



2017 LUC-00280-0331_ZL (Z RAMP) ROUTINE INSPECTION
REPORT
BRIDGE INSPECTION REPORT

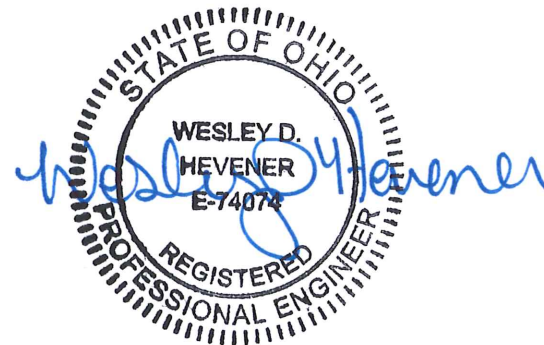
Structure File Number: 4806018

Inventory Bridge Number: LUC 00280 03.310 ZL

IR-280 RAMP Z over SB RAMP TO FRONT ST, NSRR

Inspection Type: Routine

Inspection Date: 09/11/2017



District: 02

County: LUCAS

Place Code (FIPS): TOLEDO

Bridge Type: CONCRETE

Type of Service: HIGHWAY

Owner: OHIO STATE TRANSPORTATION DEPARTMENT

Inspection Responsibility: OHIO STATE TRANSPORTATION
DEPARTMENT

Maintenance Responsibility: OHIO STATE TRANSPORTATION
DEPARTMENT

Lead Inspector: Hevener, Wesley

Reviewed By: Hevener, Wesley

2017 LUC-00280-0331_ZL (Z RAMP) ROUTINE INSPECTION REPORT

LOCATION MAP

Structure File Number: 4806018

Inventory Bridge Number: LUC 00280 03.310 ZL

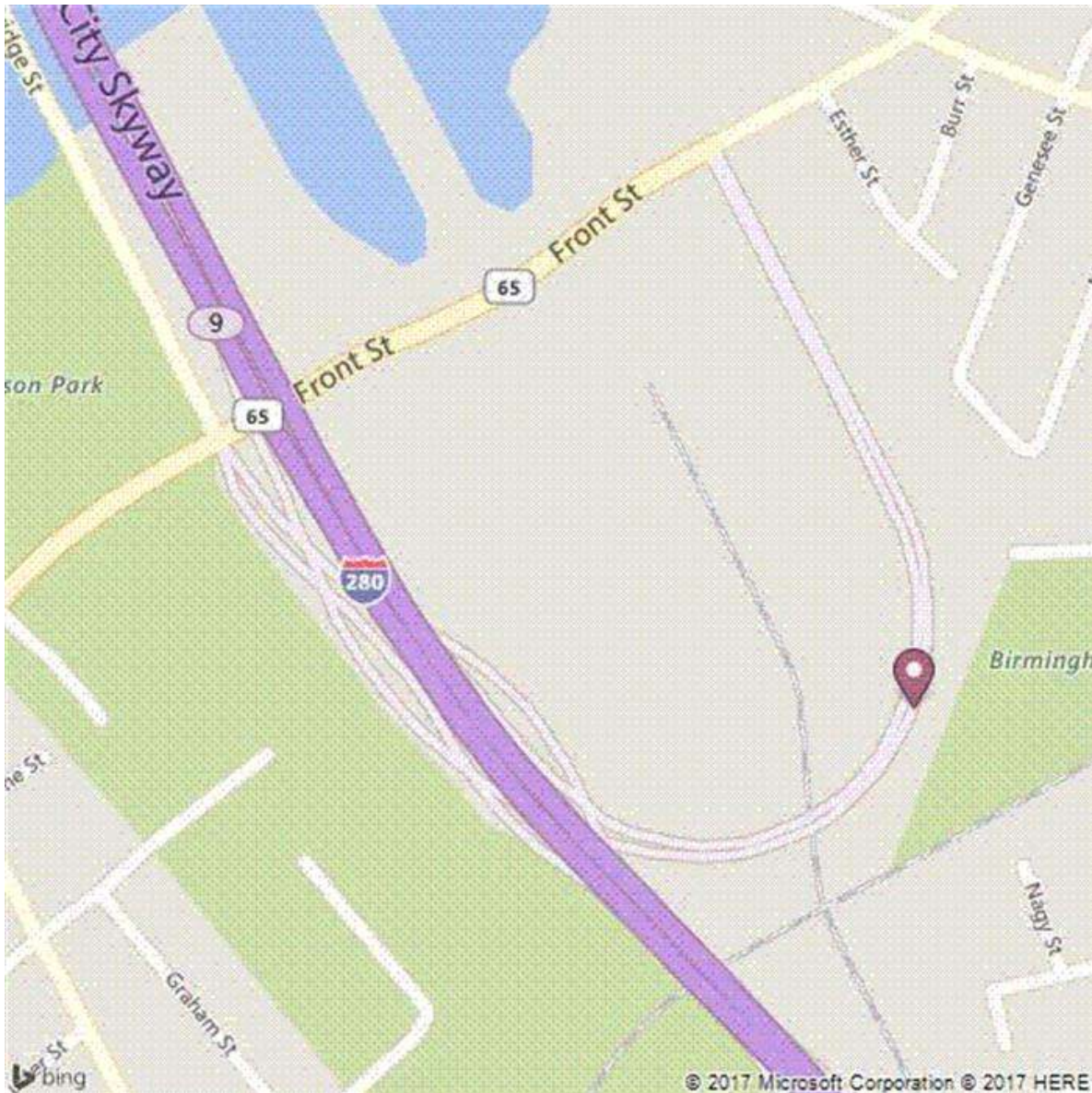
Bridge Type: 1 - CONCRETE/3 - BOX BEAM/2 -
CONTINUOUS

Sufficiency Rating: 97.0

Date Built: 6/24/2007

District: 02 Place Code (FIPS): TOLEDO

IR-280 RAMP Z over SB RAMP TO FRONT ST,NSRR Type of Service on: HIGHWAY



LOCATION MAP #1

Region:

State: 395

County: 48

Facility Carried: IR-280 RAMP Z

Facility Intersected: SB RAMP TO FRONT ST,NSRR

Location: SB RAMP Z TO FRONT ST

Description: Ramp Z Location Map

2017 LUC-00280-0331_ZL (Z RAMP) ROUTINE INSPECTION REPORT

GENERAL ELEVATION PHOTOS

Structure File Number: 4806018

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CONTINUOUS

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IR-280 RAMP Z over SB RAMP TO FRONT ST, NSRR Type of Service on: HIGHWAY



Photo 1 West elevation view of Ramp Z looking southeast.



