Inspector: McFadden,Matthew
Inspection Date: 05/28/2026

Structure Number: 0704210
Facility Carried: SR 148

Ohio Bridge Inspection Summary Report

BEL-00148-1414 (0704210)

B.L.04: District	District 11	81088 - WASHINGTON TWP (BEL 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	/	

5A: Inventory Route	1	00148	
7: Facility On	SR 148		
6: Feature Ints	CAPTINA CREEK		
9: Location	2.18 MI. E OF JCT SR 145		
Lat, Lon	39.904389	,-80.964224	

Condition

B.C.01: Deck	**6**
58.01: Wearing Surface	7
B.C.08: Joint	2
B.C.02: Superstructure	**2**
59.01: Paint & PCS	6
B.C.03: Substructure	**7**
B.C.09: Channel	**6**
B.C.11: Scour	**6**
B.C.10: Channel Prot.	**5**
B.C.05: Bridge Railing	**6**
B.C.06: Transitions	**8**
B.C.07: Bearings	**4**
B.C.04: Culverts	**N**
Ohio GA	**2**

Appraisal

B.AP.03: Scour Vul.	C - Scour appraisal completed. Bridge could become unstable for scour. Temporary (not designed) countermeasure installed to mitigate scour. Bridge is scour critical.

Geometric

B.G.01: NBIS Bridge Length (ft)	208
B.G.02: Total Bridge Length (ft)	214.4
B.G.03: Max Span (ft)	80
B.G.05: Deck Width, Out-To-Out (ft)	33.5
B.G.16: Calc Deck Area (sf)	7182.4
B.G.09: Appr Roadway Width (ft)	32.2
B.G.06: Bridge Width, Curb-Curb (ft)	32
B.G.07: Curb/SW Width: Left (ft)	0
B.G.08: Curb/SW Width: Right (ft)	0
B.G.11: Skew (deg)	45
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	01/24/2025
B.LR.04: Rating Method	LRFR - Load and Resistance Factor

Structure Type

43: Bridge Type	4 - Steel continuous 02 - Stringer/Multi-beam or Girder N- Not Applicable
45: Spans Main / Approach	3 / 0
107: Deck Type	1 - Concrete Cast-in-Place
408: Composite Deck	Y - Composite Construction
414A Joint Type 1	3 - Compression Seal
414B: Joint Type 2	N - None
108: Wearing Surface	1 - Monolithic Concrete (concurrently placed with structural deck) N - Not Applicable
B.SP.10.03: WS Date	01/01/1987
B.SP.10.02: WS Thick (in)	1.0
B.SP.07.01: PCS Type	2 - Unpainted Weathered Steel
483: PCS Date	
453: Bearing Type 1	2 - Rockers & Bolsters
455: Bearing Type 2	B - Fixed
528: Foundn: Abut Fwd	7 - Steel H Piles (HP 10 x 42)
533: Foundn: Abut Rear	7 - Steel H Piles (HP 10 x 42)
536: Foundn: Pier 1	6 - Rock (including Spread Footing on Rock)
539: Foundn: Pier 2	6 - Rock (Including Spread Footing on Rock)

Age and Service

B.W.01: Year Built/ Rehab	1987 / 0000
42A: Service On	1 - Highway
42B: Service Under	5 - Waterway
28A: Lanes on	02
28B: Lanes Under	00
19: Bypass Length	40
29: ADT	1733
109: % Trucks (%)	44

Inspections

		Months	
B.IE.03 Routine Insp.		12	05/28/2026
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 McFadden,Matthew

Inspector:	McFadden,Matthew	**Structure Number:**	0704210
Inspection Date:	05/28/2026	**Facility Carried:**	SR 148

Rating

Inspector:	McFadden,Matthew			**Structure Number:**	0704210		
Inspection Date:	05/28/2026			**Facility Carried:**	SR 148		

