

Inspector: Lentz,Stephanie

Inspection Date: 10/23/2025

Structure Number: 3106659

Facility Carried: RAMP US22E - IR71N

Ohio Bridge Inspection Summary Report

HAM-00071-0197W (3106659)

B.L.04: District District 0815000 - CINCINNATI (HAM county)

B.CL.02: Major Maint 01 - State Highway Agency /

225 Routine Main A/B 01 - State Highway Agency /

221 Inspection A/B 01 - State Highway Agency /

5A: Inventory Route 1 00071

7: Facility On RAMP US22E - IR71N

6: Feature Ints RAMP=US22*E(S3*N)-I71*N

9: Location .2 MI S OF US 22 GILBERT

Lat, Lon 39.10935 ,-84.502389

Condition

B.C.01: Deck 7

58.01: Wearing Surface 7

B.C.08: Joint 7

B.C.02: Superstructure 7

59.01: Paint & PCS 7

B.C.03: Substructure 7

B.C.09: Channel N

B.C.11: Scour N

B.C.10: Channel Prot. N

B.C.05: Bridge Railing 7

B.C.06: Transitions N

B.C.07: Bearings 7

B.C.04: Culverts N

Ohio GA 7

Appraisal

B.AP.03: Scour Vul. Not over Waterway

Geometric

48: Max Span Length (ft) 122.0

49: Structure Length (ft) 302.0

52: Deck Width, Out-To-Out (ft) 29.4

424: Deck Area (sf) 8878.8

32: Appr Roadway Width (ft) 24.0

51: Road Width, Curb-Curb (ft) 24.0

50A: Curb/SW Width: Left (ft) 0

50A: Curb/SW Width: Right (ft) 0

34: Skew (deg) 99

33: Bridge Median 0 - No median

54B: Min Vert Underclearance (ft) 14.83

336A: Min Vert Clrnce IR Cardinal (ft) 99

336B: Min V Clr IR Non-Cardinal (ft) 0

578: 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 (%) 143

704: Analysis Date 07/01/1995

63: Analysis Method 6 - Load Factor (LF) rating reported by rating factor (RF) method using MS18 loading.

Structure Type

43: Bridge Type 4 - Steel continuous
03 - Girder and Floorbeam System
N- Not Applicable

45: Spans Main / Approach 3 / 0

107: Deck Type 1 - Concrete Cast-in-Place

408: Composite Deck U - Unknown

414A Joint Type 1 8 - Elastomeric Strip Seal

414B: Joint Type 2 N - None

108A: Wearing Surface 2 - Integral Concrete (separate non-modified layer of concrete added to structural deck)

3 - MicroSilica

422: WS Date 03/01/2001

423: WS Thick (in) 2.0

482: Protective Coating 0 - Other Paint

483: PCS Date 03/01/2001

453: Bearing Type 1 2 - Rockers & Bolsters

455: Bearing Type 2 N - None

528: Foundn: Abut Fwd 1 - Steel H Piles (Other size)

533: Foundn: Abut Rear 1 - Steel H Piles (Other Size)

536: Foundn: Pier 1 1 - Steel H Piles (Other size)

539: Foundn: Pier 2 N - None (Such as most Culverts)

Age and Service

27: Year Built/ 106 Rehab 1976 / 0000

42A: Service On 6 - Overpass structure at an interchange or second level of a multilevel interchange

42B: Service Under 1 - Highway, with or w/out pedestrian

28A: Lanes on 02

28B: Lanes Under 02

19: Bypass Length 1

29: ADT 8390

109: % Trucks (%) 6

Inspections

B.IE.03 Routine Insp. 12 Months 10/23/2025

B.IE.03: NSTM Insp. Y 24 07/13/2025

B.IE.03: UW Insp. 0

B.IE.03: Special Insp.

