Inspector: Cartwright,Donald
Inspection Date: 07/20/2026

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 /
B.CL.02.02: Rou. Maint A/B	01 - State Highway Agency /
B.CL.02.03: Inspection A/B	01 - State Highway Agency /

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

B.G.01: NBIS Bridge Length (ft)	235.2
B.G.02: Total Bridge Length (ft)	238.0
B.G.03: Max Span (ft)	40.0
B.G.05: Deck Width, Out-To-Out (ft)	18.1
B.G.16: Calc Deck Area (sf)	4307.8
B.G.09: Appr Roadway Width (ft)	15.0
B.G.06: Bridge Width, Curb-Curb (ft)	28.0
B.G.07: Curb/SW Width: Left (ft)	0.0
B.G.08: Curb/SW Width: Right (ft)	0.0
B.G.11: Skew (deg)	0
54B: Min Vert Underclearance (ft)	0
336A: Min Vert Clrnce IR Cardinal (ft)	99
336B: Min V Clr IR Non-Cardinal (ft)	0
B.SP.16.02: 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
B.LR.03: Rating Date	03/19/2024
B.LR.04: Rating Method	LFR - Load Factor Rating

5A: Inventory Route	1 00007
7: Facility On	SR 7 N.BOUND ONLY
6: Feature Ints	SIDE HILL STRUCTURE NB7
9: Location	2.05 MILE NORTH OF SR 151
Lat, Lon	40.327043 , -80.605568

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
108: Wearing Surface	6 - Bituminous N - Not Applicable
B.SP.10.03: WS Date	
B.SP.10.02: WS Thick (in)	3.1
B.SP.07.01: PCS Type	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

B.W.01: Year Built / 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	07/20/2026
B.IE.03: NSTM Insp.	N	0	
B.IE.03: UW Insp.	N	0	
B.IE.03: Special Insp.		0	
UBIT Insp.	N	0	
Drone Insp.	N	0	
Inspector	Cartwright,Donald		

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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.	3765	332	138	72

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

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

Span 3:
CS2:
- Insignificant 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:
- 3' long by 4' wide by 3" deep spall/delamination with 50% section loss to the reinforcement near midspan (12 SF).

Span 4:
CS2:
- Dark and discolored area near midspan (10 SF).
CS3:
- 1' long by 2' wide by 2" deep spall with exposed reinforcement (2 SF).

Span 5:
CS2:
- Up to 1/32" wide crack and delamination around the right edge spall (24 SF).
- Isolated minor to moderate delaminations in deck underside (8 SF).
CS3:
- Several spalls up to 10' long by 1' wide by 3" deep in the deck underside (24 SF).
- Insignificant crack with rust staining along the right edge (4 SF).
CS4:
- 4' long by 2' wide by by 3" deep spall with exposed reinforcement (8 SF).
- Large spall with up to 50% section loss to the reinforcement along the right edge near Pier 4 (30 SF).

Span 6:
CS2:
- Honeycombing and insignificant random cracks with delaminations (40 SF).
CS3:
- Spalls with exposed reinforcement 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 reinforcement in the right edge (8 SF).

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

Right Fascia :
CS2:
- Insignificant to medium width cracks with minor to efflorescence throughout the right face of the slab in all spans at the construction joint between the slab and the

	railing (110 SF). CS3: - Insignificant to medium width cracks with moderate efflorescence throughout the right face of the slab in all spans at the construction joint between the slab and the railing (40 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.						
510-Wearing Surfaces		3965	sq. ft.	3965	0	0	0
	The bridge was resurfaced with asphalt prior to the 2026 routine inspection.						
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). - Insignificant map cracking to Column 1 at Pier 5 (1 EA). CS4: - 7' high by 3' wide by up to 4" deep with 12 spiral bars 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) - Medium width cracking cracking and a delamination around the center spall in the Forward Abutment (4 LF). CS3: - Medium width horizontal crack with light to moderate efflorescence in the Rear Abutment (10 LF). - Spalls up to 1' diameter by 3" deep in the Forward Abutment (2 LF).						
234-Reinforced Concrete Pier Cap	3 - Mod.	108	ft.	81	8	1	18