Photo 2 East elevation view of Ramp Z looking north including access equipment utilized.



Photo 3 North end view of Ramp Z looking south.

(2) District: 02		(3) County: 48 - LUCAS		(9) Location: SB RAMP Z TO FRONT ST		(7) Facility Carried: IR-280 RAMP Z	
(4) FIPS Code: 77000 - TOLEDO				(208) Route On Bridge: 99 - Non highway		(207) Route Under Bridge: 10 - State (ODOT) (Toll	
(102) Direction of Traffic: 1 - 1-way traffic		(216) Temporary:		(110) Truck Network: 1		(101) Parallel: L	
				(42A) Type Serv (On): 1 - Highway		(42B) Type Serv (Under): 2 - Railroad	
Inventory Route Data							
(5A) Route On/Under: 1 - Route carried "on" the		(5B) Hwy Sys: 1 - Interstate Highway		(45) Main Spans Number: 24		Type: 1 - CONCRETE/3 - BOX BEAM/2 - CONTINUOUS	
(5D) Route No: 00280		(5E) Dir: 3 - South		(46) Approach Spans Number: 0		Type: N - NONE/N - NONE/N - NONE	
(5C) Des: 7 - Ramp or Wye				(307) Total Spans: 0		(48) Max Span: 147 Ft	
(6) Feature Intersected: SB RAMP TO FRONT ST, NSRR				(49) Overall Leng: 3013 Ft			
(3) County: LUC		(200) Mileage: 03.310		(201) Special Desig: ZL		(209) Mile Marker: 9.943	
(29) Avg. Daily Traffic (ADT): 4,000		(30) ADT Year: 2005					
(235) Truck Traf: 320		(210) Corridor: Y		(104) NHS: 1- NHS BRIDGE			
(26) Functional Class: 11 - Urban - Principal		(100) Strahnt: 0 - NOT STRAHNET					
Intersected Route Data							
(370A) Record Type:		(370B) Hwy Sys:					
(370D) Route No:		(370E) Dir:		(370C) Des:			
(373) Feature Intersected:							
(3) County: LUC		(371) Mile Marker:		(387) Special Desig:			
(379) Avg. Daily Traffic (ADT):		(380) ADT Year:					
(381) Truck Traf:		(384) Corridor:		(378) NHS:			
(375) Functional Class:		(386) Strahnt:					
Clearance On the Bridge							
Min. Hriz on Bridge:		(335) NC: 0 Ft		(47) CARD: 26 Ft			
(53) Prac Max Vert On Brg:		21 Ft					
Min Vrt Clr On Brg:		(336) NC: 21 Ft		(10) CARD: 21 Ft			
Min Latl Clr:		(338) Right NC: 6 Ft		(337) Right CARD: 0 Ft			
		(340) Left NC: 4 Ft		(339) Left CARD: 0 Ft			
(39) Vrt Clr Lft:		0 Ft					
Structure Information							
(19) Bypass Length: 10 Miles							
(16) Latitude: 41.654980013821		(17) Longitude: -83.5027036943764					
(20) Toll: 3 - On Free Road, the structure is toll				(106) Major Rehabilitation:			
(27) Date Built: 2007				Major Reconstruction Date:			
(28A) No. Lanes On: 1				(28B) No. Lanes Under: 0			
(301) Horiz Curve: 72.77				(34) Skew: 0 Deg			
(32) App. Rdw Width: 26 Ft				(51) Brg. Rdw Width: 26 Ft			
(52) Deck Width: 29 Ft				Deck Area: 087371			
(406) Median Type: N - NONE/N - NON BARRIER/N - NO JOINT							
(33) Bridge median: 0 - No median							
Sidewalks:		(50A) Left: 0 Ft		(50B) Right: 0 Ft			
Type Curb or Sidewalk:							
(425) Left Matl: N - None		(426) Type: N - None or N/A (RR, Pedestrian,					
(427) Right Matl: N - None		(428) Type: N - None or N/A (RR, Pedestrian,					
(412) Flared: N		(408) Composite: N - Non-composite					
(407) Railing: D - 42" Deflector Type Parapet (New Jersey Shape)							
(409) Deck Drainage: 4 - Inlets with drain pipes							
(107) Deck Type: 0 - Other							
Deck Protection:				(108B) External: N - Not Applicable (only for bridges for no decks)			
				(108C) Internal: 1 - Epoxy Coated Reinforcing			
(108A) Wearing Surface: 2 - Integral Concrete (Monolithic) - Not an Overlay							
(420) Thickness: 1.0 in		(419) Date of Wearing Surface: 06/06/2007					
(547) Slope Protection: 2 - Stone (No. 1 Aggregate)							
				(45) Main Spans Number: 24			
				Type: 1 - CONCRETE/3 - BOX BEAM/2 - CONTINUOUS			
				(46) Approach Spans Number: 0			
				Type: N - NONE/N - NONE/N - NONE			
				(307) Total Spans: 0			
				(48) Max Span: 147 Ft			
				(49) Overall Leng: 3013 Ft			
				Substructure:			
				Foundation and Scour Information:			
				(531) Type: 8 - Pedestal			
				(533) Fnd: 3 - Drilled Shafts			
				(526) Type: N - None			
				(528) Fnd: N - None (Such as most Culverts)			
				(534) Type: 4 - Open Column			
				(536) Fnd: 3 - Drilled Shafts			
				(537) Type: N - None			
				(539) Fnd: N - None (Such as most Culverts)			
				(540) Type: N - None			
				(542) Fnd: N - None (Such as most Culverts)			
				(545) Pier, Total Count: 24			
				(663) Stream Velocity: 0.0 fps			
				(113) Scour: N - Bridge not over waterway.			
				(92B) Dive: N Freq: 0			
				(655) Chan Prot: X - Not Applicable			
				(93B) Date of Last Dive Insp:			
				(657) Drainage Area: 0 Sq. Mi			
				Clearance Under the Bridge			
				(326) NC: 0 Ft			
				(325) CARD: 0 Ft			
				(328) Prac Max Vrt Under Clear:			
				24.667 Ft			
				(327) NC: 0 Ft			
				(54) CARD: R 24.667 Ft			
				(329) Right NC: 0 Ft			
				(55) Right CARD: R 55 Ft			
				(330) Left NC: 0 Ft			
				(56) Left CARD: 31.667 Ft			
				Load Rating Information			
				(71-72) Appraisal			
				(31) Design Load: 9 - HS25 or greater			
				(71) Waterway Adequacy: N			
				(64) Opr Rat Fact: 2.300			
				(72) Approach Alignment: 8			
				(700) LD: 2 - HS20 Loading			
				(66) Inv Rat Fact: 1.250			
				(702) LD: 2 - HS20 Loading			
				(734) Ohio Percent Legal 150			
				(704) Year of Rating: 7/1/2011			
				(63) Analysis: 6 - Load Factor Rating (LFR) reported by RF using HS20			
				(708) Rate Soft: 5 - Finite Element (FE) Program			
				(707) PE# 0			

