Inspector: Nepal,Prateek
Inspection Date: 08/21/2026

Structure Number: 3103404
Facility Carried: COLUMBIA PARKWAY

Ohio Bridge Inspection Summary Report

HAM-00050-2181N_(3103404)

B.L.04: District District 08 15000 - CINCINNATI (HAM 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	5
B.C.02: Superstructure	7
59.01: Paint & PCS	7
B.C.03: Substructure	6
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	7
B.C.07: Bearings	6
B.C.04: Culverts	N
Ohio GA	6

Appraisal

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

Geometric

B.G.01: NBIS Bridge Length (ft)	194.0
B.G.02: Total Bridge Length (ft)	194.0
B.G.03: Max Span (ft)	85
B.G.05: Deck Width, Out-To-Out (ft)	25.3
B.G.16: Calc Deck Area (sf)	4908.2
B.G.09: Appr Roadway Width (ft)	20
B.G.06: Bridge Width, Curb-Curb (ft)	19
B.G.07: Curb/SW Width: Left (ft)	0
B.G.08: Curb/SW Width: Right (ft)	0
B.G.11: Skew (deg)	99
54B: Min Vert Underclearance (ft)	15
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 03/04/2026
B.LR.04: Rating Method LRFR - Load and Resistance Factor Rating

5A: Inventory Route 1 00050
7: Facility On COLUMBIA PARKWAY
6: Feature Ints BUTLER ST, PARKING AREA
9: Location AT I471 & US50 INT
Lat, Lon 39.103194 , -84.503224

Structure Type

43: Bridge Type 4 - Steel continuous
02 - Stringer/Multi-beam or Girder
N- Not Applicable
45: Spans Main / Approach 2 / 0
107: Deck Type 1 - Concrete Cast-in-Place
408: Composite Deck N - Non-composite Construction
414A Joint Type 1 8 - Elastomeric Strip 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
B.SP.10.02: WS Thick (in) 1.2
B.SP.07.01: PCS Type 5 - Paint System OZEU
483: PCS Date 10/01/2001
453: Bearing Type 1 2 - Rockers & Bolsters
455: Bearing Type 2 B - Fixed
528: Foundn: Abut Fwd N - None (Such as most Culverts)
533: Foundn: Abut Rear 2 - Cast-in-Place reinforced Concrete Piles (Other diameter)
536: Foundn: Pier 1 2 - Cast-in-Place Reinforced Concrete Piles (Other diameter)
539: Foundn: Pier 2 N - None (Such as most Culverts)

Age and Service

B.W.01: Year Built / Rehab 1978 / 0000
42A: Service On 1 - Highway
42B: Service Under 1 - Highway, with or w/out pedestrian
28A: Lanes on 01
28B: Lanes Under 02
19: Bypass Length 1
29: ADT 10000
109: % Trucks (%) 1

Inspections

		Months	
B.IE.03 Routine Insp.		12	
B.IE.03: NSTM Insp.	Y	24	08/21/2026
B.IE.03: UW Insp.		0	
B.IE.03: Special Insp.		0	
UBIT Insp.	N	0	
Drone Insp.	N	0	
Inspector	Nepal,Prateek		