	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
12-Reinforced Concrete Deck	3 - Mod.	6926	sq. ft.	6797	123	6	0
	Deck sag is visible in Span 2, left lane, over the area where Beam 1 is sagging. CS2: - Medium width transverse cracks with efflorescence spaced 4'-6' apart in Span 2 (75 SF). - Diagonal construction joint with efflorescence along the full length in Span 2 (47 SF). - Delamination of 10" L x 1' W is adjacent to the spall in the right rear corner below the joint armor (1 SF). CS3: - Up to 1' L x 2' W x 4" D spall with 2 exposed longitudinal bars and 1 transverse bar in the left forward corner below the joint armor (2 SF). - 10" L x 2" W x 4" D spall with 2 exposed longitudinal rebars in the right forward corner below the joint armor (1 SF). - 10" L x 2" W x 4" D spall with 1 exposed transverse rebar in the left rear corner below the joint armor (2 SF). - 10" L x 8" W x 4" D spall with 1 exposed transverse rebar in the right rear corner below the joint armor (1 SF).						
805-Wearing Surface - Monolithic Concrete		6926	sq. ft.	5387	1539	0	0
	CS2: - Medium width transverse cracks spaced 1'-4' apart in the rear half of the wearing surface (1,331 SF). - Medium width longitudinal cracks in the rear half of the wearing surface (208 SF).						
107-Steel Open Girder/Beam	3 - Mod.	1045	ft.	884	52	29	80
	CS2: - Surface corrosion throughout the beam ends (52 LF). CS3: - Laminar corrosion at the beam ends with up to 1/8" D section loss to the bottom flange and 1/16" D section loss to the web: Beams 1-3, Rear Abutment, 4 LF each (12 LF) Beam 4, Rear Abutment - (10 LF) Beam 5, Rear Abutment - (4 LF) Beam 1, Forward Abutment (web only) - 3 LF - (overlap) Beam 5, Forward Abutment - (3 LF) CS4: - Beam 1 sagging downward up to 3" (visual approximation) over Span 2 (80 LF).						
515-Steel Protective Coating		9227	sq. ft.	8867	60	200	100
	CS2: - Areas of dark patina on the exterior faces of the fascia beams: Beam 1 - (30 SF) Beam 5 - (30 SF) CS3: - Areas of surface corrosion and flaking patina: Rear Abutment, Beams 1 to 5 - (100 SF) Forward Abutment, Beams 1 to 5 - (100 SF) CS4: - Areas of paint failure and section loss at the beam ends: Rear Abutment, Beams 1 to 5 - (80 SF) Forward Abutment, Beams 1 to 5 - (20 SF)						
210-Reinforced Concrete Pier Wall	3 - Mod.	44	ft.	44	0	0	0
	It is speculated that Pier 2 may have scour issues causing Beam 1 to sag. This element will not be rated down until an underwater inspection is able to be performed to access the conditions of the shale rock underneath and determine if any scour has occurred.						

Inspector: McFadden,Matthew **Structure Number:** 0704210

Inspection Date: 05/28/2026 **Facility Carried:** SR 148

	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
215-Reinforced Concrete Abutment	3 - Mod.	94	ft.	90	4	0	0
	CS2: - Isolated medium width vertical cracks: Rear Abutment - 2 LF Forward Abutment - 2 LF						
234-Reinforced Concrete Pier Cap	3 - Mod.	94	ft.	94	0	0	0
300-Strip Seal Joint	3 - Mod.	94	ft.	7	0	40	47
	Joint Opening Measurements at 75°F: (taken at the centerline) Rear Abutment = 4-3/8" Forward Abutment = 3" CS2: - Debris accumulation in the Forward Abutment joint (overlap). CS3: - There is a 2' tear in the seal at the centerline of the forward joint seal (2 LF). - There is adhesion failure along the forward joint seal for a 40' length (38 LF, overlap) - 9' L of delaminations, asphalt patches, and spalls FL x FW (1' W) x up to 2" D in the top of the rear backwall (overlap). CS4: - Rear Abutment joint seal has failed with most of the strip seal falling out and lying on the abutment seat (47 LF).						
311-Movable Bearing	3 - Mod.	15	each	5	3	5	2
	Bearing Measurements at 70°F: Rear Joint: Bearing 1 - 12° W Bearing 2 - 10° W Bearing 3 - 14° W Bearing 4 - 1° W Bearing 5 - 20° W Forward Abutment: Bearing 1 - 3° E Bearing 2 - 28° W Bearing 3 - 0° Bearing 4 - 5° W Bearing 5 - 7° W Rear Abutment Bearing Position: Bearing 1 - 1-9/16" (SW) 3-3/16" (SE) 1-7/16" (NE) 3-5/16" (NW) Bearing 2 - 1-9/16" (SW) 2-15/16" (SE) 2-3/4" (NE) inaccessible (NW) Bearing 3 - 1-1/4" (SW) 3-1/8" (SE) 3" (NE) inaccessible (NW) Bearing 4 - 2-1/16" (SW) 2-1/4" (SE) 2-1/8" (NE) inaccessible (NW) Bearing 5 - 1-1/4" (SW) 3-9/16" (SE) 3-7/8" (NE) 1-1/4" (NW) CS2: - Laminar corrosion to the following bearing assemblies: Forward Abutment, Beams 3 - 5 (3 EA) CS3: - Heavy laminar corrosion and section loss to the following bearing assemblies: Rear Abutment, Beams 1 - 5 (4 EA, overlap) Forward Abutment, Beam 1 (1 EA) CS4: - Beam 5 Bearing at the Rear Abutment is rotated to the expansion limit at 70°F (1 EA). - Beam 2 Bearing is rotated to the contraction limit with the rocker overhanging the right rear corner by 2 1/4” at the Forward Abutment (1 EA).						
313-Fixed Bearing	3 - Mod.	5	each	5	0	0	0
321-Reinforced Concrete Approach Slab	3 - Mod.	1600	sq. ft.	1376	154	70	0