Unit of Measure: ENGLISH
 Structure File Number: 4806018
 Sufficiency Rating: 97.0

Bridge Inventory and Appraisal
 Inventory Bridge Number: LUC 00280 03.310 ZL
 1 SB RAMP TO FRONT ST,NSRR

Report Date: 09/11/2017
 BR. TYPE: 1 - CONCRETE/3 - BOX BEAM/2 - CONTINUOUS
 Date of Last Inventory Update: 02/10/2018

General Information (Continued)		Original Plans Information	
(37) Hist Significance: 4 - Not determinable at this time (112) NBIS: Yes (842) Hist/Designer: (827) Hist Build Year: (828) Hist Type: (98A) Border Bridge (98B) Resp: (99) SFN:		(250) Fabricator: (249) Contractor: FRU-CON (248) Ohio Original Construction Project Number: 049301 (252) Microfilm Reel: (251) Standard Drawing: Aperture Cards: (246) Orig: N (247) Repair: N (245) Fabr: N (709) Rating Score: 1 - Plan information available for load rating analysis (Default)	
Proposed Improvements		Utilities	Special Features
(114) Future ADT (On Bridge): 5552 (115) Year of Future ADT: 2031		(265) Electric Line: Y (266) Gas Line: N (269) Sanitary Sewer: N (267) Telephone Line: N (268) TV Cable: N (270) Water Line: N (271) Other Utilities: N	(283) Lighting: Y (430) Fence: N (432) Glare Screen: N (435) Splash Guard: N (459) Catwalk: N (271) Other-Feat: N (279) Signs on Bridge: Y (281) Signs Under Bridge: N (431) Fence Height: 0 Ft (433) Noise Barrier: N
Programming Info			
PID Number: PID Status: PID Date:			
Inspection Summary	Survey Items		
(58) Deck: 6 (59) Superstructure: 6 (60) Substructure: 6 (62) Culvert: N (61) Channel: N (c6) Approaches: 6 General Appraisal: 6 (41) Operational Status: A (90) Inspection Date: 09/11/2017 (91) Desig Insp Freq: 12 Months	(36A) Railings: 1 - Meets acceptable standards (36B) Transitions: 0 - Does not meet acceptable (36C) Guardrail: 1 - Meets acceptable standards (36D) Rail Ends: N - NA/safety feature is not required (92A) Fracture Critical: N (113) Scour Critical: N - Bridge not over waterway. Inspection Review Date:		
SFNs Replacing this retired bridge: - SFNs That were replaced by this bridge: - This bridge was retired and copied to: The bridge was copied from:		Insp 1st: 1 - Ohio State Transportation Department 2nd: X - None 3rd: X - None (21) Major Maint 1st: 1 - Ohio State Transportation Department 2nd: X - None 3rd: X - None (225) Routine Maint 1st: 1 - Ohio State Transportation Department 2nd: X - None 3rd: X - None	

2017 LUC-00280-0331_ZL (Z RAMP) ROUTINE INSPECTION REPORT

APPROACH INSPECTION

Structure File Number: 4806018 Inventory Bridge Number: LUC 00280 03.310 ZL Bridge Type: 1 - CONCRETE/3 - BOX BEAM/2 - CONTINUOUS
Sufficiency Rating: 97.0 Date Built: 6/24/2007
District: 02 Place Code (FIPS): TOLEDO IR-280 RAMP Z over SB RAMP TO FRONT ST, NSRR Type of Service on: HIGHWAY

APPROACH

(c6) Approach Summary: 6 **Recommended:** 6

c1. Approach Wearing Surface (EA)

Total Quantity	State 1	State 2	State 3	State 4	Transition Rating
1	1				1.00

Minor isolated hairline cracks present with smooth rideability noted.

c2. Approach Slabs (SF)

Total Quantity	State 1	State 2	State 3	State 4	Transition Rating
650	650				1.00

Areas of minor transverse and longitudinal hairline cracking present throughout the approach slab.

c3. Relief Joint (LF)

Total Quantity	State 1	State 2	State 3	State 4	Transition Rating
16	12	4			1.33

Moderate transverse cracks adjacent to approach slab and approach roadway pavement. Both northern and southern edges of the relief joint displayed minor cracking, spalling, and deterioration. Light vegetation was present at the east edge of the relief joint adjacent to the approach slab. See Photo 1.

c4. Embankment (EA)

Total Quantity	State 1	State 2	State 3	State 4	Transition Rating
1	0	1			2.00

Insignificant cracking, with areas of efflorescence, in the MSE wall was noted at various locations. Minor leaking of the granular material between the joints in the MSE wall panels was noted.

c5. Guardrail (EA)

Total Quantity	State 1	State 2	State 3	State 4	Transition Rating
1	1				1.00

Typical insignificant hairline vertical cracks in the concrete railing on both sides of the roadway.