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	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
	Pier Cap 1: CS4: - Footer of the cap is undermined approximately 1' deep by 5' long (1 LF). Pier Cap 2: CS2: - Medium width vertical 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: - Insignificant 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). - 10' long by 15" high by up to 6" deep spall that is undermining three (3) bearings (10 LF). Pier Cap 5: CS2: - Insignificant to medium 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 over the column (1 LF). Pier Cap 6: CS2: - Insignificant to medium cracks on the forward face (4 LF).						
305-Assembly Joint without Seal	3 - Mod.	48	ft.	0	0	0	48
	CS4: The bridge was resurfaced with asphalt prior to the 2026 routine inspection. All sliding plate expansion joints were previously noted to be 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 on 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.	833	0	0	0
	The approach slabs were resurfaced with asphalt prior to the 2026 routine inspection.						
331-Reinforced Concrete Bridge Railing	3 - Mod.	238	ft.	190	38	10	0

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	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
	Note: There is only railing at the right side. No left railing is present. CS2: - Insignificant to medium width vertical cracks throughout the railing (28 LF). - Insignificant cracks and delaminations 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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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 MILE NORTH OF SR 151	Insp Resp B:	
Inspector	Cartwright,Donald	Inspection Date	07/20/2026	Reviewer	Cartwright,Donald		

Inspector Comments - Deck and Approach

Deck, Wearing Surface, Joints, Railing

Approach

Approach Wearing Surface (EA)

The asphalt approaches roadways were repaved prior to the 2026 routine inspection.

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:	Cartwright,Donald	**Structure Number:**	4100786
Inspection Date:	07/20/2026	**Facility Carried:**	SR 7 N.BOUND ONLY

Inspector Comments - Waterway

Channel Protection

Channel

Scour

Inspector: Donald Cartwright **Structure Number:** 4100786

Inspection Date: 07/20/2026 **Facility Carried:** SR 7 N.BOUND ONLY

Bridge Inspection Report

Pictures

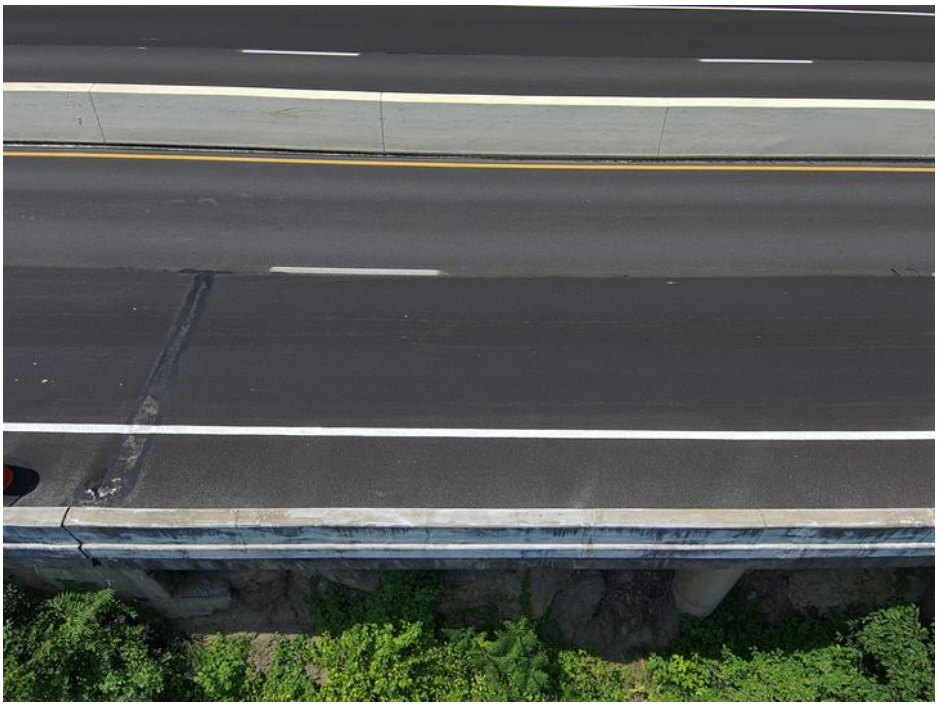


PHOTO 1

Description Span 1 roadway, looking west.



