

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

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Facility Carried: SB IR 71

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	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
510-Wearing Surfaces		156158	sq. ft.	13210	142168	780	0
CS2: -There are locations of hairline to moderate transverse, diagonal, and longitudinal cracks. -There are isolated concrete patches that are starting to break up and deteriorate in Spans 6A and 8A. Asphalt patches were present at 8A in 2025 inspection; these are in satisfactory condition. -The bridge deck was sounded by ODOT in December 2020, multiple delaminated areas were found throughout the wearing surface. -There are typical gouges, scrapes, and popouts throughout 10% of the deck. CS3: -Minor pop-out spalls were present throughout the surface of the wearing surface. -There are multiple small (6" diameter) spalls in the west lane of Span 14A and Span 25B. -There are asphalt patches in Spans 6A and 8A; these are in satisfactory condition.							
107-Steel Open Girder/Beam	3 - Mod.	21338	ft.	13435	7569	334	0
CS2: -There is a 3/4" bend at the midspan on the bottom flanges of Girders E and F at Span 17. -There is a minor deformation (approximately 1" out of plane over 6") to the bottom flange of Girder G in Span 1A. -The original girders typically exhibit minor surface corrosion and freckled rust where the paint system has failed, particularly on the fascia girders. -There is a bent stiffener on the east side of Girder E near Pier 21B in Span 22B. -There are isolated areas of spot rust on the fascia girders in the FWW spans. -Typical isolated 2" deformations on the lower angles of the stringers. CS3: -Painted-over pack rust up to 3/8" thick is typical on the girder support angles at the steel pier caps. -In Span 4A, there is painted-over pitting up to 1/8" deep on the bottom flange of Girder G at the hinge assembly and at Girder A near Pier 4A, and two 1" diameter holes in the web of Girder F at the hinge assembly. -Painted-over pitting up to 1/4" deep is present on the bottom flange of the Span 16A girders at Pier 15A and the Span 19B girders at Pier 19B. -Girder G has typical inactive section loss on the lower 3/4" of all its exterior stiffeners. -Area of 3/16" deep section loss bottom flange of Girder H in Span 18A -There is a 3" x 1" inactive corrosion hole in the web behind the bearing of Girder D, Span 19B at Pier 19B. -The bottom flanges, lower webs, and transverse stiffeners of the fascia girders in Spans 16A-22B exhibit isolated areas of laminating corrosion with section loss up to 3/16" deep. -The top flange, stiffeners, and web of Girder A in Span 23B exhibits areas of laminating corrosion with section loss up to 1/8" deep. -There is laminating corrosion with section loss up to 1/8" on the bottom flange of Girder A of Span 20A adjacent to the timber falsework installed between HAM-75-0022L and HAM-71-0000L.							
515-Steel Protective Coating		225402	sq. ft.	157681	22561	33858	11302
CS2: -Chalking, dulling, and flaking are typical throughout (Spans 15A-28B). -There are small areas of spot rust throughout the FWW spans. CS3: -Paint peeling is typical throughout the structure. CS4: -The paint has failed throughout much of Spans 15A-28B. -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 surface and laminating corrosion.							
205-Reinforced Concrete Column	3 - Mod.	80	each	38	33	9	0