2017 LUC-00280-0331_ZL (Z RAMP) ROUTINE INSPECTION REPORT

APPROACH INSPECTION PHOTOS

Structure File Number: 4806018

Inventory Bridge Number: LUC 00280 03.310 ZL

Bridge Type: 1 - CONCRETE/3 - BOX BEAM/2 -
CONTINUOUS

Sufficiency Rating: 97.0

Date Built: 6/24/2007

District: 02 Place Code (FIPS): TOLEDO

IR-280 RAMP Z over SB RAMP TO FRONT ST, NSRR Type of Service on: HIGHWAY



Photo 1

General condition of relief joint with moderate cracking, spalling and deterioration including vegetation.

2017 LUC-00280-0331_ZL (Z RAMP) ROUTINE INSPECTION REPORT

DECK INSPECTION

Structure File Number: 4806018

Inventory Bridge Number: LUC 00280 03.310 ZL

Bridge Type: 1 - CONCRETE/3 - BOX BEAM/2 -
CONTINUOUS

Sufficiency Rating: 97.0

Date Built: 6/24/2007

District: 02 Place Code (FIPS): TOLEDO

IR-280 RAMP Z over SB RAMP TO FRONT ST, NSRR Type of Service on: HIGHWAY

DECK

(58) NBIS Deck Summary:

6

Recommended: 9

c7.1 Floor/Slab (SF)

Total Quantity	State 1	State 2	State 3	State 4	Transition Rating
87377	86977	400			1.01

Ramp Z (LUC-280-0331ZL) deck sketches show from Pier 5Z (Sta. 6+97.32) to Abutment 25Z (Sta. 31+86.05). The remaining deck sketches were included on the LUC-280-0283L report. The entire deck quantity is rated in this report. The longitudinal joint is rated in the LUC-280-0283L report as per the 2016 inspection. Hairline transverse and map cracking, with efflorescent leaching in areas, was located along the length of the longitudinal closure pour. See Photo 1.

The defects in the bottom of the deck slab are documented and detailed in the Superstructure Inspection section of this report and subsequent photos for these defects are also located in that section. Several previously grouted lift holes in the top flange/deck of the segments exhibited heavy efflorescence and rust staining along the length of the bridge. In addition, numerous transverse closure pour joints in the top flange/deck displayed areas of cracking and efflorescence over the length of the bridge.

Areas of moderate (0.013 in. to 0.020 in.) transverse cracking along a majority of the roadway segment joint locations were noted along the length of the bridge. Moderate longitudinal and map cracks were located in the overhang/shoulder areas of the deck near the railings in Spans 17Z to 20Z. See Photos 2 and 3. These cracks appeared to be reflective and were present in the wearing surface as well.

Numerous lift hole and deck patches were noted along the length of the bridge and displayed moderate cracking (0.013 in. to 0.025 in.), spalling and discoloration around the perimeter of these patches. See Photo 4. Other patches along the bridge were determined to be delaminated/ unsound with moderate cracking in both the shoulder and travel lane areas of the deck. See Photo 5. These patches appeared to be reflective and were present in the wearing surface as well.

For a detailed layout and description of defects found during the inspection, refer to the asset file section for sketches.

c7.2 Edge of Floor/Slab (LF)

Total Quantity	State 1	State 2	State 3	State 4	Transition Rating
	0				

c8. Wearing Surface (SF)

Total Quantity	State 1	State 2	State 3	State 4	Transition Rating
78338	77838	500			1.01

Areas of moderate (0.013 in. to 0.020 in.) transverse cracking along a majority of the roadway segment joint locations were noted in the wearing surface along the length of the bridge. Moderate longitudinal and map cracks were located in the overhang/shoulder areas of the deck near the railings in Spans 17Z to 20Z. See Photos 2 and 3.

Numerous lift hole and deck patches were noted in the wearing surface along the length of the bridge and displayed moderate cracking (0.013 in. to 0.025 in.), spalling and discoloration around the perimeter of these patches. See Photo 4. Other patches along the bridge were determined to be delaminated/unsound with moderate cracking in both the shoulder and travel lane areas of the deck. See Photo 5.

A few areas of the wearing surface exhibited scaling and abrasion in the west shoulder regions of the roadway in Spans 8Z, 11Z, 14Z, 16Z, 18Z and 19Z. See Photo 6.

For a detailed layout and description of defects found during the inspection, refer to the asset file section for sketches.

2017 LUC-00280-0331_ZL (Z RAMP) ROUTINE INSPECTION REPORT

DECK INSPECTION

Structure File Number: 4806018

Inventory Bridge Number: LUC 00280 03.310 ZL

Bridge Type: 1 - CONCRETE/3 - BOX BEAM/2 - CONTINUOUS

Sufficiency Rating: 97.0

Date Built: 6/24/2007

District: 02 Place Code (FIPS): TOLEDO

IR-280 RAMP Z over SB RAMP TO FRONT ST, NSRR Type of Service on: HIGHWAY

DECK

c10. Median (LF)

Total Quantity	State 1	State 2	State 3	State 4	Transition Rating
0	0				

c11. Railing (LF)

Total Quantity	State 1	State 2	State 3	State 4	Transition Rating
5502	0	5502			2.00

The west barrier runs for the entire length of the Ramp Z structure; however, the east barrier runs from Pier 5Z (Sta. 6+97.32) to Abutment 25Z (Sta. 31+86.05). The quantity was adjusted accordingly.

Typical areas of hairline to moderate vertical and horizontal cracking were noted along the length of the concrete parapet on both sides of the roadway. See Photo 7. Numerous areas of cracks had efflorescence, rust stains and/or discoloration/leaching.

Several areas of minor spalls/gouges were noted along the length of the bridge in Spans 16Z, 23Z and 24Z. A few areas of scaling along the top edge of the west parapet was found in Spans 22Z and 23Z. See Photo 8.

