Inspector: Fowler,Michael
Inspection Date: 07/27/2026
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	/

Condition

B.C.01: Deck	6
58.01: Wearing Surface	7
B.C.08: Joint	2
B.C.02: Superstructure	3
59.01: Paint & PCS	6
B.C.03: Substructure	5
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	7
B.C.07: Bearings	4
B.C.04: Culverts	N
Ohio GA	3

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 (%)	181
B.LR.03: Rating Date	07/21/2026
B.LR.04: Rating Method	LRFR - Load and Resistance Factor Rating

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

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	07/08/2026
UBIT Insp.	N	0	
Drone Insp.	N	0	
Inspector	Fowler,Michael		

Inspector:	Fowler,Michael	**Structure Number:**	0704210
Inspection Date:	07/27/2026	**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.	6708	211	7	0
	07-08-2026 SPECIAL INSPECTION: AS PART OF THE RESPONSE TO CLOSURE, EXTENSIVE GEOTECHNICAL INVESTIGATIONS WERE COMPLETED. AS PART OF THAT EFFORT, THE DECK WAS CORED ON THE REAR SIDE OF PIER 2, BETWEEN BEAMS 1 AND 2. AS SUCH THE FOLLOWING QUANTITY HAS BEEN PLACED IN THE DECK ELEMENT: CS3- (1 SF) PATCHED DECK AREA IN LOCATION OF SOIL BORING. PREVIOUS INSPECTION COMMENTS. Deck sag is visible in Span 2, left lane, over the area where Beam 1 is sagging. CS2: -(8 SF) TRANSVERSE CRACK WITH EFFLO. IN BAY 1, SPAN 1. -(6 SF) Delamination adjacent to the spall in the right rear corner below the joint armor in Span 1. -(150 SF) Medium width transverse cracks with efflorescence spaced 4'-6' apart in Span 2. -(47 SF) Diagonal construction joint with efflorescence along the full length in Span 2. CS3: -(2 SF) Spall with 2 exposed longitudinal bars and 1 transverse bar in the left forward corner below the joint armor SPAN 3. -(1 SF) Spall with 2 exposed longitudinal rebars in the right forward corner below the joint armor SPAN 3. -(2 SF) Spall with 1 exposed transverse rebar in the left rear corner below the joint armor SPAN 1. -(1 SF) Spall with 1 exposed transverse rebar in the right rear corner below the joint armor SPAN 1.						
805-Wearing Surface - Monolithic Concrete		6926	sq. ft.	5386	1539	1	0
	07-08-2026 SPECIAL INSPECTION: CS3- (1 SF) PATCHED DECK CORE. SEE ITEMS 12 AND 210 FOR MORE INFORMATION. PREVIOUS INSPECTION COMMENTS: CS2: - (1331 SF) Medium width transverse cracks spaced 1'-4' apart in the rear half of the wearing surface. - (208 SF) Medium width longitudinal cracks in the rear half of the wearing surface.						
107-Steel Open Girder/Beam	3 - Mod.	1045	ft.	881	52	32	80
	07-08-2026: SPECIAL INSPECTION STEEL BEAM DEFORMATION REMAINS. STRUCTURAL ANALYSIS INDICATES BRIDGE IS STABLE AND DOES NOT REQUIRE POSTING FOR THE CURRENT AMOUNT OF DEFORMATION. SUPERSTRUCTURE RAISED TO "3" DUE TO BEARING RESETS AND SUPERSTRUCTURE ANALYSIS RESULTS. CS2: - (52 LF) Surface corrosion throughout the beam ends. 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: (12 LF) Beams 1-3, Rear Abutment, 4 LF each. (10 LF) Beam 4, Rear Abutment. (4 LF) Beam 5, Rear Abutment. (3 LF) Beam 1, Forward Abutment (web only) - (overlap) (3 LF) Beam 5, Forward Abutment. CS4: - (80 LF) Beam 1 sagging downward up to 3" (visual approximation) over Span 3.						

