

Inspector: Gerstenslager,Michael

Inspection Date: 11/07/2023

Structure Number: 1804472

Facility Carried: RAMP ES TO I-71

Ohio Bridge Inspection Summary Report**CUY-00480-0856ES (1804472)**2: District 16000 - CLEVELAND (CUY county)
ict
12

5A: Inventory Route 1 00480

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 127: Facility On RAMP ES TO I-71
6: Feature Ints IR 71 MAINLINE
9: Location OVER IR 71 AND OVER SR 17
Lat, Lon 41.418664 , -81.817906

Condition		Structure Type	
58: Deck	6 - Satisfactory Condition	43: Bridge Type	4 - Steel continuous
58.01 Wearing Surface	6 - Satisfactory (1-10% distress)		02 - Stringer/Multi-beam or Girder
58.02 Joint	4- Poor (heavy leaking, offset)		N- Not Applicable
59: Superstructure	7 - Good Condition	45: Spans Main / Approach	4 / 0
59.01 Paint & PCS	4 - Poor PCS (15-20% corr.)	107: Deck Type	1 - Concrete Cast-in-Place
60: Substructure	5 - Fair Condition	408: Composite Deck	N - Non-composite Construction
61: Channel	N	414A Joint Type 1	2 - Sliding Metal Plate Angle
61.01 Scour	N - Not Applicable	414B: Joint Type 2	N - None
62: Culverts	N - Not Applicable	108A: Wearing Surface	3 - Latex Concrete or similar additive
67.01 GA	5		N- Not Applicable

Appraisal			
Sufficiency Rating	79.3	SD/FO	0 - ND
36: Rail, Tr, Gd, Term Std	1	1	1 N
72: Approach Alignment	8 - Equal to present desirable criteria		
113: Scour Critical	N - Not over waterway		
71: Waterway Adequacy	N - Not Applicable		

422: WS Date	10/31/2004
423: WS Thick (in)	1.2
482: Protective Coating	5 - Paint System OZEU
483: PCS Date	01/01/1989
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	0 - Other

Geometric	
48: Max Span Length (ft)	99.0
49: Structure Length (ft)	342.0
52: Deck Width, Out-To-Out (ft)	36.0
424: Deck Area (sf)	12312
32: Appr Roadway Width (ft)	27.0
51: Road Width, Curb-Curb (ft)	30.0
50A: Curb/SW Width: Left (ft)	0
50A: Curb/SW Width: Right (ft)	0
34: Skew (deg)	53
33: Bridge Median	0 - No median
54B: Min Vert Underclearance (ft)	16.54
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	1966 / 0000
42A: Service On	1 - Highway
42B: Service Under	1 - Highway, with or w/out pedestrian
28A: Lanes on	02
28B: Lanes Under	04
19: Bypass Length	0
29: ADT	1000
109: % Trucks (%)	

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
704: Analysis Date	07/01/1973
63: Analysis Method	7 - Allowable Stress (AS) rating reported by rating factor (RF) method using MS18 loading.

Inspections		
	Months	
90: Routine Insp.	12	11/07/2023
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
12-Reinforced Concrete Deck	3 - Mod.	12312	sq. ft.	1812	10500	0	0
	CS2- Cracks, A few leaching. Some areas of map cracks. Some mottled areas. Minor shallow honeycombed areas.						
510-Wearing Surfaces		10260	sq. ft.	7515	2600	125	20
	CS2- Map cracks. Some transverse and longitudinal cracks. Some good concrete patches. Delaminated areas around spalls.						
	CS3- A few shallow spalls in lane 2. Several wide cracks.						
	CS 4 - 20 sf of asphalt patches in lane 2 over span 2.						
107-Steel Open Girder/Beam	3 - Mod.	1710	ft.	1645	20	45	0
	CS2- Some surface rust. Minor section loss to some beam ends. A few bent stiffeners.						
	CS3- Heavy section loss to some beam ends and areas of fascia's.						
515-Steel Protective Coating		21632	sq. ft.	0	19682	1800	150
	CS2- Surface dulling and fading throughout.						
	CS3- Peeling/blistering paint, mostly along lower flanges.						
	CS4- Spots of bare rusted metal.						
205-Reinforced Concrete Column	3 - Mod.	11	each	6	3	2	0
	CS2- P1C3- 4 SF delam P1C4- 4 SF delam P3C4- 2 SF delam, 2 SF spall CS3- P1C1- 15 SF delam, 3 SF spall P1C2- 10 SF delam, 1 SF spall						
521-Concrete Protective Coating		3678	sq. ft.	2478	0	0	1200
	CS 4- Areas of ineffective sealer.						
215-Reinforced Concrete Abutment	3 - Mod.	120	ft.	94	20	6	0
	CS2- Cracks, Some rust stains. Minor spalls and delams.						
	CS3- Spall with exposed rebar to rear right.						
521-Concrete Protective Coating		1125	sq. ft.	0	0	0	1125
	CS 4- Sealer ineffective.						
234-Reinforced Concrete Pier Cap	3 - Mod.	180	ft.	80	40	60	0
	CS2- Cracks, many leaching, some with rust stains.						
	CS3- Spalls with exposed rebar, mainly to P2 on West face.						
521-Concrete Protective Coating		4146	sq. ft.	3596	0	0	550
	CS 4- Areas of ineffective sealer. P2 cap is worst due to spalling.						

