

Inspector: Banaszak, Ken
Inspection Date: 09/26/2025

Structure Number: 3105970
Facility Carried: NB IR 71

	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
12-Reinforced Concrete Deck	3 - Mod.	108784	sq. ft.	81275	27205	304	0
CS2: -Transverse hairline to moderate width cracks with efflorescence are present throughout the deck underside for the full width of the bay between girders, typically at 4' on center. -Cracks and efflorescence are much more prevalent in the reconstructed spans, with cracks spaced at 1' or less in some areas. -The deck overhangs exhibit hairline to moderate width transverse cracking with efflorescence throughout. CS3: -In Span 10A, there is a 2' x 1' spall with exposed rebar at the midspan of Bay 6, and 4 spalls with exposed rebar totaling 6 square feet in Bay 7. -In Span 11, there is a 4 square foot spall with exposed rebar in Bay 4. -In Span 12, there is a 4' long spall with exposed rebar in the west overhang. -In Span 13C, Bay 1 there is a 32" L x 20" W x 1" D spall. -In Span 14C, Bay 1 there is a 42" x 24" x 3 1/2" Spall with 4 exposed transverse bars and 1 longitudinal bar. -In Span 16D, near Pier 15C, Bay 4 there is a 24" x 24" spall with 2 exposed longitudinal reinforcing bars. -There are two large spalls with exposed reinforcement in Span 17D, Bay 4: 32" x 20" x 2 1/2" and 36" x 20" x 2 1/2". -There is a spall with exposed reinforcement in Span 18D, Bay 2: 36" x 48" x 2 1/2". There is also a 24" x 6' x 2" spall with 4 transverse and 4 longitudinal reinforcing bars exposed in Span 18D, Bay 1. -There is a spall with exposed reinforcing in Span 20D, Bay 3: 64" x 52" x 2 1/2" with 7 transverse and 3 longitudinal exposed reinforcing bars. -Full depth 4' x 4' concrete patches are typical at replaced expansion joints, and some have become unsound or have adjacent cracking and spalling. -There is 8' x 2' x 3" with 8 transverse reinforcing bars exposed in Span 14C west overhang. -There is a concrete spall 10' x 3' x 3" with exposed reinforcement on the East overhang over the full depth concrete repair at Pier 12C expansion joint. -A concrete spall of 6' x 2' x 4" with exposed reinforcement is present on the West overhang at Pier 11A. -There are spalls with exposed reinforcement in the East overhang of Span 5. -There is a 1 SF spall with exposed reinforcement in the east overhang of Span 7.							
510-Wearing Surfaces		108645	sq. ft.	96613	12011	21	0
CS2: -There are isolated locations of hairline to moderate transverse, diagonal, and longitudinal cracks. Isolated locations of map cracking and minor pop-out spalls were exhibited throughout the wearing surface. -The wearing surface was sounded by ODOT in 2020, and multiple delaminated areas were found. CS3: -There is a small spall in Span 3 (reconstructed spans) due to a missing raised pavement marker. -There is a 10' x 4' asphalt patch with 3 SF of wearing surface breaking-up around patch in Span 9A. -There is heavy long cracking in the right lane of Span 10A.							
107-Steel Open Girder/Beam	3 - Mod.	14228	ft.	10515	3242	470	1

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CS2: -Girders in Spans 15C- 20C typically exhibit minor surface corrosion and freckled rust where the paint system has failed, with moderate surface corrosion present on the fascia girders of the original structure. -There are grid marks approximately 20'L and 1/32" deep on Girder F in Span 6. -There are undercut welds and porosity in Span 12, Girder D between web and top flange. -There are flame-cut gouges in the retrofitted bottom flange weld of Span 16. CS3: -The fascia girders typically exhibit isolated areas of moderate laminar corrosion with section loss up to 3/8" deep, mainly concentrated to the bottom flange and at stiffener locations. -In Spans 1-14, painted-over section loss is present on the web and top of the bottom flanges of Girders A and G, intermittent throughout; this section loss is typically 1/8" deep, with isolated areas up to 3/8" deep. -In Span 1, there is inactive section loss up to 3/8" deep for the full web length of Girder A and for 9' on the web of Girder G near the River Pier. -There is painted-over pitting on the web, bottom flange, and stiffeners at the bearings in all Span 15C girders at Pier 15C. -There is 6" wide x 3/8" deep active section loss on the bottom flange of Girder A in Span 17D, approximately 1/4 span from Pier 16D (7% flange LOS). -There is 1' L x 3" W x 3/8" deep inactive section loss on the bottom exterior flange of Girder A in Span 1A, approximately 1/3 span from the River Pier. -There is a 3" diameter corrosion hole in the web of Girder B and a 1/2' diameter corrosion hole in web of Girder H in Span 9A; both holes are inactive and are located behind the bearings at Pier 8. CS4: -The Girder G bottom flange cover plate in Span 6A was blasted clean of pack rust in 2021, revealing the cover plate has separated from the bottom flange up to 3/8". There is a 4-1/4" crack in the outboard weld.							
515-Steel Protective Coating	187414	sq. ft.	161669	8945	4765	12035	
CS2: -In Spans 15C-20D, paint failures are typical on all girders with chalking, dulling, flaking, and peeling throughout. CS3: -The paint on the reconstructed spans (Spans 1-14) has isolated areas of surface corrosion throughout. CS4: -Surface corrosion is active at all locations where the paint has failed, and rust staining is evident on the protective system remaining. -The fascia girders exhibit the most severe paint condition with complete paint failure to the bottom flanges and bottom portions of the web with areas of moderate to severe corrosion and laminating rust. -There are isolated areas of laminating corrosion near joints.							
205-Reinforced Concrete Column	3 - Mod.	49	each	18	28	3	0
CS2: -At Pier 1, Column 1, there is a 53" high x 6" wide area of wide map cracking at the southeast corner. -There are various other small spalls with no exposed reinforcing, mainly on the corners, including at Piers 1A, 5A, 6A, and 19D. -There is also moderate cracking and exposed rebar due to lack of cover common throughout. CS3: -There are spalls at the corner armor of the Pier 15C columns. -Pier 2, Column 2 has vertical cracking extending from the cap into the column.							
210-Reinforced Concrete Pier Wall	3 - Mod.	46	ft.	32	12	2	0
CS2: -There is isolated minor cracking up to 0.020" throughout. CS3: -There are spalls with exposed rebar at the base of Piers 16D and 20D around the corner armor. -Pier 20D has been patched with FRP wrap and there is rust staining coming through near the cap.							
234-Reinforced Concrete Pier Cap	3 - Mod.	1330	ft.	1064	194	72	0

