length. It is undermined for 8 LF in Span 7.

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	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
510-Wearing Surfaces		3965	sq. ft.	3696	0	269	0
	CS3: - Deterioration and narrow potholes along the longitudinal joint at the striped lane line (240 SF). - Scattered spalls and settled patches in the wearing surface from the Rear Abutment to the intermediate joint (27 SF). - 2' long by 1' wide spall on the forward side of the intermediate joint (2 SF).						
205-Reinforced Concrete Column	3 - Mod.	6	each	2	2	0	2
	CS2: - Surface spall with map cracking to Column 1 at Pier 3 (1 EA). - Hairline map cracking to Column 1 at Pier 5 (1 EA). CS4: - Spall up to 4" deep with 12 spiral cages and 2 vertical reinforcement bars exposed in Column 1 at Pier 4 (1 EA). - Spall with 35% section loss to 5 spiral reinforcement bars in Column 1 at Pier 6 (1 EA).						
215-Reinforced Concrete Abutment	3 - Mod.	118	ft.	0	106	12	0
	CS2: - Cracking and deterioration throughout the Forward and Rear Abutment walls: - Rear (49 LF) - Forward (53 LF) - Hairline cracking and a delamination around the center spall in the Forward Abutment (4 LF). CS3: - Horizontal crack with efflorescence in the Rear Abutment (10 LF). - Spalls up to 1' diameter by 2" deep in the Forward Abutment (2 LF).						
234-Reinforced Concrete Pier Cap	3 - Mod.	108	ft.	81	8	1	18
	Pier Cap 1: CS4: - Footer of the cap is undermined approximately 6" deep by 5' long (1 LF). Pier Cap 2: CS2: - Vertical hairline crack (1 LF). - Small popout (spall less than 6" diameter) on the bottom right forward corner (1 LF). CS3: - Shallow rusted spall (1' diameter) on the bottom edge (1 LF). CS4: - Footer of the cap is undermined approximately 3" deep by 2' long (1 LF). Pier Cap 3: CS2: - Hairline map cracking on the right end (2 LF). CS4: - Footer of the cap is undermined approximately 1' deep by 6' long (1 LF). Pier Cap 4: CS4: - Footer of the cap is undermined approximately 1'-6" deep by 6' long (2 LF). - Deep spall that is undermining (3) bearings (10 LF). Pier Cap 5: CS2: - Hairline vertical cracks (4 LF). CS4: - Footer of the cap is undermined approximately 1'-6" deep by 4' long (2 LF). - 1' diameter spall on the rear face (1 LF). Pier Cap 6: CS2: - Hairline cracks on the forward face (4 LF).						

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	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
305-Assembly Joint without Seal	3 - Mod.	48	ft.	0	0	0	48
	CS4: - All sliding plate expansion joints are filled with asphalt and have section loss to the steel armor (48 LF).						
312-Enclosed/Concealed Bearing	3 - Mod.	35	each	32	0	0	3
	Enclosed/Concealed Bearings: Rear Abutment (5 EA) Pier 1 (5 EA) Pier 2 (Fixed keyway with no bearings) Pier 3 (5 EA) Pier 4 (10 EA) Pier 5 (5 EA) Pier 6 (Fixed keyway with no bearings) Forward Abutment (5 EA) Pier 4: CS4: - Bearing 3 is missing is missing the rear side (1 EA) - Bearing 4 is 50% undermined (1 EA) - Bearing 5 is 25% undermined (1 EA)						
321-Reinforced Concrete Approach Slab	3 - Mod.	833	sq. ft.	485	300	48	0
	CS2: - Hairline map cracking throughout both approach slabs: - Rear (150 SF) - Forward (150 SF) CS3: - Potholes at the left rear corner of the forward approach slab (24 SF). - Breaking up and settling asphalt at the Forward Abutment expansion joint (24 SF).						
331-Reinforced Concrete Bridge Railing	3 - Mod.	238	ft.	190	38	10	0
	Note: There is only railing at the right side. No left railing is present. CS2: - Hairline vertical cracks throughout the railing (28 LF). - Hairline crack and delamination between the Rear Abutment and intermediate expansion joints (10 LF). CS3: - Spalls between the intermediate and Forward Abutment expansion joints (10 LF).						
815-Drainage	3 - Mod.	2	each	2	0	0	0
	Drainage is naturally off the ends.						