A few areas of minor deterioration and rust on the steel railing were noted along the length of the bridge. Collision damage and minor scraping to the concrete and steel railings was noted in Span 6Z. See Photo 9.

The attenuator at the Pier 4Z/Ramp Z exit where the SB South Approach railing begins at Pier 21SB was damaged from collision impact. See Photo 10.

For a detailed layout and description of defects found during the inspection, refer to the asset file section for sketches.

c12. Drainage (EA)

Total Quantity	State 1	State 2	State 3	State 4	Transition Rating
29	0	10	19		3.00

Moderate amounts of debris was observed in a majority of the scuppers at the deck level. The scuppers appeared to be adequately open and functioning. Several grates within the scuppers were out of their vertical position and not serving their intended function of filtering debris from entering the drainage pipes. See Photo 11.

The drainage caps on the edge face of the pier end segments were leaking on a majority of the scupper locations. These locations consisted of varying levels, moderate to heavy, of rust staining and efflorescence in the concrete. See Photo 12.

For a detailed layout and description of defects found during the inspection, refer to the asset file section for sketches.

c13. Expansion Joint (LF)

Total Quantity	State 1	State 2	State 3	State 4	Transition Rating
208	0	130	78		3.00

No leakage of the glands within the modular joints was observed. The joints at Piers 9Z, 12Z, and 22Z were significantly filled over the entire width of the roadway with vegetation growing along the joints. See Photo 13. The remaining joints at Piers 4Z, 7Z, 15Z, 19Z and Abutment 25Z were partially filled with debris over the entire width of the roadway.

The expansion joint at Piers 1Z and 3Z are included in the SB South Approach deck quantity and sketches due to being continuous with that joint.

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DECK INSPECTION

Structure File Number: 4806018 Inventory Bridge Number: LUC 00280 03.310 ZL Bridge Type: 1 - CONCRETE/3 - BOX BEAM/2 -
Sufficiency Rating: 97.0 Date Built: 6/24/2007 CONTINUOUS
District: 02 Place Code (FIPS): TOLEDO IR-280 RAMP Z over SB RAMP TO FRONT ST, NSRR Type of Service on: HIGHWAY

DECK

For a detailed layout and description of defects found during the inspection, refer to the asset file section for sketches and joint measurements.

2017 LUC-00280-0331_ZL (Z RAMP) ROUTINE INSPECTION REPORT

DECK INSPECTION PHOTOS

Structure File Number: 4806018

Inventory Bridge Number: LUC 00280 03.310 ZL

Bridge Type: 1 - CONCRETE/3 - BOX BEAM/2 -
CONTINUOUS

Sufficiency Rating: 97.0

Date Built: 6/24/2007

District: 02 Place Code (FIPS): TOLEDO

IR-280 RAMP Z over SB RAMP TO FRONT ST, NSRR Type of Service on: HIGHWAY



Photo 1 Longitudinal joint with map cracking and efflorescent leaching over the length.



Photo 2 Typical longitudinal crack in the shoulder of the deck in Span 20Z.



Photo 3 Map cracking in the shoulder of the deck in Span 19Z.



Photo 4 Typical top of deck lift hole patches with cracking and spalling.



Photo 5 Delaminated and unsound patch with map cracking located in Span 17Z.

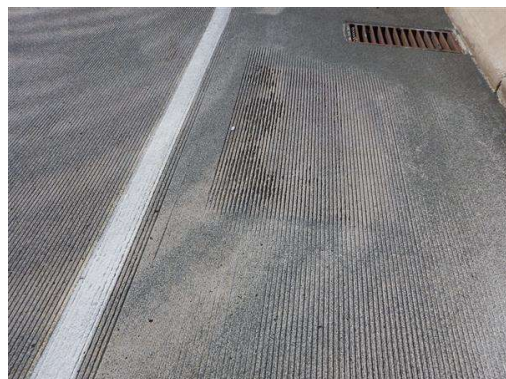


Photo 6 Scaling and abrasion in the wearing surface of the Span 8Z shoulder.

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Photo 7 Moderate vertical and horizontal cracking and efflorescent leaching along the west parapet.



Photo 8 Scaling along the top edge of the west parapet in Span 24Z.



Photo 9 Collision damage to the concrete and steel railings in Span 6Z.



Photo 10 Damaged attenuator at the Ramp Z exit.



Photo 11 Partially filled scupper with displaced grate within the element.



Photo 12 Heavy rust staining and efflorescence on the edge face of the end segments.

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DECK INSPECTION PHOTOS

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CONTINUOUS

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Photo 13

Heavy debris with vegetation over the length of the expansion joint at Pier 9Z.

2017 LUC-00280-0331_ZL (Z RAMP) ROUTINE INSPECTION REPORT

SUPERSTRUCTURE INSPECTION

Structure File Number: 4806018

Inventory Bridge Number: LUC 00280 03.310 ZL

Bridge Type: 1 - CONCRETE/3 - BOX BEAM/2 -
CONTINUOUS

Sufficiency Rating: 97.0

Date Built: 6/24/2007

District: 02 Place Code (FIPS): TOLEDO

IR-280 RAMP Z over SB RAMP TO FRONT ST, NSRR Type of Service on: HIGHWAY

SUPERSTRUCTURE

(59) NBIS Superstructure Summary: 6

Recommended: 9

c14. Alignment (EA)

Total Quantity	State 1	State 2	State 3	State 4	Transition Rating
24	24				1.00

No areas of misalignment or distortion were noted.

c15.1 Beams/Girders (LF)

Total Quantity	State 1	State 2	State 3	State 4	Transition Rating
3013	2483	530			1.24

Numerous areas of unsound patches were observed in the lift holes located at the top flange/ceiling slab along the edges of the interior segment. In Spans 1Z and 2Z, these areas were previously patched with several of these patches observed to be delaminated and unsound and spalled with exposed reinforcement. See Photos 1 and 2. A majority of the patches were leaching with efflorescence and rust staining over the length of the bridge. Other patches and construction joints in the interior of the segments, both web and top/bottom flanges/slabs exhibited efflorescence around the perimeters. See Photo 3. Along the exterior web and bottom flange/slab, several delaminated and spalled areas as well as delaminated patches were noted along the length of the bridge. See Photos 4 and 5.