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Inspection Date: 07/27/2026

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	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
515-Steel Protective Coating		9227	sq. ft.	8867	60	200	100
	CS2: - Areas of dark patina on the exterior faces of the fascia beams: -(30 SF) Beam 1 -(50 SF) Beam 5 CS3: - Areas of surface corrosion and flaking patina: -(100 SF) Rear Abutment, Beams 1 to 5. -(100 SF) Forward Abutment, Beams 1 to 5. CS4: - Areas of paint failure and section loss at the beam ends: -(80 SF) Rear Abutment, Beams 1 to 5. -(20 SF) Forward Abutment, Beams 1 to 5.						
210-Reinforced Concrete Pier Wall	3 - Mod.	44	ft.	0	43	0	1
	07-08-2026 SPECIAL INSPECTION: SUBSTRUCTURE LOWERED TO "5" DUE TO PERFORMANCE (ELEVATION AND PLUMBNESS) BEING AFFECTED. AS PART OF THE RESPONSE TO CLOSING THE BRIDGE, EXTENSIVE GEOTECHNICAL INVESTIGATIONS WERE PERFORMED. ONE SOIL BORING DRILLED THROUGH THE PIER 2 FOOTING ON THE LEFT SIDE OF THE BRIDGE. THE BORING WAS ADVANCED BETWEEN BEAMS 1 AND 2 ALONG THE REAR SIDE OF THE PIER WALL. TO DOCUMENT THE CORE THROUGH THE DECK AND FOOTING THE FOLLOWING ELEMENT CONDITION STATES HAVE BEEN APPLIED: CS4- (1 LF) DRILLED CORE HOLE THROUGH PIER FOOTING, LEFT REAR SIDE OF PIER WALL. CS2- (43 LF) SURVEY SCANS INDICATE PIERS ARE SLIGHTLY OUT OF PLUMB. MINOR CRACKS OBSERVED NEAR CENTERLINE. UNDERWATER INSPECTIONS WERE COMPLETED FOR BOTH PIERS. NO UNDERMINING WAS FOUND AT THE PIER FOOTINGS. A SCOUR HOLE WAS FOUND IN THE STREAM BED ROCK, DIRECTLY UPSTREAM OF PIER 1, BUT IT WAS NOT UNDERMINING THE FOOTING. SEE SCOUR COMMENTS. PREVIOUS INSPECTION COMMENTS: 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.						
215-Reinforced Concrete Abutment	3 - Mod.	94	ft.	80	14	0	0
	CS2: - Isolated medium width vertical cracks: -(7 LF) Rear Abutment -(5 LF) Forward Abutment -ISOLATED HORIZONTAL CRACK: -(2 LF) REAR ABUTMENT UNDER BEAM 5.						
234-Reinforced Concrete Pier Cap	3 - Mod.	94	ft.	0	94	0	0
	07-08-2026 SPECIAL INSPECTION: CS2- (94 LF) SURVEY SCANS INDICATE PIER WALLS AND CAPS ARE SLIGHTLY OUT OF PLUMB. CS2- OVERLAPPING QUANITIES: PCAP 1: -(3 LF) HORIZONTAL AND VERTICAL CRACK UNDER BEAM5. -(1 LF) SURFACE SPALL ON LEFT END. PCAP 2: CS2- (3 LF) 1 HORIZONTAL AND 2 VERTICAL CRACKS.						
300-Strip Seal Joint	3 - Mod.	94	ft.	7	0	40	47

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	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
	Joint Opening Measurements at 73°F: (taken at the centerline) Rear Abutment = 3" Forward Abutment = 3 AND 3/4" NOTE: LT REAR DECK JT. IS1" HIGHER THAN THE APPROACH SLAB SIDE. CS2: - Debris accumulation in the Forward Abutment joint (overlap). CS3: - (2 LF) There is a 2' tear in the seal at the centerline of the forward joint seal. - (38 LF, overlap) There is adhesion failure along the forward joint seal for a 40' length. - 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: - (47 LF) Rear Abutment joint seal has failed, strip seal falling out and lying on the abutment seat.						
311-Movable Bearing	3 - Mod.	15	each	5	0	10	0
	07-08-2026: SPECIAL INSPECTION BEARINGS RESET AND SHIMMED TO ENSURE POSITIVE CONNECTION BETWEEN BEAMS AND SUBSTRUCTURE UNITS. CORROSION OF STEEL REMAINS. SUPERSTRUCTURE RAISED TO "3" DUE TO BEARING RESETS AND SUPERSTRUCTURE ANALYSIS INDICATING POSTING NOT REQUIRED. CS3- (10 EA) Heavy laminar corrosion and section loss to the following bearing assemblies: Rear Abutment, Beams 1 - 5 Forward Abutment, Beam 1-5 7/27/2026: BEARING RESET IS STILL GOOD, ALL BEARINGS NUETRAL AT73 DEGREES. PREVIOUS INSPECTION ROTATION COMMENTS: 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)						
313-Fixed Bearing	3 - Mod.	5	each	5	0	0	0
321-Reinforced Concrete Approach Slab	3 - Mod.	1600	sq. ft.	1392	138	70	0
	The rear approach slab is paved over with asphalt. CS2: - (120 SF) Up to 0.012" width diagonal cracks in the travel lanes of the forward approach slab. - (18 SF) There is a 2' L x 17' W area of delamination around asphalt patching in the Forward Approach Slab. CS3: - (34 SF) 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). - (36 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.						