PHOTO 1

Description East bridge elevation, looking northwest.

Inspector: Donald Cartwright **Structure Number:** 4100786

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Bridge Inspection Report

Pictures



PHOTO 1

Description Roadway view, looking north. Note the wearing surface and approach roadways have been repaved since the previous inspection.



PHOTO 1

Description Span 1 underside, looking west.

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Inspection Date: 07/20/2026 **Facility Carried:** SR 7 N.BOUND ONLY

Bridge Inspection Report

Pictures



PHOTO 1

Description Rear Abutment elevation, looking southwest.



PHOTO 2

Description 3' long by 2' wide by 3" deep spall with exposed reinforcement with heavy section loss at the right rear corner of Span 1, looking southwest.

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Inspection Date: 07/20/2026 **Facility Carried:** SR 7 N.BOUND ONLY

Bridge Inspection Report

Pictures

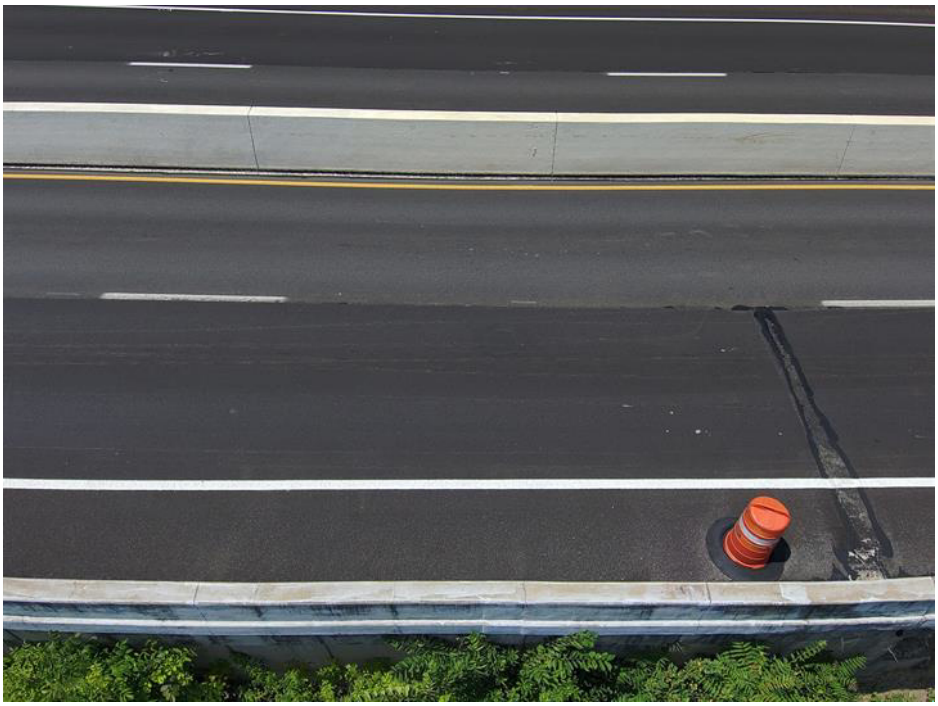


PHOTO 2

Description Rear approach view, looking west.



PHOTO 2

Description East bridge elevation, looking southwest.