Inspector: McFadden,Matthew
Inspection Date: 05/28/2026
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Facility Carried: SR 148

	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
	The rear approach slab is paved over with asphalt. CS2: - Up to 0.012" width diagonal cracks in the travel lanes of the forward approach slab (120 SF). - There is a 2' L x 17' W area of delamination and asphalt patching adjacent to the abutment backwall in the Forward Approach Slab (34 SF) CS3: - 1/8" wide map cracking in the asphalt wearing surface in the right lane of the Rear Approach Slab adjacent to the backwall (2' L x 9' W) and in the center of the right lane (4' L x 4' W) (34 SF). - There is a 2’ L x 18’ W area of asphalt patching with an area of 1'-4" L x 1’-6” W x 1” D spall at the south edge of the patching (36 SF).						
330-Metal Bridge Railing	3 - Mod.	416	ft.	410	6	0	0
	The metal railing along the left side of the bridge is sagging in Span 2 over an 80' length. This area is above the sagging Beam 1. CS2: - 4' L section of impact damage to the bottom rail of the left railing between the 4th and 5th posts from the Forward Abutment in Span 3 (4 LF). - 2' L section of impact damage to the bottom rail of the right railing between the 3rd and 4th posts from the Forward Abutment in Span 3 (2 LF).						
815-Drainage	3 - Mod.	2	each	2	0	0	0
	Drainage is over the side without drip strips.						
830-Abutment Backwall	3 - Mod.	94	ft.	89	5	0	0
	CS2: - Isolated medium width cracks throughout the Rear Abutment backwall (5 LF).						

Inspector:	McFadden,Matthew	**Structure Number:**	0704210
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BEL-00148-1414 _(0704210)

ODOT District:	District 11					Date Built:	07/01/1987
Major Maint:	01 - State Highway Agency	Facility Carried:	SR 148	Traffic On:	1 - Highway	Rehab Date:	
Routine Maint:	01 - State Highway Agency	Feature Inters:	CAPTINA CREEK	Traffic Under:	5 - Waterway	Insp. Resp A:	01 - State Highway Agency
FIPS Code:	81088 - WASHINGTON TWP (BEL county)	Location:	DISTRICT 11	2.18 MI. E OF JCT SR 145		Insp Resp B:	

Inspector McFadden,Matthew Inspection Date 05/28/2026 Reviewer Griessmann,Ann

Inspector Comments - Deck and Approach

Deck, Wearing Surface, Joints, Railing

Approach

APPROACH WEARING SURFACE

There is an 8" L x FW area of 1/8" W map cracking adjacent to the forward approach slab termination.

There are isolated locations of 1/8” W map cracking and transverse cracks in the rear approach pavement.

APPROACH GUARDRAIL

There is one leaning steel post in the left rear approach guardrail adjacent to the approach rail end treatment.

There is also a 12' L section of impact damage where the rail is bent outward 1' in the left rear approach guardrail.

EMBANKMENT

No deficiencies noted.

Inspector Comments - General Appraisal

Superstructure, Bearings

ALIGNMENT

Noticeable sag in Beam 1 in Span 2. Beginning of sag in Beam 2 in Span 2.