Longitudinal hairline to moderate cracking was present along both corner edges between the web and top flange/slab of every segment. The cracks varied in length and were typically 0.005 in. to 0.020 in. in width. Approximately half of the cracks exhibited efflorescence; however, based on previously installed marks, they did not appear to be actively leaching. See Photo 6. Additional hairline vertical and longitudinal cracking was present along the interior and exterior webs and bottom flange/slabs of the box segments over the length of the bridge. See Photo 7. Hairline transverse cracking with efflorescent leaching and discoloration, was noted at various locations along the bridge with a majority in conjunction with the segment joints. See Photo 8. Hairline cracking and efflorescence was noted in the interior pier construction joints. The exterior pier segments had typical hairline cracking on a majority of the elements and construction joints. These cracks ranged in width and length with some exhibiting leaching and efflorescence and were typically located in the centerline of the segment. See Photo 9.

Voids were present in the segment construction joints, both interior and exterior, varying in size and depth. See Photo 10. Spalls and delaminated areas were noted throughout the interior and exterior of the of the segments in the pier segment closure pours and future exterior stressing blocks located at the top of the webs and along the floor slab. Some of the spall areas were greater than 1 in. in depth and contained exposed reinforcement. See Photos 11 and 12.

Small areas of honeycombed concrete were also noted on both the interior and exterior of the segments along the length of the bridge. A hole with poorly consolidated concrete in Span 15Z was located in the east interior web. See Photo 13.

Existing areas of water leaking into interior of box girder between several segment joints were noted previously. These areas did not appear to be active at the time of the inspection.

For a detailed layout and description of defects found during the inspection, refer to the asset file section for sketches and spreadsheets.

c16. Diaphragm/Cross Frames (EA)

Total Quantity	State 1	State 2	State 3	State 4	Transition Rating
48	39	9			1.26

The interior diaphragms exhibited typical hairline to moderate vertical and map cracking ranging from 0.005 to 0.04 in. in width. Efflorescence and leaching was present at some locations although the areas did not appear to be active with the exception of the diaphragm at Pier 2Z. See Photos 14 and 15. Several diaphragms additionally had areas of delaminated and

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SUPERSTRUCTURE INSPECTION

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Sufficiency Rating: 97.0 Date Built: 6/24/2007
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SUPERSTRUCTURE

unsound concrete on the vertical faces. An area of honeycombed/poorly consolidated concrete was noted around the T1/2/3 ducts in the diaphragm at Pier 21Z. See Photo 16.

c26. Bearing Devices (EA)

Total Quantity	State 1	State 2	State 3	State 4	Transition Rating
67	42	25			1.47

The plinths on Piers 4Z, 5Z, 12Z, 21Z, 22Z and Abutment 25Z exhibited areas of unsound, spalled or delaminated concrete with moderate to severe cracking in over 5% of the bearing area. See Photos 17 through 19.

The northwest bearing at Pier 8Z was not fully bearing with the plinth concrete over an area measuring 3 in. wide x 2 in. deep x 1 ft. in length. A few bearings have strips missing or starting to pop out (patch pin grooves) in the edge of the elastomeric pad at Piers 4Z, 5Z, 7Z and 21Z. See Photo 20. These grooves are used to hold the internal shims in place during the fabrication process and do not contribute structurally to the bearing pad.

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SUPERSTRUCTURE INSPECTION PHOTOS

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Photo 1 Lift hole with spalled concrete and exposed reinforcement and efflorescence in Span 1Z.



Photo 2 Severe spall at lift hole location with exposed reinforcement in Span 1Z.



Photo 3 Typical lift hole condition and construction joint with efflorescence.



Photo 4 Spalled concrete on the exterior bottom flange of the box segment in Span 16Z.



Photo 5 Delaminated patch on the exterior web of the box segment in Span 2Z.



Photo 6 Area of hairline map cracking in the interior web of the box segment in Span 12Z.

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Photo 7 Interior upper corner crack typical throughout the length of the bridge.



Photo 8 Transverse hairline crack in the top slab of the interior box segment with inactive efflorescence and discoloration.



Photo 9 Typical cracking in the exterior pier segment on the edge face.



Photo 10 Typical void at the interior construction joint of the box segment.



Photo 11 Delaminated area on exterior stressing block in Span 3Z.



Photo 12 Bottom exterior stressing block with spalled concrete and exposed reinforcement.

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Photo 13 Area of poorly consolidated concrete in the closure pour joint at Pier 15Z.



Photo 14 Area of map cracking ranging in width from hairline to 0.016 in. with efflorescence in diaphragm at Pier 21Z.



Photo 15 Active efflorescence in the diaphragm at Pier 2Z.



Photo 16 Honeycombed concrete around the PT duct in the diaphragm at Pier 21Z.



Photo 17 Spall and delaminated concrete in the southeast plinth at Pier 4Z.



Photo 18 Spalled concrete in the plinth of the east bearing at Pier 5Z.

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Photo 19 Spalled concrete in the plinth with exposed reinforcement at the western bearing at Pier 12Z.



Photo 20 Missing patch pin groove strips on both Pier 21Z elastomeric bearings.

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SUBSTRUCTURE

(60) NBIS Substructure Summary: 6 **Recommended:** 8

c33. Abutment Walls (LF)

Total Quantity	State 1	State 2	State 3	State 4	Transition Rating
29	29				1.00

The abutment wall exhibited areas of hairline vertical and map cracking.

For a detailed layout and description of defects found during the inspection, refer to the asset file section for sketches.

c35. Abutment Columns/Bents (EA)

Total Quantity	State 1	State 2	State 3	State 4	Transition Rating
1	1				1.00

The abutment bent exhibited areas of hairline vertical cracking. See Photo 1.