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	CS2: -Pier 2A, Column 1 has map cracking at the bearing on the north face. -Pier 5A, Column 1 has efflorescence with scorch marks. -Pier 12A, Columns 1 and 2 have minor cracking and peeling FRP on the east faces. -Pier 12A, Column 1 has a moderate width vertical crack at the top near the bearing. -Exposed rebar due to lack of cover is common throughout. -Moderate width cracking and minor spalling is typical throughout. -Isolated delaminations on columns. CS3: -Pier 1A Column 1 has minor delamination and spall near base. -Pier 9A, Column 1 has a corner spall with exposed reinforcing on the west end of the northeast corner under bearing. -Pier 11A Column 2 – There is a 16" high by 9" wide by 8" deep corner spall with one exposed reinforcing bar at the top northeast corner. -Pier 13A, Columns 1 & 2, South Face – There is a 48" high by 12" wide by 3" deep corner spall with exposed reinforcement. -Pier 16A, Columns 1 & 2, North and South Faces – There are 12" diameter by 1" deep corner spalls at each existing corner protection bracket -Pier 17A, Column 1, South Face – Four spalls with exposed reinforcement up to 18" wide by 12" high by 1" deep (total) about ten feet below the pier cap. -Pier 23B, Column 2, South Face - 72" high by 36" wide by 1" deep spall with exposed reinforcement and minor section loss near the base of the column -Pier 23B, Column 2 has mid length vertical cracking on the top east face and rust staining on the north face. -Pier 24B, on the northwest corner there is a 36" high by 12" wide by 2" deep corner spall with exposed reinforcement at the base of the column -Pier 29B, Column 2, Top Face - 6" wide by 7" long by 1" deep spall at the masonry plate for the east bearing of Pier Cap 29B					
210-Reinforced Concrete Pier Wall	3 - Mod.	73	ft.	73	0	0
231-Steel Pier Cap	3 - Mod.	910	ft.	109	108	693
	CS2: -The steel single-web pier cap at Pier 29B is in good condition, with minor active surface corrosion on the bottom flange at the bearings and on the bottom flange splice bolts. -Isolated broken tack welds on the interiors of the original steel box pier caps. -Pier 9A has 3/4" pack rust at the top flange plate in the overhang portion. CS3: For the original steel box pier caps -Pack rust up to 1.5" thick is typical between the web plates and flange connection angles and between the bottom flange plates and connection angles. -Pack rust up to 1/2" thick is typical between the web plates and the girder seat angles. -There are also isolated areas of pack rust up to 1/8" thick under the top flange plates. -There is minor to moderate pack rust at the ends of most caps between the internal angles and flange plates where they are not protected from the elements. -Many areas of pack rust were caulked in 2017; the majority of the caulk appears to be functioning as intended. -There are areas of painted-over pitting on the web plates, bottom flange plates, and bottom flange angles up to 1/8" deep. -Pier Cap 2A has impact damage on the center 2 lanes with localized damage and scrapes to the edges and bottom of the bottom flange. -Pier Cap 9A and 10A have inactive corrosion holes in the seal plates at the west ends. -Pier Cap 12A has an isolated area of reactivating pack rust between the north web plate and the west end plate connection angle.					

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515-Steel Protective Coating		27612	sq. ft.	13883	11140	2589	0
CS2: -Some of the steel pier caps have isolated minor rust staining along the bottom of the web. CS3: -The protective coating on the interior of the pier caps have some areas of minor freckled rust throughout and intermittent areas of active corrosion and paint failure concentrated to the east and west ends of the pier caps (2021 Inspection).							
234-Reinforced Concrete Pier Cap	3 - Mod.	1226	ft.	1039	179	8	0
CS2: -There is typically map cracking on the concrete pier caps between pier columns on the original piers. -On the north and south face of many of the original concrete pier caps, there is a horizontal hairline crack approximately 12" from the top. -There are minor to moderate width cracks with efflorescence on several of the overhangs of the FWW pier caps. -There are also minor to moderate width vertical cracks between pier columns and in the concrete bearing pedestals. -There is rust staining on the east overhang and the FRP is beginning to flake and peel on the south face at Pier 23B. -There are 2 minor corner spalls on the east face of Pier 28B. CS3: -There is a 12" diameter x 1" deep spall with rust staining on the east face of Pier Cap 15A. -There is a 10" high by 4" wide by 1" deep spall on the southeast corner of the Pier Cap 18A east overhang. -There are two 2'L x 1"W spalls up to 3" deep with exposed rebar at the top of Pier Cap 27B on each side of Bearing E; these spalls are beginning to encroach on the bearing, with no loss of bearing area at this time. -There are cracks with rust stains on Pier Cap 19A. -There is a 2' wide by 2' high by 4" deep corner spall with exposed reinforcement noted in the north overhang of Pier 2 (FWW). -There are moderate width flexural cracks with rust staining on the south and bottom faces of Pier Cap 4 (FWW) between the pier columns.							
300-Strip Seal Joint	3 - Mod.	704	ft.	100	540	26	38
CS2: -Isolated areas of loosely packed debris in all expansion joints on the deck. CS3: - Joint at the wall pier has heavy debris. -Minor tears are present at Piers 15A, 23B, 28B, and 7 (FWW). CS4: -The strip seals at the Wall Pier and Pier 4 (FWW) have areas of tearing that has led to leaking through the joint. -The seals are beginning to tear in the joints at Piers 15A, 23B, 28B, and 7 (FWW).							
310-Elastomeric Bearing	3 - Mod.	36	each	25	7	4	0
CS2: -There are some minor areas of surface corrosion and isolated paint failure on the steel bearing plates. -There is minor bulging in the fascia bearings of both Spans 23B and 24B at Pier 23B. All Span 24B bearings at Pier 23B were observed rocking side-to-side. No indications of the bearing walking out were observed. -The edge distance to caps on all bearings at Pier 23B is 1"-2" in Span 23. CS3: -There is a 1" diameter corrosion hole in the bearing riser of Girder E, Span 24B. -There is painted-over pitting present on several bearing risers. -At Bearing A of Span 24B, Pier 23B is bulging with rust staining between layers.							
515-Steel Protective Coating		36	sq. ft.	26	6	4	0
CS2: -There is isolated minor surface corrosion on some steel bearings. CS3: -There are some minor to moderate areas of surface corrosion and isolated paint failure on the steel bearing plates.							
311-Movable Bearing	3 - Mod.	76	each	30	42	4	0