DIAPHRAGMS/X-FRAMES

Some locations of section loss and laminar corrosion to the crossframe members at the interface with the Abutments.

Substructure

Inspector:	McFadden,Matthew	**Structure Number:**	0704210
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Culvert

Inspector Comments - Waterway

Channel Protection

CHANNEL PROTECTION

Some riprap is missing from the east bank and from the right end of the Forward Abutment.

Channel

CHANNEL ALIGNMENT

The channel is mostly straight, however the flow is pushed to the west before and after the bridge.

The channel flows from south to north.

At time of the 2026 inspection, the channel was mainly between Span 1 and Span 2 and wraps around Pier 1.

HYDRAULIC OPENING

Large timber and flood debris has accumulated on the upstream side of Pier 1.

6” to 1' of the Pier 1 footing is exposed.

Minor flood debris is lodged between the crossframes and on the pier caps indicating high water flows.

Scour

SCOUR

20' L of the top of the footer and 2' of the side is exposed at the right side of the Forward Abutment with 4" of undermining at the right forward wingwall.

Scour hole along the rear face of Pier 2, approximately 1' D x FL. The forward face is scoured 10' L x up to 8" D.

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Bridge Inspection Report

Pictures



PHOTO 1

Description 0.012" W diagonal cracks in the travel lanes of the forward approach slab (looking northwest), right lane shown



PHOTO 1

Description 10" L x 2” W x 4” D spall with 2 exposed longitudinal rebars and in the right forward corner below the joint armor (looking north)

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PHOTO 1

Description ODOT D11 closing the left lane due to Beam 1 sag in Span 2 (looking east)



PHOTO 1

Description Upstream channel looking away from the bridge (looking north)

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PHOTO 1

Description South elevation (looking north)



PHOTO 1

Description Forward Abutment elevation (looking east)

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PHOTO 1

Description Bearing 1 at the Forward Abutment (looking southeast)



PHOTO 2

Description Bearing 2 at the Forward Abutment (looking southeast)

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PHOTO 2

Description Footing exposed 20' L x 2' H along the right side of the Forward Abutment (looking east)



PHOTO 2

Description North elevation (looking south)

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PHOTO 2

Description Downstream channel looking away from the bridge (looking south)



PHOTO 2

Description Bridge ID plaque at the southwest corner of the bridge (looking east)

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PHOTO 2

Description 10" L x 2” W x 4” D spall with 1 exposed transverse rebar in the left rear corner below the joint armor (looking south)



PHOTO 2

Description 2’ L x 17’ W area of delamination and asphalt patching in the rear approach slab adjacent to the abutment backwall (looking south)

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Pictures



PHOTO 3

Description 10" L x 8” W x 4” D spall with 1 exposed transverse rebar in the right rear corner below the joint armor (looking north)



PHOTO 3

Description Leaning steel post in the left rear approach guardrail adjacent to the approach rail end treatment (looking east)

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PHOTO 3

Description Large timber debris pile accumulated at the upstream end of Pier 1 (looking north)



PHOTO 3

Description Level top of the Pier 2 cap between Beams 1 and 2 (looking north)

Pictures



PHOTO 3

Description Bearing 3 at the Forward Abutment (looking southeast)



PHOTO 4

Description Bearing 4 at the Forward Abutment (looking southeast)

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PHOTO 4

Description Pier 2 elevation (looking west)



PHOTO 4

Description 12' L section of impact damage where the left rail is bent outward 1' in the left rear approach guardrail (looking west)

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PHOTO 4

Description 10" L x 1' W delamination adjacent to the spall in the right rear deck (looking west)



PHOTO 5

Description 8' L x up to 1/8" W x FL area of map cracking adjacent to the forward approach slab (looking south)

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PHOTO 5

Description 1' L x 2' W x 4" D spall with 2 longitudinal rebar and 1 transverse rebar exposed in the left forward corner below the joint armor (looking south)



PHOTO 5

Description Pier 1 elevation (looking west); note the large timber debris pile against the upstream end

Pictures



PHOTO 5

Description Bearing 5 at the Forward Abutment (looking southeast)



PHOTO 6

Description Laminar corrosion at the beam ends with up to 1/8" D section loss to the bottom flange and 1/16" D section loss to the web, Beam 3, Forward Abutment shown (looking southeast)