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JEF-00007-1390R_(4100786)

ODOT District:	District 11					Date Built:	07/01/1961
Major Maint:	01 - State Highway Agency	Facility Carried:	SR 7 N.BOUND ONLY	Traffic On:	1 - Highway	Rehab Date:	
Routine Maint:	01 - State Highway Agency	Feature Inters:	SIDE HILL STRUCTURE NB7	Traffic Under:	9 - Relief for waterway	Insp. Resp A:	01 - State Highway Agency
FIPS Code:	50904 - MINGO JUNCTION (JEF county)	Location:	DISTRICT 11	2.05 MI N OF SR 151		Insp Resp B:	
Inspector	Traini,Vincent	Inspection Date	07/16/2025	Reviewer	Griessmann,Ann		

Inspector Comments - Deck and Approach

Deck, Wearing Surface, Joints, Railing

Topside not accessible, no traffic control.

Approach

Approach Wearing Surface (EA)

Transverse and longitudinal cracks sealed 2018, but are reopening.

Minor to moderate map cracking on both approaches.

Deterioration and narrow potholes along longitudinal joint at striped lane.

Approach Railing (EA)

No deficiencies noted.

Approach Embankment (EA)

No deficiencies noted.

Inspector Comments - General Appraisal

Superstructure, Bearings

Substructure

Wingwalls (EA)

Large spall on rear right wingwall.

Minor diagonal cracks with moderate efflorescence in forward right wingwall.

Slope Protection (EA)

No slope protection. Erosion at all pier locations with the face of the footer being exposed and some areas undermined.

Culvert

Inspector:	Traini,Vincent	**Structure Number:**	4100786
Inspection Date:	07/16/2025	**Facility Carried:**	SR 7 N.BOUND ONLY

Inspector Comments - Waterway

Channel Protection

Channel

Scour

Inspector: Vincent Traini **Structure Number:** 4100786

Inspection Date: 07/16/2025 **Facility Carried:** SR 7 N.BOUND ONLY

Bridge Inspection Report

Pictures



PHOTO 1

Description East elevation (looking northwest)



PHOTO 1

Description Vertical crack in the left parapet in Span 6 (looking west)

Inspector: Vincent Traini **Structure Number:** 4100786

Inspection Date: 07/16/2025 **Facility Carried:** SR 7 N.BOUND ONLY

Bridge Inspection Report

Pictures



PHOTO 1

Description Spall in the deck underside in Span 2 (looking west)



PHOTO 1

Description Spalled abutment footing at the right rear and the slab is spalled at the abutment seat (looking southwest)

Inspector: Vincent Traini **Structure Number:** 4100786

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Bridge Inspection Report

Pictures



PHOTO 1

Description Rear approach view (looking west)



PHOTO 2

Description Rear joint condition (looking west)

Inspector: Vincent Traini **Structure Number:** 4100786

Inspection Date: 07/16/2025 **Facility Carried:** SR 7 N.BOUND ONLY

Bridge Inspection Report

Pictures



PHOTO 2

Description Forward approach view (looking southwest)



PHOTO 2

Description Spall in the deck underside in Span 4 (looking west)

Pictures



PHOTO 2

Description Typical pier (looking southwest)



PHOTO 3

Description Spalling in the deck underside in Span 6 (looking west)

Inspector: Vincent Traini **Structure Number:** 4100786

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Bridge Inspection Report

Pictures



PHOTO 3

Description Spall with exposed rebar and horizontal cracking in the Pier 3 column (looking west)



PHOTO 3

Description Joint over the pier (looking northwest)

Pictures



PHOTO 4

Description Forward joint condition (looking west)



PHOTO 4

Description Thickened slab section, at Pier 4, is spalled at the support area (looking southwest)

Pictures



PHOTO 4

Description Edge spall in the deck in Span 7 (looking northwest)



PHOTO 5

Description Spall with exposed rebar on the right side near the Forward Abutment (looking northwest)

Pictures



PHOTO 5

Description Pier 4 has a similar foundation as Pier 5, floating along the left side (looking west)



PHOTO 5

Description Spalling with exposed rebar in the deck underside Span 6 (looking southwest)

Pictures



PHOTO 6

Description Pier 4 column is spalled with exposed rebar on the upper 50% of the south face (looking west)



PHOTO 7

Description The left slope at Pier 5 is eroded and creating a void under the concrete (looking west)

Pictures



PHOTO 8

Description 4’ wide x 2’ high spall with exposed rebar at the bottom of the Pier 6 column (looking northwest)



PHOTO 9

Description Diagonal cracks with efflorescence in the forward right wingwall (looking west)

Pictures



PHOTO 10

Description Forward Abutment, south elevation (looking northwest)



PHOTO 11

Description Spalling at the Forward Abutment slab seat (looking northwest)

Pictures



PHOTO 12

Description Footing on the left side of the Forward Abutment is undermined over a 5’ length (looking northwest)