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	CS2: -There is moderate width cracking above Column 2 of Pier 5. -There is a 3'x1' delamination on the North Face underside of Pier Cap 3. -There is typical vertical cracking throughout. CS3: -There are areas on both faces of Pier Cap 12C where the FRP is delaminating from the concrete. -There are wide horizontal cracks and a 12" tall x 18" wide x 1" deep spall with exposed rebar on the north face at east end of Pier Cap 1A. -There are two spalls on the north face at each end of Pier Cap 3A, totaling 8 square feet. -There is a 4' long x 3' wide x 2" deep spall on the underside of Pier Cap 5A near the east column that has expose longitudinal and transverse reinforcement with minor to moderate section loss. -There is 3'x2' cracking, 1/32" wide on the north face of Pier Cap 6 below Girder G. -There is a 4' -6" long x 3' wide x 2" deep spall with exposed longitudinal and transverse reinforcement with minor to moderate section loss on the top of Pier Cap 10A between Bearings G and H. -There is a 4'x2' delamination under Girder A on the North Face of Pier Cap 11A. -There are two reinforcing bars exposed due to shallow cover on the north face and underside of Pier Cap 11A. -There is map cracking on east end of Pier Cap 15C. -There is a 1' x 1' x 1" spall on Girder B pedestal of the Pier 5 (reconstructed spans) cap, as well as wide cracking in Girder A Pedestal (for the bridge just north of Span 5) and on the east nose of the cap. -There is a crack on the North Face of Pier 25.						
300-Strip Seal Joint	3 - Mod.	463	ft.	158	290	3	12
	CS2: -There is loosely packed debris in all expansion joints on the deck. CS3: -There are minor spalls along the Pier 20D joint armor header. CS4: -The expansion joints at Pier 20D are leaking with debris on the pier caps below due to tears in the joint failure. -The expansion joint at Pier 5 (reconstructed span) has a large tear in the joint, allowing free flow water through the joint.						
310-Elastomeric Bearing	3 - Mod.	36	each	24	12	0	0
	CS2: -There is isolated surface rust and paint failures.						
515-Steel Protective Coating		36	sq. ft.	30	6	0	0
311-Movable Bearing	3 - Mod.	97	each	61	11	14	11
	CS2: -Span 20D Bearing B at Pier 20D was rotated south 6°. All other bearings at these locations showed minimal rotation. CS3: -Intermittent areas of painted-over pitting exist on the rockers, masonry plates, and anchor rods, particularly under expansion joints. -There is painted-over pack rust between the rockers and masonry plates of Bearing G at Piers 5A, 6A, and 7A. -There is active pack rust between the rockers and masonry plates on the exterior bearings at Pier 19D. -Several of the bearings painted in 2021 have gaps up to 1/2" wide between the rocker and masonry plate with exposed pintles, likely due to pack rust being removed during blast cleaning; these bearings may be resting on the pintles. Affected bearings include Span 4A Bearing C at Pier 4A, Bearing F at Pier 7A, Span 9A Bearing G at Pier 8A, and Span 14C Bearings B and C at Pier 14C. -There is a 1" diameter corrosion hole in keeper plate to Bearing A, at Pier 8A; this bearing visibly deflects under live load.						
515-Steel Protective Coating		97	sq. ft.	41	20	36	0
	CS2: -Minor isolated surface rust to several bearings. CS3: -Bearings (North of Pier 14C) typically exhibit paint failure and surface corrosion throughout.						