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PHOTO 6

Description FL x 1' D scour is present along the rear face of Pier 2 with 10' L x 8" D scour along the forward face (looking south)



PHOTO 6

Description Forward end view (looking west)

Pictures



PHOTO 6

Description Delaminations, asphalt patches, and FL x FW (1' W) x up to 2" D spalls in the top of the backwall (looking south)



PHOTO 7

Description 2' L tear in the forward joint seal at the centerline (looking north)

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PHOTO 7

Description Forward approach looking away from the bridge (looking east)



PHOTO 7

Description Beam 1 sagging in Span 2 (looking east)

Pictures



PHOTO 7

Description Right forward wingwall with 4" of undermining (looking east)



PHOTO 8

Description Heavy corrosion to the Beam 4 bearing at the Rear Abutment (looking north); note the joint seal lying on the abutment seat

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PHOTO 8

Description Rear end view (looking east)



PHOTO 8

Description Adhesion failure along the forward joint seal for 40' L (looking north)

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PHOTO 9

Description Rear joint seal has failed with most of the strip seal fallen out and lying on the abutment seat (looking north)



PHOTO 9

Description Rear approach looking away from the bridge (looking west)

Pictures



PHOTO 9

Description Beam 5 at the Rear Abutment is in full expansion at 75°F (looking south); note the joint seal lying on the abutment seat



PHOTO 10

Description Heavy laminar corrosion to the bottom flange and lower web of Beam 3 and to the bearing at the Rear Abutment (looking north)

Pictures



PHOTO 10

Description 2' L x 9' W x 1/8” W map cracking in the asphalt wearing surface in the right lane adjacent to the backwall and 4' L x 4' W in the center of the right lane (looking north)



PHOTO 11

Description 2’ L x 18’ W area of asphalt patching with an area of 1'-4" L x 1’-6” W x 1” D spall at the south edge of the patching (looking north)

Pictures



PHOTO 11

Description Beam 1 is sagging at Span 2 (looking west)



PHOTO 12

Description Laminar corrosion at the beam end lower web with up to 1/16" D section loss (looking south), Beam 1 shown

Pictures



PHOTO 12

Description 4' L section of impact damage to the bottom rail of the left railing in Span 3 between the 4th & 5th posts from the Forward Abutment (looking northwest)



PHOTO 13

Description 2' L section of impact damage to the bottom rail of the right railing in Span 3 between the 3rd & 4th posts from the Forward Abutment (looking southwest)

Pictures



PHOTO 13

Description Laminar corrosion with section loss to the Beam 1 bearing at the Forward Abutment (looking south)



PHOTO 14

Description Beam 2 bearing is rotated to the limit with the rocker overhanging the right rear corner by 2 1/4” at the Forward Abutment (looking east)

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Bridge Inspection Report

Pictures



PHOTO 14

Description Left bridge rail is sagging in Span 2 due to the sag in Beam 1 (looking west)



PHOTO 15

Description Left rail is sagging over Span 2 (looking west)

Pictures



PHOTO 15

Description Typical view of the superstructure (looking west), Span 2 shown



PHOTO 16

Description Beam 1 bearing on the left side of Pier 2 (looking north)

Pictures



PHOTO 16

Description Typical view of the deck (looking south), Span 3 shown



PHOTO 17

Description Typical bridge railing (looking south), right rail shown

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PHOTO 17

Description Beam 1 is sagging in Span 2, visual approximation of 3" downward sag (looking west)



PHOTO 18

Description Bearing 2 at the Forward Abutment is in full contraction at 70°F (looking south)

Pictures



PHOTO 18

Description Rear expansion joint (looking southwest)



PHOTO 19

Description Laminar corrosion and section loss is present in all end crossframes (looking east), Bay 3, Forward Abutment shown

Pictures



PHOTO 19

Description Deck underside at Bay 3, Span 2 has minor efflorescence at the deck construction joint (looking west)



PHOTO 20

Description 5/8" vertical offset (deck is higher) at the left edge line of the rear joint (looking south)

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PHOTO 21

Description 3/4" vertical offset (deck is higher) at the right edge line of the rear joint (looking south)



PHOTO 22

Description Forward joint (looking north)

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PHOTO 23

Description Noticeable sag in the left lane of the deck in Span 2 due to the Beam 1 sag (looking northeast)