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	CS2: -The original girder rocker bearings typically exhibit minor peeling paint and surface corrosion throughout. -The anchor rod of Bearing C at Pier 28B is bent 1" to the south. -The bearing at Girder A was contracted 7° to the south and Girder B bearing was contracted 3° to the south at Pier 14A at 81°F; the other bearings at this pier had minimal rotation. -The bearings for the steel pier caps were all painted in 2021, but there is minor rust staining on the bottoms of several of the bearing plates. -There are backed off anchor nuts at the west bearing of Pier Cap 8A, the east bearing of Pier Cap 12A, and the east bearing of Pier Cap 13A. CS3: -Pack rust between the rocker and masonry plate was noted at Bearing A at Pier 14B, Bearing A at Piers 24B and 27B, and Bearing E at Piers 22B and 28B. -The east bearing of Pier Cap 11A is misaligned, with the south keeper lug of the rocker plate sitting on top of the masonry plate.						
515-Steel Protective Coating		76	sq. ft.	31	35	10	0
	CS2: -Minor isolated corrosion. CS3: -The original girder rocker bearings typically exhibit minor to moderate paint failure and surface corrosion throughout.						
313-Fixed Bearing	3 - Mod.	27	each	4	20	3	0
	CS2: -The original steel fixed bearings typically exhibit paint failure and moderate surface corrosion throughout. -Pier 12A has a 1/2" deformation in the stiffener at Bearing A and 2 loose bolts at Bearing B. -Pier 13A has 1 loose bolt at Bearings A and B. CS3: -Pack rust is typical on the bearings.						
515-Steel Protective Coating		27	sq. ft.	7	12	8	0
	CS2: -Isolated minor surface corrosion. CS3: -The original steel fixed bearings typically exhibit paint failure and moderate surface corrosion throughout.						
314-Pot Bearing	3 - Mod.	67	each	2	56	9	0
	CS2: -The pot bearings typically exhibit minor paint failure and moderate to heavy surface corrosion throughout. -There are a few instances of the elastomer bulging or walking out of the bearing pot. -The anchor rods of the bearings at Pier 5 and Pier 7 are bent. CS3: -The Pier 4 bearings exhibit laminating corrosion with negligible section loss on the bearing plates, shim plates, and pots.						
515-Steel Protective Coating		67	sq. ft.	12	40	15	0
	CS3: -The pot bearings typically exhibit minor paint failure and moderate to heavy surface corrosion throughout.						
331-Reinforced Concrete Bridge Railing	3 - Mod.	6496	ft.	2985	3304	207	0

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	CS2: -There is minor to moderate to wide transverse and map cracks throughout both bridge railings, spaced 1 ft-3 ft apart with some exhibiting efflorescence, rust staining, and/or moisture staining. -There is minor impact damage to the west railing of Span 21B. -There are concrete patches in the railings throughout; these patches are in good condition. -There is vertical cracking at 6' on center. CS3: -There is a 12" x 6" x 2" spall with exposed reinforcement in the north railing at the Wall Pier. -A 12" long by 6" high by 2" deep spall with exposed reinforcement is present in the top corner of the west railing at the River Pier joint. The spall is surrounded by delaminated concrete and wide longitudinal and vertical cracks with water and rust staining. -The spall is surrounded by delaminated concrete and wide longitudinal and vertical cracks with water and rust staining. -There is a 2' long full width spall with exposed rebar in the top of the east railing near Pier 23B and the top 6" of the railing is delaminated for approximately 20' adjacent to the spall.						
815-Drainage	3 - Mod.	37	each	12	11	13	1
	CS2: -There are numerous locations where there is a large gap between the deck drainpipe and the downspout attached to the pier columns. CS3: -The drainpipe sections are disconnected at Piers 4A, 6A, and 8A near the Pier cap. -Scuppers that are 100% clogged are located in Spans 3A, 9A, 10A, 17A, 18A, 19A, and at the Wall Pier in Span 1 (FWW) -The downspouts at Piers 6A and 8A are clogged with debris. -There are disconnected or misaligned drainpipe boots at Piers 18A, 19A, and 22B. - The downspout is completely disconnected at the ground termination of Column 2 at Pier 4A. The missing pipe has caused significant erosion of the asphalt material below Column 2 on the north side of the pier. -The drainage grate in the east gutter at Pier 19A has broken bars. -The downspout T-joint is disconnected on the north face of Column 1 at Pier 12A and the pipe is breaking, but this condition does not appear to have changed from the 2022 inspection. CS4: -The drainage grate to the left lane in Span 2A is missing.						
820-Steel Seated-Hinge Assembly	3 - Mod.	21	each	10	8	3	0
	CS2: -Minor isolated painted-over pitting areas. CS3: -The 2021 inspection noted that the bronze shim plate of the Girder C hinge in Span 4A was walked out 2" to the south; no indication of significant additional displacement was observed at 2025 inspection. -There is isolated painted-over pitting on several of the bearing plates.						