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815-Drainage	3 - Mod.	22	each	9	0	10	3
	CS3: -There are disconnected drainpipes at the base of Piers 6A and 8A. -The rubber boots connecting section of pipe at Piers 2A, Pier 3A, 16D, 19D, and Pier 25D, are bulged out and separated from pipe causing run off to leak. -The rubber boots at Piers 13C and 14C are offset. -There is a corrosion hole in the drainpipe at Pier 10A. -There is vegetation growing in the east drain near Pier 16D. CS4: -The drainpipe is disconnected at the base of Pier 4A, Column 2. the 8' Diameter erosion hole is still present at the base of the column, but run-off dirt and debris has filled 4' deep hole up to where erosion is only 3" deep at 2025 inspection. -There are several drainpipes that are fully clogged.						

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ODOT District: District 08

HAM-00071-0000R_(3105970)

Date Built: 07/01/1963

Major Maint: 01 - State Highway Agency

Facility Carried: NB IR 71

Traffic On: 1 - Highway

Rehab Date:

Routine Maint: 01 - State Highway Agency

Feature Inters: 3RR;USR 27;IR 75; USR 42

Traffic Under: 4 - Highway - railroad

Insp. Resp A: 01 - State Highway Agency

FIPS Code: 15000 - CINCINNATI (HAM county)

Location: DISTRICT 08

OH-KY STATE LINE

Insp
Resp B:

Inspector

Banaszak,Ken

Inspection Date 09/26/2025

Reviewer Collett,Brandon

Inspector Comments - Deck and Approach

Deck, Wearing Surface, Joints, Railing

Reinforced Concrete Deck

The deck underside in Span 17D exhibits a dark layer of soot due to the railroad tracks below the span.

Bridge Wearing Surface

The wearing surface was inspected visually.

Expansion Joint

The expansion joints located at Piers 4A, 8A, 12C, 15C, and 17D were replaced in 2016. The expansion joints at Pier 20D and Pier 5 (Reconstructed Spans) were constructed during the 1999 reconstruction.

Bridge Railing

The bridge railing was inspected visually. The impact attenuator at the I-71/I-75 split near Pier 15C and at the I-71/2nd Street split exhibits minor impact damage.

Deck Drainage

As part of the 2016 rehabilitation project, drains at various locations were replaced and scuppers were cleaned.

Approach

Signs

The signs on the structure are in Good Condition with no significant problems noted. There are three overhead signs, eight light poles, one exit sign, and three mile-marker signs mounted to the bridge. Complete inspection of the overhead sign structures was outside the scope of this inspection.

Sign Supports

The sign supports on the structure are in Good condition with no significant problems noted for the supports or connections to the structure.

Utilities

All utilities are in Good condition. There is an electrical conduit that is attached to Girder A from the River Pier to Pier 13C that has been painted as a part of the 2021 paint contract. There is a lighting conduit attached to the girders in Span 16D. There are lighting conduits that extend from the ground to the superstructure on the outside columns of Pier 14C. The steel conduit near Pier 12C on the west overhang has an open joint.

Inspector Comments - General Appraisal

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Superstructure, Bearings

Steel Open Beams/Girders

There is a 4' section of Girder A at the River Pier where the bottom flange and part of the web was replaced; this rehabilitated section is in good condition. There is a drilled-out hole in the bottom of the web at this welded retrofit, approximately 4' from the bearing. There are two fatigue prone bottom flange welds on Girders C-H in Span 11A: 8' ahead of Pier 11A and 8' back from Pier 12.

Moveable Bearing

There is abrasion dust present on several of the bearings at Pier 8A.

Protective Coating System

The paint in Spans 1A- 12A, 13C AND 14C were painted in 2021 and the paints in these spans is in excellent condition. The end 5'-10' of the girders near the expansion joints at Piers 15C, 17C, and 20D were cleaned and painted during the 2016 rehabilitation; the paint in these areas is in good condition.

Diaphragm/ X-Frames

There was paint failure and surface corrosion on the cross-frames in the non-painted original spans. The lower member of the cross-frame between Girders A and B in Span 14C near Pier 14C is bent. At Pier 8A, there is 16" x 3.5" corrosion hole in the bottom member of the end cross-frame at Girder G of Span 8A. Also at Pier 8A, there is a 2" diameter corrosion hole in the end cross-frame diagonal at Girder A, Span 8A. Some of the clip angles have been removed from the end cross-frames at Pier 8A during previous rehabilitations. Cross frame #5 in Span 4, Bay 1, between Girder A and B, is bent on the lower angle.

Substructure

Reinforced Concrete Column

As part of the 2016 rehabilitation, concrete patches and FRP wrapping were applied to parts of the River Pier and Piers 4A, 5A, 7A, 8A, 12C, and 15C. The protective coating on the FRP is beginning to peel in several areas.

Reinforced Concrete Pier Cap

As part of the 2016 rehabilitation, concrete patches and FRP wrapping were applied to parts of the River Pier and Piers 4A, 5A, 7A, 8A, 12C, 15C, 17D, and 20D. The protective coating on the FRP is beginning to peel at several piers.

Culvert

N/A

Inspector Comments - Waterway

Channel Protection

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N/A

Channel

N/A

Scour

N/A