UBIT Insp. N 0

Drone Insp. N 0

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	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
12-Reinforced Concrete Deck	3 - Mod.	8884	sq. ft.	8273	600	11	0
	CS2: Hairline transverse cracks, couple with efflorescence, 1'-2' spacing. Hairline cracking & map cracking; 2x4s left in place from painting project. Few trans cracks to edge of floor. CS3: Spall in span 1, bay 2, over OS shoulder of ramp to NB IR71. Few delams in span 1, not over roadway.						
510-Wearing Surfaces		7248	sq. ft.	6491	518	239	0
	CS2: Left overlay pour with several hairline longitudinal cracks; narrower right pour with hairline longitudinal cracks throughout. Right forward MSC popout. Sound patches along joint in left ramp lane and right. CS3: Spall >6in in diameter in center of right lane, and spalls along intermediate joint, right. HL map cracks in right overlay. Few longitudinal cracks >.05" wide.						
107-Steel Open Girder/Beam	3 - Mod.	1900	ft.	1880	20	0	0
	CS2: Old LOS to fascia girder ends.						
515-Steel Protective Coating		35062	sq. ft.	34987	0	75	0
	CS3: Random potted rust areas to flange edges, cross-frames and hard to reach areas. Concrete splatter at rear near BW.						
152-Steel Floor Beam	3 - Mod.	60	ft.	5	54	1	0
	2025 NSTM Inspection performed by Gannett Fleming CS2: Areas of corrosion, interior of cap. CS3: Moderate surface rust was found on the bottom flange and bottom of south end plate between the south bearing stiffener and the end plate.						
515-Steel Protective Coating		2080	sq. ft.	2018	0	62	0
	CS3: Areas of random rust interior and exterior. Small, isolated spots of minor corrosion.						
205-Reinforced Concrete Column	3 - Mod.	5	each	5	0	0	0
215-Reinforced Concrete Abutment	3 - Mod.	94	ft.	78	11	5	0
	CS2: Minor vertical cracks. CS3: Left rear end has diagonal crack with leakage, rust staining, efflor at mid height of abutment. Sealed spall at left fwd.						
234-Reinforced Concrete Pier Cap	3 - Mod.	60	ft.	45	13	2	0
	CS2: Horizontal cracks in left rear and few small delams. CS3: area of delam fwd. side of concrete pier cap.						
300-Strip Seal Joint	3 - Mod.	90	ft.	63	15	12	0
	CS2: Few cracks in rear header. Rear joint open 1.5" and fwd. open 1.25" left and 1" on the right at 75 degrees. CS3: Delams, spalls in right rear header, approx. 12lf. (2022-2024 WR 135103 to repair spalls/delams.)						
311-Movable Bearing	3 - Mod.	21	each	3	13	5	0
	CS2: Misalignment to rockers on shared pier 2. Light rust visible on several abutment bearings, masonry plates and some pier bearings. CS3: Rear abutment, misaligned B7 with excessive tilt, masonry plate has moved/shifted 2". Fwd. bearing 1 also with excessive tilt. Fwd. bearing 4 has pack rust and debris surrounding rocker possibly restricting movement. P2 bearing 2 at max expansion and B3 at max contraction.						
313-Fixed Bearing	3 - Mod.	4	each	4	0	0	0

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	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
321-Reinforced Concrete Approach Slab	3 - Mod.	1200	sq. ft.	1152	48	0	0
	CS2: Resin sealed in 2018. Small shallow spalls along headers						
331-Reinforced Concrete Bridge Railing	3 - Mod.	604	ft.	554	50	0	0
	CS2: Right rail has several vertical cracks, less than 10' spacing.						
815-Drainage	3 - Mod.	3	each	0	0	3	0
	CS3: All scuppers clogged						
830-Abutment Backwall	3 - Mod.	94	ft.	92	2	0	0
	Fwd bay 1 has minor old fire/smoke damage. CS2: Fwd. top of BW repaired, sound patch. Few vertical cracks.						

