

Inspector: Jewell,Todd  
Inspection Date: 08/27/2024

Structure Number: 0701211  
Facility Carried: SR 9

## Ohio Bridge Inspection Summary Report

**BEL-00009-1950 (0701211)**

2: District 84602 - WHEELING TWP (BEL county)  
ict  
11

5A: Inventory Route 1 00009

21: Major Maint A/B 01 - State Highway Agency /  
225 Routine Main A/B 01 - State Highway Agency /  
221 Inspection A/B 01 - State Highway Agency /  
220: Inv. Location DISTRICT 11

7: Facility On SR 9  
6: Feature Ints WHEELING CREEK  
9: Location 2.7 M N OF ST CLAIRSVILLE  
Lat, Lon 40.12107 , -80.93433

Condition		Structure Type	
<b>58: Deck</b>	<b>6 - Satisfactory Condition</b>	43: Bridge Type	1 - Concrete
58.01 Wearing Surface	5 - Fair (10-15%, 2% asphalt patch)		01 - Slab
58.02 Joint	N- Not Applicable		N- Not Applicable
<b>59: Superstructure</b>	<b>6 - Satisfactory Condition</b>	45: Spans Main / Approach	3 / 0
59.01 Paint & PCS	N - Not Applicable	107: Deck Type	1 - Concrete Cast-in-Place
<b>60: Substructure</b>	<b>4 - Poor Condition</b>	408: Composite Deck	U - Unknown
<b>61: Channel</b>	<b>6</b>	414A Joint Type 1	N - None
<b>61.01 Scour</b>	<b>6 - Satisfactory</b>	414B: Joint Type 2	N - None
<b>62: Culverts</b>	<b>N - Not Applicable</b>	108A: Wearing Surface	1 - Monolithic Concrete (concurrently placed with structural deck) N- Not Applicable
<b>67.01 GA</b>	<b>4</b>		

Appraisal	
Sufficiency Rating	57.1 SD/FO 1 - SD
36: Rail, Tr, Gd, Term Std	1 0 1 1
72: Approach Alignment	5 - Somewhat better than minimum adequacy to tolerate being left in place as is
113: Scour Critical	5 - Scour within limits of footing or piles
71: Waterway Adequacy	8 - Bridge Above Approaches

422: WS Date	
423: WS Thick (in)	1.2
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	0 - Other
533: Foundn: Abut Rear	8 - Steel H Piles (HP 12 x 53)
536: Foundn: Pier 1	1 - Steel H Piles (Other size)
539: Foundn: Pier 2	N - None (Such as most Culverts)

Geometric	
48: Max Span Length (ft)	38.0
49: Structure Length (ft)	100.0
52: Deck Width, Out-To-Out (ft)	34.3
424: Deck Area (sf)	3430
32: Appr Roadway Width (ft)	29.0
51: Road Width, Curb-Curb (ft)	28.0
50A: Curb/SW Width: Left (ft)	5
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

Age and Service	
27: Year Built/ 106 Rehab	1984 / 0000
42A: Service On	1 - Highway
42B: Service Under	5 - Waterway
28A: Lanes on	02
28B: Lanes Under	00
19: Bypass Length	26
29: ADT	1848
109: % Trucks (%)	4

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 (%)	135
704: Analysis Date	01/07/2019
63: Analysis Method	6 - Load Factor (LF) rating reported by rating factor (RF) method using MS18 loading.

Inspections		
	Months	
90: Routine Insp.	12	08/27/2024
92A: FCM Insp.	N	0
92B: Dive Insp.	N	0
92C: Special Insp.	N	0
92D: UBIT Insp.	N	0
92E: Drone Insp.	N	0
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	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
<b>38-Reinforced Concrete Slab</b>	3 - Mod.	3440	sq. ft.	1385	1873	32	150
<p>SPAN 1            CS2- 16 SF OF CRACKED AND DELAM AT CL. 802 SF OF MAP CRACKING (70%).</p> <p>SPAN 2            CS2- 573SF OF MAP CRACKING (50%).</p> <p>SPAN 3            CS2- 20SF CRACKED AND DELAM AT CL AND 4SF LEFT OF CL AT ABUT. 458SF OF MAP CRACKING (40%).            CS3- 28SF DARK AND DISCOLORED WITH RUST STAINING AT FWD ABUT. 4SF SPALL WITH EXPOSED REBAR AT CL.</p> <p>ALL SPANS            CS4- 150SF SPALL ON ENTIRE RIGHT DECK EDGE WITH AREAS OF 360 DEGREE REBAR AND OR 50% SECTION LOSS AND DARK DISCOLORED AREAS WITH RUST STAIN.</p>							
<b>805-Wearing Surface - Monolithic Concrete</b>		2800	sq. ft.	1650	400	750	0
<p>CS2- 400 SF OF LONGITUDINAL CRACKS IN SPAN 1 AND 3.</p> <p>CS3- 750 SF MUCH TRANS CRACKING OVER PIERS SPACED AS TIGHT AS 1 FOOT.</p>							
<b>202-Steel Column</b>	3 - Mod.	10	each	0	5	0	5
<p>PIER 1            COLUMN 1: CS2- FLANGE IS BENT IN 2 LOCATIONS 10.25" INSIDE TO INSIDE OF FLANGES POSSIBLY AS BUILT.</p> <p>COLUMN 2-5: CS2- UP TO 1/16" SECTION LOSS TO FLANGE AT WATER LINE.</p> <p>PIER 2            ALL 5 COLUMNS IN CS4 DUE TO SEVERE SECTION LOSS TO FLANGE AT WATER LINE RESULTING IN KNIFING.            NOTE: COLUMN 5 LEFT FLANGE IS BENT IN TO 7" FROM FLANGE TO FLANGE.</p>							
<b>215-Reinforced Concrete Abutment</b>	3 - Mod.	74	ft.	39	23	8	4
<p>REAR            CS2- 18LF HORIZONTAL CRACK WITH EFFLO AND DELAM AT LR.</p> <p>FWD            CS2- 5LF OF CRACKED AND DELAM LEFT OF CENTER.            CS3- 6LF HORIZONTAL CRACK. 2LF SPALL WITH REBAR NEAR CENTER.            CS4- 4LF SPALL UP TO 7" DEEP AT RIGHT END HAUNCH.</p>							
<b>218-Other Abutment</b>	3 - Mod.	138	ft.	130	0	8	0
<p>MSE WALL SUPPORTING FORWARD STUB ABUTMENT.</p> <p>CS3- 8LF OF SPALL WITH EXPOSED REBAR.</p>							
<b>234-Reinforced Concrete Pier Cap</b>	3 - Mod.	66	ft.	58	8	0	0
<p>PIER 1            CS2- 5LF OF VERT CRACKS. 1LF CRACKED AND DELAM AT RIGHT END</p> <p>PIER 2            CS2- 2LF OF VERT CRACKS.</p>							