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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.	4074	sq. ft.	3852	210	12	0
	CS2: -There are a few isolated hairline cracks, some with efflorescence, throughout. -There are isolated small haunch spalls/pop outs throughout. CS3: -There is a 1'-6" L x 1' W x 6" D spall with one exposed reinforcing bar on the east overhang near Pier 1. -There are eight 10-inch diameter spalls with exposed rebar in east overhang at span 2.						
805-Wearing Surface - Monolithic Concrete		4268	sq. ft.	4000	268	0	0
	CS2: -There are a few hairline transverse cracks throughout the wearing surface. -There are a several small shallow spalls along the joint near Pier 1. -There is hairline map cracking near the east end along the bridge width.						
107-Steel Open Girder/Beam	3 - Mod.	385	ft.	349	36	0	0
	CS2: -Isolated active surface corrosion is present. This generally exists on the underside of the bottom flange at the abutment, on the bottom flange below expansion joints, and the top flange edge at the haunch spalls. -1-inch diameter mis drilled/fabrication hole is present in the bottom flange near Pier 2 at span 3. -Isolated pitting up to 1/16" deep is present at several beam locations.						
515-Steel Protective Coating		4610	sq. ft.	4605	0	5	0
	CS3: -Isolated active surface corrosion is present. This generally exists on the underside of the bottom flange at the abutment, on the bottom flange below expansion joints, and the top flange edge at the haunch spalls.						
152-Steel Floor Beam	3 - Mod.	214	ft.	214	0	0	0
	The steel floorbeams are only located in Spans 2 and 3 and are in very good condition. No significant deficiencies are noted.						
161-Steel Pin and Pin & Hanger Assembly or both	3 - Mod.	3	each	2	1	0	0
	CS2 -Hinges are in good condition with no significant deficiencies. The interior face of Girder A has 1/32" gouges near the top.						
515-Steel Protective Coating		3	sq. ft.	3	0	0	0
210-Reinforced Concrete Pier Wall	3 - Mod.	22	ft.	22	0	0	0
	CS1 -Scattered hairline cracks.						
215-Reinforced Concrete Abutment	3 - Mod.	27	ft.	27	0	0	0
234-Reinforced Concrete Pier Cap	3 - Mod.	54	ft.	53	0	1	0
	CS3 -Vertical cracking with rust-staining on the concrete Pier Cap 2, beneath the bearing.						
302-Compression Joint Seal	3 - Mod.	110	ft.	0	75	35	0
	CS2: -There is debris accumulation along all joints. CS3: -The joint seal is torn, deteriorated, and pulling out along the length of the Pier 1 joint.						

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	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
311-Movable Bearing	3 - Mod.	7	each	3	2	1	1
	CS2: -There is active corrosion to the abutment bearings. CS3: -There is pack rust up to 3/4" between the rocker and masonry plate with laminar corrosion on masonry plate and pitting on Girder A bearing at Pier 2. -There is laminar corrosion to the bearings. CS4: -Girder A is contacting the backwall at the Rear Abutment.						
515-Steel Protective Coating		7	sq. ft.	3	0	4	0
	CS3: -There is corrosion to the abutment bearings and the Span 1 bearing at Pier 1.						
313-Fixed Bearing	3 - Mod.	4	each	3	0	1	0
	CS3: -There is active laminar corrosion, one loose anchor nut, and anchor nut section loss at the Girder A bearing at Pier 4 of HAM-50-2180N.						
515-Steel Protective Coating		4	sq. ft.	3	0	1	0
	CS3: -There is active laminar corrosion, one loose anchor nut, and anchor nut section loss at the Girder A bearing at Pier 4 of HAM-50-2180N.						
321-Reinforced Concrete Approach Slab	3 - Mod.	500	sq. ft.	500	0	0	0
331-Reinforced Concrete Bridge Railing	3 - Mod.	388	ft.	334	52	2	0
	CS2: -Hairline vertical cracks and short horizontal cracks exist along the bottom of both railings. CS3: -There are longitudinal cracks with rust staining along the lower portion of the rail.						
815-Drainage	3 - Mod.	2	each	1	1	0	0
	CS2 -There is minor debris building up in the drain near the abutment. -There is heavy corrosion with a corrosion hole up to 1 inch in diameter in the drainage downspout at Pier 2.						
830-Abutment Backwall	3 - Mod.	27	ft.	23	4	0	0
	CS1 -There are minor vertical hairline cracks on the backwall.						

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Inspection Date:	08/21/2026	**Facility Carried:**	COLUMBIA PARKWAY

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ODOT District:	District 08					Date Built:	07/01/1978
Major Maint:	01 - State Highway Agency	Facility Carried:	COLUMBIA PARKWAY	Traffic On:	1 - Highway	Rehab Date:	
Routine Maint:	01 - State Highway Agency	Feature Inters:	BUTLER ST, PARKING AREA	Traffic Under:	1 - Highway, with or w/out pedestrian	Insp. Resp A:	01 - State Highway Agency
FIPS Code:	15000 - CINCINNATI (HAM county)	Location:	DISTRICT 08	AT I471 & US50 INT		Insp Resp B:	
Inspector	Nepal,Prateek	Inspection Date	08/21/2026	Reviewer	Not Approved		

Inspector Comments - Deck and Approach

Deck, Wearing Surface, Joints, Railing

-

Approach

Approach Wearing Surface

There are no deficiencies noted.

Approach Slab

There is vegetation growing in the shoulders.