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	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
305-Assembly Joint without Seal	3 - Mod.	72	ft.	0	29	41	2
	<p>Note: Safety curbs have open joints.</p> <p>CS2- Debris in both joints full length. Cracks to header. Minor gouges to armor. Some rust section loss.</p> <p>CS3-20' of forward riser bar is cut out. Asphalt patches to rear header. 3' long deep spall to header at forward-right. 3' broken up concrete patch to forward left header.</p> <p>CS 4- Spalled through hole to top of forward joint header/ backwall in high speed berm exposing exjt. assembly.</p>						
311-Movable Bearing	3 - Mod.	15	each	0	7	8	0
	<p>CS2- P3 bearings have minor surface rust.</p> <p>CS3- Most abutment bearings have rusting section loss and some pack rust forming.</p>						
313-Fixed Bearing	3 - Mod.	10	each	0	10	0	0
	CS2- All have rusting with minor section loss.						
321-Reinforced Concrete Approach Slab	3 - Mod.	1350	sq. ft.	1163	135	52	0
	<p>CS2- Some minor cracks, a few shallow spalls. Delaminated area at rear.</p> <p>CS3- A few wide cracks. Broken up concrete patches. 16 SF of asphalt patch to rear along expansion joint.</p>						
331-Reinforced Concrete Bridge Railing	3 - Mod.	684	ft.	269	275	140	0
	<p>CS2- Many cracks. Heavy scaling. Delams.</p> <p>CS3- Spalls with exposed rebar. Wide cracks. Areas of crumbling concrete.</p>						
521-Concrete Protective Coating		3423	sq. ft.	0	0	0	3423
	CS 4- Sealer not effective.						
815-Drainage	3 - Mod.	9	each	4	5	0	0
	CS2- Partially plugged scuppers						
830-Abutment Backwall	3 - Mod.	120	ft.	67	15	32	6
	<p>CS2- Cracks, some leaching. Some minor delams.</p> <p>CS3- Areas of large spalls with rebar exposed to both.</p> <p>CS4- Large spalls thru to surface with some 360° rebar exposure, cheese plate & exjt armor exposure at rear & forward behind both fascias.</p>						
521-Concrete Protective Coating		720	sq. ft.	0	0	0	720
	CWS 4- Sealer ineffective.						

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ODOT District: District 12

Date Built: 07/01/1966

Major Maint: 01 - State Highway Agency

Facility Carried: RAMP ES TO I-71

Traffic On: 1 - Highway

Rehab Date:

Routine Maint: 01 - State Highway Agency

Feature Inters: IR 71 MAINLINE

Traffic Under: 1 - Highway, with or w/out pedestrian

Insp. Resp A: 01 - State Highway Agency

FIPS Code: 16000 - CLEVELAND (CUY county)

Location: DISTRICT 12

OVER IR 71 AND OVER SR 17

Insp
Resp B:

Inspector

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Reviewer Seif, Youssef

Inspector Comments - Deck and Approach

Deck

NOTE: Rear abutment is south abutment.

Floor/Slab (SF)

SOT- Spall forming to bottom face of P2 over Brookpark Rd EB lanes.

Curbs/Sidewalk (LF)

Delams. 150+ LF of left curb is spalled with exposed rebar. Concrete deterioration, cracks & spalls with exposed rebar to all 4 approach curbs.

Metal Railing (LF)

Rust to bolts and nuts at most tubular rail anchor posts. Minor collision scrapes. 3' bent tube to left rail.

Approach

Approach Relief Joint (LF)

Cracks, rough asphalt patches to forward lane #1 (forward lane #2 is asphalt patched). Some asphalt breaking up. A few shallow potholes.

Approach Guardrail (EA)

Forward-right transition wall has full length cracks & many spalls with exposed rebar. Spall to forward left. Collision damage to forward right and left steel rails.

Signs (EA)

Forward right bridge marker missing.

Inspector Comments - General Appraisal

Superstructure

Diaphragm/X-Frames (EA)

Surface rust. Some rusting section loss to endframes. Horizontal angle of first xframe from forward abutment in bay 2 is bent 2" out of place. Paint runs.

Substructure

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Wingwalls (EA)

Spall with exposed rebar to forward-right.

Culvert

Inspector Comments - Waterway

Waterway Adequacy

Channel

Scour Critical

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Bridge Inspection Report

Pictures