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	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
330-Metal Bridge Railing	3 - Mod.	416	ft.	404	10	2	0
	The metal railing along the left side of the bridge is sagging in Span 3 over an 80' length. This area is above the sagging Beam 1. CS2: - (4 LF) 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. - (2 LF) 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. - (4 LF) section of impact damage to the right railing between the 7th and 8th posts from the Forward Abutment in Span 3. CS3: -(2 LF) SMALL PERFORATIONS ON RT, SPAN1.						
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.	51	41	2	0
	REAR: CS2: - (5 LF) Isolated medium width cracks throughout the Rear Abutment backwall. - (14 LF) MUCH DELAMINATION THROUGHOUT. FWD: BAY 1, CS2- (5 LF) 4 LF OF POPOUTS AND 1 LF CRACKED AND DELAMINATED. CS3- (1 LF) SPALL WITH REBAR EXPOSED. BAY 2, CS2- (1 LF) MINOR CRACK WITH EFFLO. CS2- (1 LF) CRACKED AND DELAMINATED. BAY 3, CS2- (10 LF) CRACKED AND DELAMINATED. BAY 4, CS2- (5 LF) CRACKED AND DELAMINATED, SOME WITH EFFLO. CS3- (1 LF) SPALL WITH REBAR EXPOSED.						

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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 Fowler,Michael Inspection Date 07/27/2026 Reviewer Trivoli,Raymond

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.

07-27-2026: GUARDRAIL TRANSITIONS LOWERED TO '7' DUE TO POSTS LEANING AWAY FROM RAIL.

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

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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

07-08-2026 SPECIAL INSPECTION: AS PART OF THE CLOSURE RESPONSE EFFORT, THE TIMBER DEBRIS ACCUMULATED AT PIER 1 WAS REMOVED VIA ODOT KNUCKLEBOOM TRUCK.

PREVIOUS INSPECTION COMMENTS:

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

07-08-2026 SPECIAL INSPECTION: SEE DIVE INSPECTION DIAGRAM ATTACHED TO THE 'FILES' SECTION OF ASSETWISE.

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06-10-2026 UNDERWATER NOTES

Consor completed our second assessment of Pier 1 on Wednesday, June 10, 2026.

The timber debris has been removed from the upstream nose of Pier 1 and the pier footing is exposed around the entire perimeter of the pier except for the Far Left corner.

Vertical footing exposure measurements were taken at the following locations:

Near, right corner	1’-2 1/2”
Near face. Middle of pier	6”
Near, left corner	Channel is flush with top of footing
Far, right corner	1’-8 3/4”
Far face, middle of pier	1’-2 1/4”
6’ from the Far left corner	Footing becomes buried

There is a 7’ diameter semi-circular area of scour up to 1’-3” Deep noted along the upstream nose. Within this area of scour, we were able to probe up to 6” along the far half and up to 2’ along the near half. This area has been infilled with larger river rock with isolated large rip rap noted.

06-03-2026 UNDERWATER NOTES:

The footing was not visible at Pier 2 and was covered by up to 1.6’ of channel material. Based on the elevations of the bearing seats in relation to our measured top of footing measurements, there does not seem to be enough differentiation to justify what is being seen in the guard rail and beams.

We also took some preliminary waterline measurement comparisons at Pier 1. We measured the difference between the top of cap and the waterline at both the upstream and downstream nose and came up with a rough difference of up to 0.6’. This measurement seems to be outside our normal variance for the bearing seat elevations.

There was no undermining or visible settlement noted in Pier 2 or the portions of Pier 1 we were able to access.

PREVIOUS INSPECTION COMMENTS:

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.

7-27-2026, COULD NOT ACESS PIER 1 WITH HIP WADERS.

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Bridge Inspection Report

Pictures