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Inspection Date: 07/20/2026 **Facility Carried:** SR 7 N.BOUND ONLY

Bridge Inspection Report

Pictures

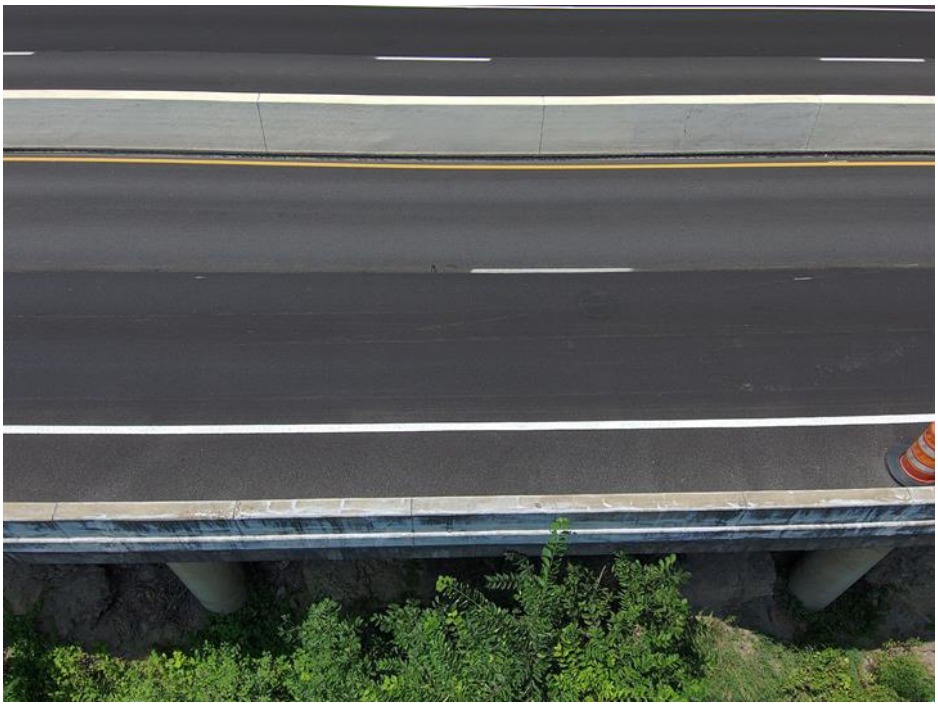


PHOTO 2

Description Span 2 roadway, looking west.



PHOTO 2

Description Forward Abutment elevation, looking northwest.

Pictures



PHOTO 3

Description Pier 6 elevation, looking southwest.



PHOTO 3

Description Span 3 roadway, looking west.