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	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
<b>321-Reinforced Concrete Approach Slab</b>	3 - Mod.	840	sq. ft.	690	70	80	0
	REAR CS2- 30 SF OF LONGITUDINAL CRACKS AND 10 SF OF CRACKED AND DELAM. CS3- 30 SF OF MODERATE LONGITUDINAL CRACKS. (3 SF) OF SPALL LT REAR PATCH WITH COLD MIX.  FWD CS2- 30 SF OF LONGITUDINAL CRACKS. CS3- 2 SF POTHOLE AT DECK JOINT. 45 SF OF LONGITUDINAL CRACKS.						
<b>330-Metal Bridge Railing</b>	3 - Mod.	200	ft.	200	0	0	0
	25.5" HIGH ON RIGHT. 51" HIGH ON LEFT.						
<b>815-Drainage</b>	3 - Mod.	2	each	0	2	0	0
<b>840-Approach Slab: Termination or Joint</b>	3 - Mod.	66	ft.	33	0	33	0
	CS3- 33LF OF POTHOLE, RUTTING AND MAP CRACKING AT REAR.						

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ODOT District: District 11

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Date Built: 07/01/1984

Major Maint: 01 - State Highway Agency

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Traffic On: 1 - Highway

Rehab Date:

Routine Maint: 01 - State Highway Agency

Feature Inters: WHEELING CREEK

Traffic Under: 5 - Waterway

Insp. 01 - State Highway Agency

FIPS Code: 84602 - WHEELING TWP (BEL county)

Location: DISTRICT 11

2.7 M N OF ST CLAIRSVILLE

Insp

Inspector

Jewell,Todd

Inspection Date 08/27/2024

Reviewer Trivoli,Raymond

Resp B:

## **Inspector Comments - Deck and Approach**

### **Deck**

#### **Curbs/Sidewalk (LF)**

SIDEWALK ON LEFT ONLY, TRANSVERSE CRACKS and map cracking. HAIRLINE RANDOM CRACKING AT 5TH AND 6TH BRIDGE POSTS AND HORIZONTAL CRACKING IN CURB SAME LOCATION. 2021 INSP: 20' OF CRACKED AND DELAMINATED AND SPALLED AREA ON FACE OF CURB AT 5TH AND 6TH POST LOCATION (20LF IN CS3).

### **Approach**

#### **Approach Wearing Surface (EA)**

NEW ASPHALT 12. RANDOM CRACKING AT APPROACH JOINT FWD & REAR. 8SF POT HOLE AT RT REAR. PATCHED WITH ASPHALT IN 2018, BROKEN OUT IN 2019, PATCHED WITH ASPHALT IN 2021. TRANSVERSE, LONGITUDINAL AND RANDOM CRACKING. 2021 INSP: 16SF POT HOLE AT RT FWD, PATCHED WITH ASPHALT. 2022 INSP: NEW ASPHALT PATCH ON LT AND RT FWD.

2023 INSP: CS2- 10 LF CRACKED AND BROKEN UP AT REAR. CS3- 23 LF OF POT HOLE, RUTTING AND MAP CRACKING AT REAR.

#### **Approach Embankment (EA)**

MINOR WASHING OUT AROUND GUARDRAIL POSTS AND SETTLING OF SHOULDER AREA RIGHT AND LEFT REAR.

#### **Approach Guardrail (EA)**

MINOR COLLISION DAMAGE AT RIGHT AND LEFT FORWARD. SEVERAL ROTTING POST AT LT FWD.

## **Inspector Comments - General Appraisal**

### **Superstructure**

### **Substructure**

#### **Substructure Scour (EA)**

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EROSION BEHIND TIE BACK WALL AT FWD FROM HIGH WATER EXPOSING TOP ROW OF TIE BACK STRAPS AND SOME OF BOTTOM EDGE OF ABUTMENT FOOTER. TIE BACK WALL BOWING AT TOP AND CRACKED AT RIGHT FWD. HIGH WATER IN 2022. PROBED IN 2023.

PROBED IN 2024.

**Slope Protection (EA)**

REAR HAS BEEN COVERED W/SILT @ BOTTOM OF SLOPE. SMALL TREES GROWING UNDER BRIDGE AT FWD.

**Culvert**

**Inspector Comments - Waterway**

**Waterway Adequacy**

**Channel Hydraulic Opening (EA)**

DEBRIS AND LOG ON FORWARD PIER.

**Channel**

**Channel Alignment (LF)**

60\* TURN 70' FROM INLET.

**Channel Protection (LF)**

BANK EROSION AT LT FWD..

**Scour Critical**

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**Bridge Inspection Report**

**Pictures**