For a detailed layout and description of defects found during the inspection, refer to the asset file section for sketches.

c34. Abutment Caps (LF)

Total Quantity	State 1	State 2	State 3	State 4	Transition Rating
0	0				

c38. Pier Columns/Bents (EA)

Total Quantity	State 1	State 2	State 3	State 4	Transition Rating
24	19	5			1.28

Typical hairline to medium (0.025 in.) width vertical, horizontal and map cracking areas were present on the pier columns. A few small spalls and areas of delaminations were noted on the pier columns as well. See Photos 2 and 3.

Water was present in some of the interior voids of the pier columns. These locations were noted in the interior superstructure defect spreadsheet.

For a detailed layout and description of defects found during the inspection, refer to the asset file section for sketches and spreadsheet.

c36. Pier Walls (LF)

Total Quantity	State 1	State 2	State 3	State 4	Transition Rating
0	0				

c37. Pier Caps (LF)

Total Quantity	State 1	State 2	State 3	State 4	Transition Rating
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SUBSTRUCTURE INSPECTION

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SUBSTRUCTURE

240 160 80 1.43

Typical hairline to medium (0.025 in) width vertical and map cracking areas were noted on the pier caps. See Photo 4.

The caps at Piers 2Z and 11Z exhibited areas of delaminated concrete. See Photo 5.

For a detailed layout and description of defects found during the inspection, refer to the asset file section for sketches and spreadsheet.

c39. Backwalls (LF)

Total Quantity	State 1	State 2	State 3	State 4	Transition Rating
	0				

c40. Wingwalls (EA)

Total Quantity	State 1	State 2	State 3	State 4	Transition Rating
1		1			2.00

Insignificant cracking in the MSE wall with areas of efflorescence were observed in the panels at various locations along the length. In addition, minor leaking of the granular material between joints in the MSE wall panels was noted.

c43. Slope Protection (EA)

Total Quantity	State 1	State 2	State 3	State 4	Transition Rating
1	1				1.00

No defects noted.

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SUBSTRUCTURE INSPECTION PHOTOS

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Photo 1 Typical condition of the Abutment 25Z bent and wall.



Photo 2 Typical narrow vertical cracks in the pier columns.



Photo 3 Delaminated area and cracking in the pier column concrete at Pier 9Z.



Photo 4 Typical cracking and efflorescence/staining in the pier caps.

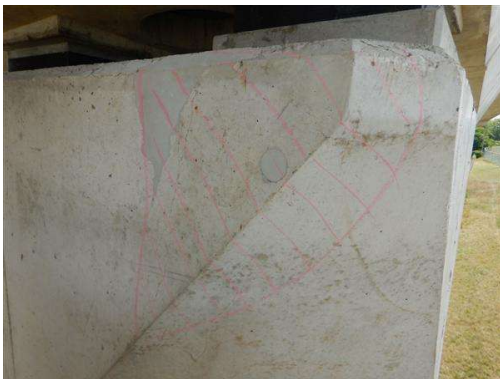


Photo 5 Delaminated concrete on the northwest corner of the Pier 11Z cap.

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SIGNS/UTILITIES INSPECTION

Structure File Number: 4806018

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SIGNS/UTILITIES

(41) Open, Posted or Closed: A

c55. Signs (EA)

Total Quantity	State 1	State 2	State 3	State 4	Transition Rating
3	3				1.00

All signs (2 mile marker and a speed limit) were in good condition with no notable defects.

c56. Sign Supports (EA)

Total Quantity	State 1	State 2	State 3	State 4	Transition Rating
3	3				1.00

The sign supports were in good condition with no notable defects.

c57. Utilities (LF)

Total Quantity	State 1	State 2	State 3	State 4	Transition Rating
6026	6016	10			1.00

Brackets, clips and fasteners for the interior electrical conduit had areas where they were disconnected from the top flange/ceiling slab. See Photo 1. A few locations along the length of the bridge exhibited broken and/or disconnected conduit at joints. See Photo 2.

For a detailed layout and description of defects found during the inspection, refer to the asset file section for sketches and spreadsheets.

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SIGNS/UTILITIES INSPECTION PHOTOS

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Photo 1

Electrical conduit brackets disconnected from the top flange/ceiling concrete.



Photo 2

Electrical conduit broken at the elbow joint near Pier 14Z.

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SUPPLEMENTAL INSPECTION

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SUPPLEMENTAL

c63. Post Tensioning End Cap (EA)

Total Quantity	State 1	State 2	State 3	State 4	Transition Rating
292	272	12	8		1.45

12 PT end cap locations were noted to have small void areas within the grout in the cap. These areas were determined and verified by gently tapping on the plastic end caps with a hammer. See Photos 1 and 2. Based on the previous inspection, an additional 5 PT caps were noted to be between 1/2 to 2/3 fully grouted. 3 PT end blocks located between spans over the piers exhibited delaminated areas within the concrete. See Photo 3.

For a detailed layout and description of defects found during the inspection, refer to the asset file section for sketches and spreadsheets.

It would be recommended to remove the plastic PT caps or utilize a form of NDT/ultrasound to determine the exact extent and accuracy of the voids. With the caps being covered in waterproofing material and plastic, hollow areas within the cap were difficult to detect with certainty. In addition, the brittle nature of the plastic material could lead to cracking of the end caps if struck too hard with a hammer.

c64. Post Tensioning Segmental Box Internal (EA)

Total Quantity	State 1	State 2	State 3	State 4	Transition Rating
345	0	345			2.00

Numerous areas of delaminated and spalled patches in the lift holes located at the top flange/ceiling slab along the edges of the interior segment were typical along the length of the bridge. See Photos 1 through 3 in the Superstructure section. Other patches in the interior top flange/ceiling slab were observed to have efflorescence around the perimeter.

Longitudinal hairline cracking was present along both corner edges between the web and the top flange/slab of every segment. The cracks varied in length and were typically 0.005 to 0.020 in. in width. Approximately half of the cracks exhibited efflorescence; however, based on previously installed marks, did not appear to be actively leaching. See Photo 7 in the Superstructure section. Additional hairline vertical and horizontal cracking was present along the interior webs and bottom flange/floor slabs of the box segments over the length of the bridge. See Photo 6 in the Superstructure section. Hairline transverse cracking with efflorescence and discoloration were present at various locations along the bridge adjacent or in conjunction with the segment joints. See Photo 8 in the Superstructure section.