Inspector: Donald Cartwright **Structure Number:** 4100786

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Bridge Inspection Report

Pictures

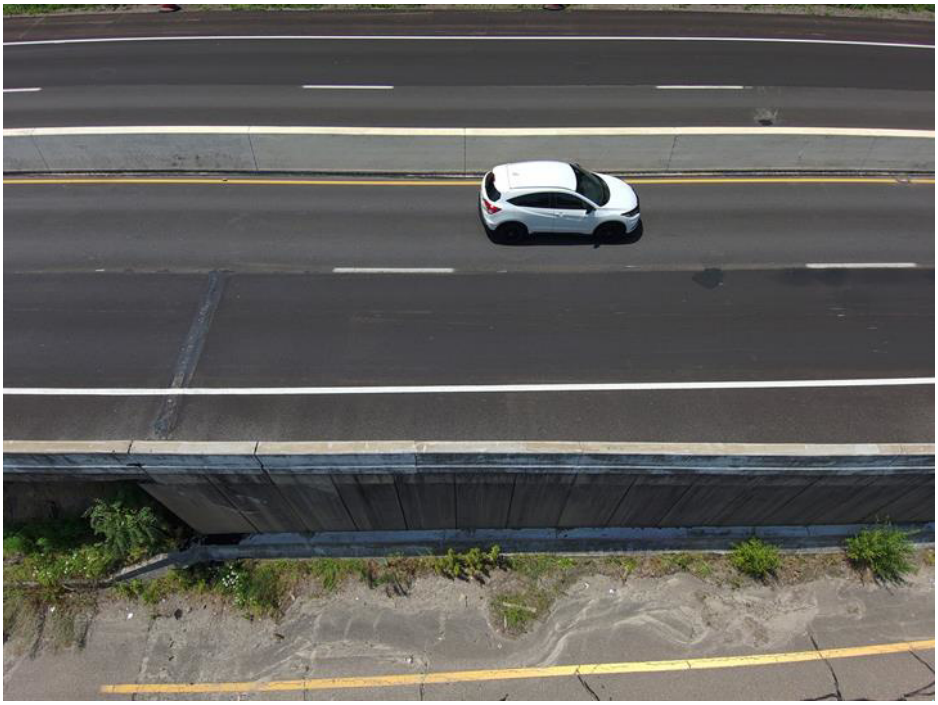


PHOTO 3

Description Forward approach view, looking west.



PHOTO 3

Description Small spall with exposed reinforcement in the Span 1 right edge, looking west.

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Bridge Inspection Report

Pictures



PHOTO 4

Description Pier 1 footer undermined approximately 1' deep by 5' long, looking west.



PHOTO 4

Description Span 2 underside, looking west.

Pictures



PHOTO 4

Description Span 4 roadway, looking west.

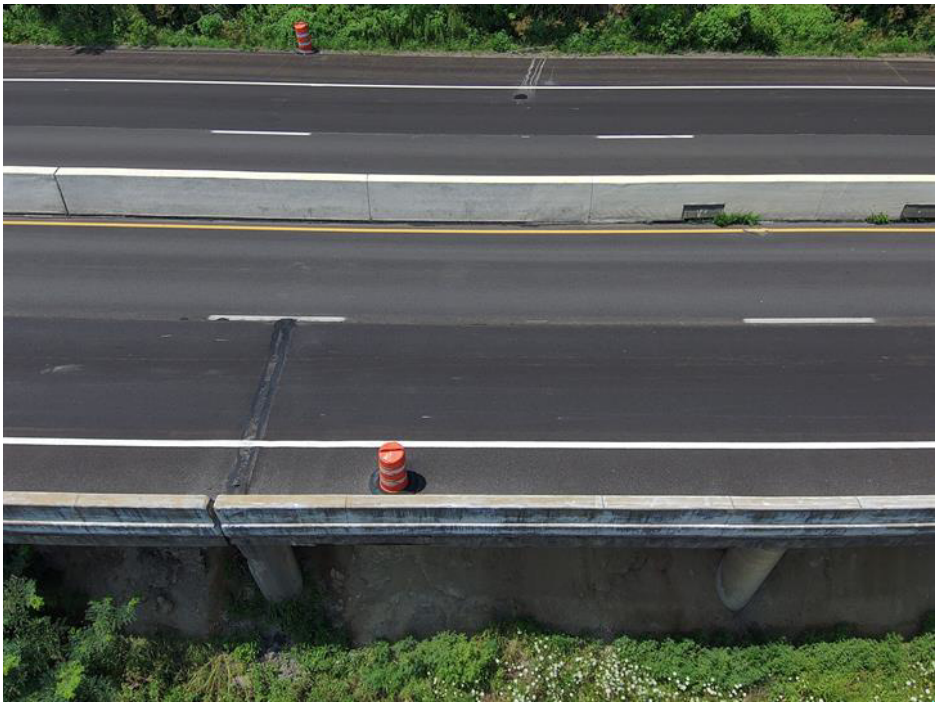


PHOTO 5

Description Span 5 roadway, looking west.

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Bridge Inspection Report

Pictures



PHOTO 5

Description Span 3 underside, looking west.



PHOTO 5

Description 7' high by 3' wide by up to 4" deep with 12 spiral bars and 2 vertical reinforcement bars exposed in Column 1 at Pier 4, looking west.

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Bridge Inspection Report

Pictures



PHOTO 6

Description 10' long by 15" high by up to 6" deep spall in the Pier 4 cap undermining three of the bearings on the rear face, looking northwest.