Approach Embankment

There are no deficiencies noted.

Approach Guardrail

The crash attenuator has impact damage with loose panels, loose cables, and deployed cushions. The guardrail near the Rear Abutment is a W-beam rail with no noted deficiencies.

Signs

There is an exit sign at the beginning of the ramp near Pier 4 of HAM-50-2180N. The sign support is in very good condition. No significant deficiencies are noted.

Inspector Comments - General Appraisal

Superstructure, Bearings

Superstructure Alignment

The bridge alignment is in good condition with no significant deficiencies noted at the time of the inspection.

Diaphragm/X-Frames

In Span 2, the 3rd crossframe south of Pier 1 has insufficient weld length and there are no connection bolts at the top east connection and the bottom west connection between Girders A and B.

Utilities

There are lights mounted to Girder B in Span 2. They are located over the parking lot and are in good condition. The support bracket for the lighted exit ramp sign has no apparent deficiencies. The mounted anchor for the pole could not be reached from the lift position below. The other light pole is off the bridge. The function of the streetlights for the underpass was not able to be verified since the inspection was performed during the day, but no instabilities in their mounting was observed.

Substructure

Wingwalls

There are no significant deficiencies noted.

Slope Protection

There are no significant deficiencies noted.

Culvert

N/A

Inspector Comments - Waterway

Channel Protection

N/A

Channel

N/A

Scour

N/A

FIGURE 1: DECK UNDERSIDE, SPAN 1



FIGURE 2: TINNING ON WEARING SURFACE, SPAN 1



FIGURE 3: ABUTMENT



FIGURE 4: NORTHFACE, PIER 1



FIGURE 5: SOUTHFACE, PIER 1



FIGURE 6: NORTHFACE, PIER 2



FIGURE 7: MISSING CONNECTION BOLT AT THE THIRD CROSSFRAME SOUTH OF PIER 1, GIRDER A, SPAN 2



FIGURE 8: MISDRILLED 1-INCH DIAMETER HOLE IN GIRDER A BOTTOM FLANGE NEAR PIER 2, SPAN 3



FIGURE 9: SURFACE CORROSION TO THE GIRDER A BOTTOM FLANGE NEAR ABUTMENT



FIGURE 10: TYPICAL PIN AND HINGE ASSEMBLY



FIGURE 11: TYPICAL DIAPHRAGM, SPAN 2



FIGURE 12: APPROACH SLAB



FIGURE 13: JOINT BEHIND ABUTMENT



FIGURE 14: LONGITUDINAL STRIP SEAL BETWEEN BRIDGES



FIGURE 15: DEBRIS IMPACT ON TRANSVERSE STRIP SEAL, PIER 2



FIGURE 16: COMPRESSION SEAL EXTRUDING OUT, PIER 1



FIGURE 17: UP TO 3/4" PACK RUST BETWEEN THE ROCKER AND MASONRY PLATE WITH LAMINAR CORROSION ON MASONRY PLATE, GIRDER A, PIER 2, SPAN 3



FIGURE 18: LOOSE ANCHOR NUT AND SECTION LOSS, GIRDER A, PIER 4, SPAN 3



FIGURE 19: ACTIVE CORROSION TO THE BEARING AND GIRDER A CONTACTING THE BACKWALL



FIGURE 20: VERTICAL CRACKING WITH RUST STAINING BENEATH BEARING, PIER CAP 2



FIGURE 21: LEFT BARRIER



FIGURE 22: RIGHT BARRIER



FIGURE 23: HAUNCH SPALL WITH SURFACE CORROSION ON GIRDER B TOP FLANGE, SPAN 2, NEAR PIER 2



FIGURE 24: ISOLATED PITTING UP TO 1/16" DEEP ON GIRDER B



FIGURE 25: EIGHT 10-INCH DIAMETER SPALLS WITH EXPOSED REBAR IN THE EAST OVERHANG, SPAN 2



FIGURE 26: SPALL IN THE EAST OVERHANG, PIER 1 JOINT



FIGURE 27: HEAVY CORROSION AND CORROSION HOLE UP TO 1" DIAMETER IN THE DRAINAGE DOWNSPOUT, PIER 2



FIGURE 28: IMPACT DAMAGE TO CRASH ATTENUATOR AT EXIT RAMP



FIGURE 29: BRIDGE STAMP