Voids were present in the segment closure joints, varying in size and depth. See Photo 10 in the Superstructure section. Spalls and delaminated areas were additionally noted throughout the interior of the segments, pier segment closure pours, diaphragms and future exterior stressing blocks located at the top of the webs and along the floor slab. Some of the spalled areas were greater than 1 in. in depth and contained exposed reinforcement. See Photos 11 and 12 in the Superstructure section.

Small areas of honeycombed concrete was also noted on the interior of the segments along the length of the bridge. A hole with poorly consolidated concrete was noted in Span 15Z at the pier segment closure joint in the east interior web. See Photo 13 in the Superstructure section.

The diaphragms exhibited typical hairline to moderate vertical and map cracking ranging from 0.005 to 0.04 in. in width. Efflorescence and leaching/discoloration was present at some crack locations. See Photo 14 in the Superstructure section. Additional areas of delaminated and unsound concrete were noted on the vertical faces of the diaphragms.

A mass of ballast concrete located in Span 5Z exhibited vertical cracking along the face and transverse cracking along the top of the block. Cracks ranged in width from hairline to 0.06 in. in width along the length of the block. See Photo 4.

For a detailed layout and description of defects found during the inspection, refer to the asset file section for sketches and spreadsheets.

c65. Post Tensioning Segmental Box External (EA)

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SUPPLEMENTAL INSPECTION

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SUPPLEMENTAL

Total Quantity	State 1	State 2	State 3	State 4	Transition Rating
345	285	60			1.24

On the exterior web, multiple delaminated, cracked and spalled patches were noted along the length of the bridge. See Photo 5 of the Superstructure section. Additional hairline map and longitudinal cracking was present along the exterior webs and bottom flange/floor slabs of the box segments over the length of the bridge.

Hairline cracking in the exterior pier segments were typical on a majority of the elements. These cracks ranged in width and length with some exhibiting leaching of efflorescence and were typically located along the centerline of the segment. See Photo 9 in the Superstructure section. Spalls and delaminated areas were observed throughout the exterior of the segments in the pier segment closure joints and segments.

Voids were present in the segment closure joints, varying in size and depth. See Photo 5. Small areas of honeycombed concrete was also noted on the exterior of the segments along the length of the bridge.

For a detailed layout and description of defects found during the inspection, refer to the asset file section for sketches and spreadsheets.

c66. Post Tensioning External Tendon (EA)

Total Quantity	State 1	State 2	State 3	State 4	Transition Rating
146	146				1.00

External tendons were in good condition with minimal notable defects. A few areas of rusting were observed on the steel PT ducts at the diaphragm connections and clamps connecting the PTFE sheathing to the steel ducts. See Photo 6. Several locations along the PTFE sheathing contained areas where rust deposits were located on the top area of the tendons. See Photo 7. A few areas of voids in the grout were noted along the length of the external tendon. These areas were determined or verified by gently tapping on the tendon sheathing with a hammer.

A couple of the exterior tendon couplers connecting sections of the sheathing together appeared misaligned slightly over the length of the bridge. Areas of weakened grout were noted within the coupler material between the connecting sheathing and could be compressed inward using the head of a hammer. See Photo 8. A few couplers exhibited some minor cracking along the longitudinal direction of the material.

An area of sheathing splice material was not properly adhered to the PTFE tendon sections in Span 23Z at Segment 08. It could not be determined whether this location was allowing access for moisture to penetrate the tendon. See Photo 9.

As noted above in the PT end cap section, it would be recommended to have a form of NDT or ultrasound be utilized to determine the exact extent and accuracy of the voids.

For a detailed layout and description of defects found during the inspection, refer to the asset file section for sketches and spreadsheets.

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SUPPLEMENTAL INSPECTION PHOTOS

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Photo 1 Small void noted in the T2 tendon end cap at Pier 14Z.



Photo 2 Small void in the grout tube and rust present on the T2 tendon duct located at Pier 20Z.



Photo 3 Delaminated concrete at the PT end blockout at Pier 15Z.

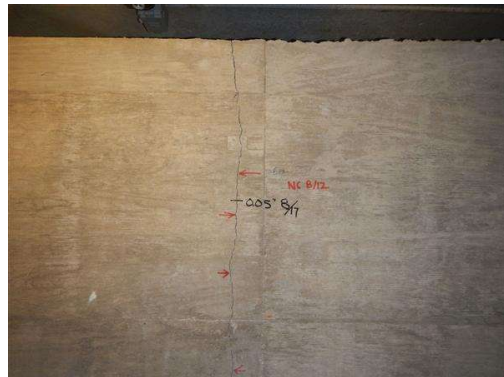


Photo 4 Typical vertical cracking on the concrete ballast block in Span 5Z.

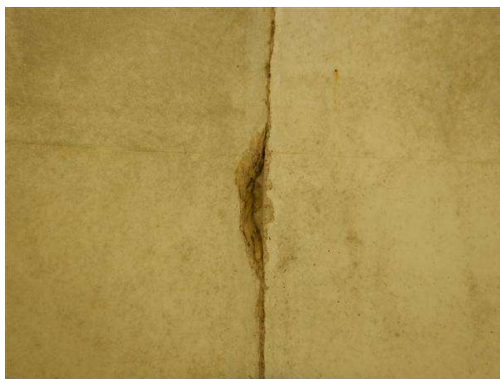


Photo 5 Typical exterior void between segment closure joints.



Photo 6 Rust present on the PT duct and clamps at the diaphragm connection at Pier 7Z.

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Photo 7 Typical rust deposit on the PTFE tendon sheathing.



Photo 8 Weakened grout within the coupler between tendon ducts in Span 1Z.



Photo 9 Splice material not properly adhered to the PTFE tendon sections in Span 23Z.

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CRITICAL FINDINGS

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REVIEW

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