PHOTO 6

Description 3' long by 4' wide by 3" deep spall/delamination with 50% section loss to the reinforcement near midspan, looking west.

Pictures



PHOTO 6

Description Span 6 roadway, looking west.

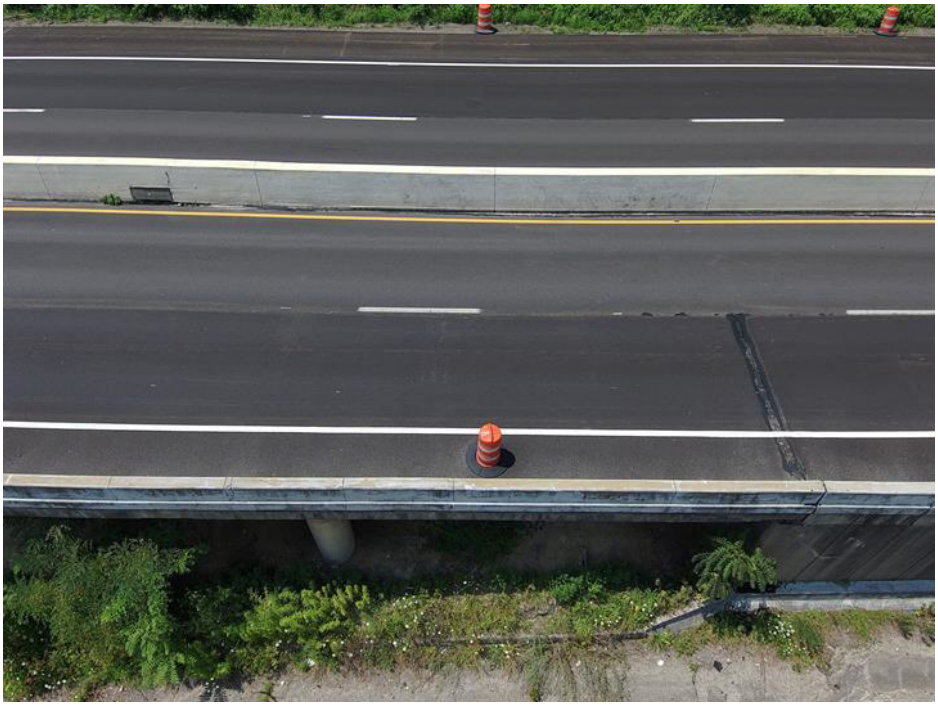


PHOTO 7

Description Span 7 roadway, looking west.

Pictures



PHOTO 7

Description Span 4 underside, looking west.



PHOTO 7

Description Pier 4 footer undermined approximately 1'-6" deep by 6' long, looking west.

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Bridge Inspection Report

Pictures



PHOTO 8

Description Pier 5 footer undermined approximately 1'-6" deep by 4' long, looking west.



PHOTO 8

Description Large spall with up to 50% section loss to the reinforcement along the right edge near Pier 4, looking west.

Pictures



PHOTO 9

Description Spall/delamination with exposed reinforcement in the Span 5 slab underside near midspan, looking west.



PHOTO 9

Description 1' diameter spall on the rear face of the Pier 5 cap over the column, looking northwest.

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Bridge Inspection Report

Pictures



PHOTO 10

Description Span 6 underside, looking west.



PHOTO 10

Description 1' diameter by 3" deep spall at Forward Abutment, looking north.

Pictures



PHOTO 11

Description 4' long by 2' wide by 3" deep spall with exposed reinforcement in the right edge of the Span 6 slab, looking southwest.



PHOTO 12

Description Span 7 underside, looking northwest.

Pictures



PHOTO 13

Description 3' long by 2' wide by 3" spall with exposed reinforcement along the right edge of the Span 7 slab at the Forward Abutment, looking west.



PHOTO 14

Description 1' long by 2' wide by 2" deep spall with exposed reinforcement at left forward edge at Span 7, looking northwest.