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ODOT District: District 08

HAM-00071-0197W_(3106659)

Date Built: 07/01/1976

Major Maint: 01 - State Highway Agency

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Traffic On: 6 - Overpass structure at an interchange or second level of a multi-level interchange/out

Rehab Date:

Routine Maint: 01 - State Highway Agency

Feature Inters: RAMP=US22*E(S3*N)-I71*N

Traffic Under: pedestrian

Insp. Resp A: 01 - State Highway Agency

FIPS Code: 15000 - CINCINNATI (HAM county)

Location: DISTRICT 08

.2 MI S OF US 22 GILBERT

Insp Resp B:

Inspector

Lentz,Stephanie

Inspection Date

10/23/2025

Reviewer

Meyer,Jeff

Inspector Comments - Deck and Approach

Deck, Wearing Surface, Joints, Railing

Floor/Slab

Hairline transverse cracks, couple with efflorescence, 1'-2' spacing. Hairline cracking & map cracking; 2x4s left in place from painting project. Few trans cracks to edge of floor. Spall in span 1, bay 2, over OS shoulder of ramp to NB IR71. Few delams in span 1, not over roadway.

Bridge Wearing Surface

Resin sealed in 2018. Left overlay pour with several hairline longitudinal cracks, few >.05" wide. Narrower right pour with hairline longitudinal cracks throughout & large areas of hairline map cracking. Right forward MSC pop-out. Sound patches along joint in left ramp lane. Spall >6in in diameter, center of right lane, and spalls along intermediate joint, right, 10lf. (2022-2024 WR: 135103) HL map cracks in right overlay.

Bridge Railing

Right rail has several vertical cracks, less than 10' spacing. Left fwd. railing sealer blistering & peeling.

Deck Drainage

Grates clogged.

Expansion Joint

New joint seal both ends. Few cracks in rear header. Rear joint open 1.5" and fwd. open 1.25" left and 1" on the right at 75 degrees. Spall, delams in header along right rear slab, compression seal torn/loose. (2022-2024 WR:135103)

Approach

Approach Wearing Surface

Rear pavement concrete is higher than approach slab end. Minor bump. Diagonal crack rear left shoulder and longitudinal center.

Approach Slab

Resin sealed in 2018. Small shallow spalls along headers.

Approach Relief Joint

Raveling, impact damage. Heaved up, raveling, heavy patching due to settlement.

Approach Embankment

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Minor settlement to left rear concrete barrier & approach slab.

Approach Guardrail

2sf. spall at left forward top adjacent bridge transition railing with resteel exposed. Left rear end settled 1" at approach slab railing joint.

Inspector Comments - General Appraisal

Superstructure, Bearings

Beams/Girders

Old LOS to fascia girder ends.

Diaphragm/X-Frames

Fwd., bay 1, smoke damage to PCS at end frames.

Bearings

Light rust on some bearings, some misalignment. P2, bearing 2, at max expansion and B3 at max contraction. Rear bearing 7 has excessive tilt and masonry plate has shifted up to 2". Fwd. bearing 1 has excessive tilt and bearing 4 has pack rust at base of rocker with debris surrounding.

Protective Coating System

Less than 1% of area has rust or corrosion visible.

Floor-beams

2025 NSTM Inspection performed by Gannett Fleming: (See attached report.)

[[Pier Cap 1 is in Good Condition [7]. No moisture was found inside of the cap during the 2025 inspection. Surface rust was found on the bottom of one interior pier diaphragm, on the underside of several flange tie plates, and on the interior bottom flange at one location. Pier Cap 1 Interior: The interior paint is in Good Condition [7] with isolated areas of surface rust, including at the bottom of the Girder T diaphragm and on the bottom flange tie plates of Girders T, U, V and Z. Moderate surface rust was found on the bottom flange and bottom of south end plate between the south bearing stiffener and the end plate. The previously observed 6-8" of standing water between south bearing stiffener and end plate was not present. Area was dry during 2025 inspection. There was a small crack indication previously noted above the weld on one bottom flange knee brace on the east face of Girder U connection, but it was verified that the weld was not cracked.]]

Substructure

Abutment Walls

Minor vertical cracks. Left rear end has diagonal crack with leakage, rust staining, efflor at mid height of abutment. Sealed spall at left fwd.

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Pier Columns/Bents

Pier Caps

Few horizontal cracks left rear and some small delams. Large delam at left fwd., in area of anchors for downspout.

Backwalls

Few vertical cracks and sound patches.

Wingwalls

Left rear diagonal cracks with seepage/efflor/rust staining.

Culvert

Inspector Comments - Waterway

Channel Protection

Channel

Scour

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Bridge Inspection Report

Pictures