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ODOT District: District 08

HAM-00071-0000L_(3105946)

Date Built: 07/01/1963

Major Maint: 01 - State Highway Agency

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Traffic On: 1 - Highway

Rehab Date:

Routine Maint: 01 - State Highway Agency

Feature Inters: 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 LINE

Insp

Inspector

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Inspection Date 09/26/2025

Reviewer Collett,Brandon

Insp

Resp B:

Inspector Comments - Deck and Approach

Deck, Wearing Surface, Joints, Railing

Reinforced Concrete Deck

As part of the 2021 paint contract, steel grates and new wood shielding were installed between the girders in Spans 1A through 13A. Panels can be lifted and visually inspected. The panels were removed as part of the 2025 NSTM inspection.

Span 18A exhibits a dark layer of soot due to the railroad tracks below the span.

Bridge Wearing Surface

Bridge wearing surface was visually inspected.

Bridge Railing

Bridge railings were visually inspected.

Expansion Joint

The expansion joints were inspected visually from the boom lift. Strip seal expansion joints are located at Piers 4A, 8A, 12A, 15A, 19A, 23B, 28B, 7 (FWW), 4 (FWW), and the Wall pier. Joints at Piers 4A, 8A, 15A, and 19A were replaced in 2017.

Drainage

In 2017 as part of the rehabilitation project, drains at various locations were replaced and scuppers were cleaned.

Approach

Signs

There are two overhead signs mounted to the bridge, one in Span 16A and another in Span 1 (FWW). The signs on the structure are in Good Condition with minor corrosion on the support bolts of the overhead exit signs and moderate active corrosion on the cantilever support underneath the sign support. Complete inspection of the overhead sign structures was outside the scope of this inspection.

Utilities

The utilities on the structure are in Good condition and consist of electrical conduits in Span 27B and Span 10 (FWW) in Bay 1. There is a utility junction box with areas of 100% section loss throughout the bottom and side plates at Pier 13A.; this box also impedes easy access to the adjacent pier cap hatch. The utility box at Pier 26B has active corrosion and missing connections. There are various roadway lights supported from the girders that are nonfunctioning in Spans 1A through 12A and one lens is broken in both Spans 9A and 11A. The handhole covers on various light poles are missing. The grounding cable between the girders at Pier 3, FWW is broken on the right exterior side.

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Inspector Comments - General Appraisal

Superstructure, Bearings

Steel Open Girder/Beam

The girders in Spans 1A-14A were painted as part of the 2021 paint contract. The end 10' of the girders at the expansion joints at Piers 15A, 19B, and 23B were cleaned and painted during the 2017 rehabilitation. There are fatigue-prone welds from previous attachments on the bottom flanges of the girders in Span 15A, 12' from Piers 14A and 15A.

Elastomeric Bearings

There are elastomeric bearings at Piers 15A, 16A, 19A, 23B, and 28B.

Steel Protective System

Spans 1A-14A were painted in 2020-2021. The pier caps were also painted as part of the 2020-2021 paint contract. As part of the 2017 Rehabilitation, all steel members within approximately 10' of the expansion joints at Piers 15A, 19A, and 23B were cleaned and painted.

Diaphragm and Crossframes

The steel crossframes are in Good condition, with minor surface corrosion present on the crossframes.

Alignment

Alignment is in Good condition without any problems in the vertical or horizontal alignment noted through visual inspection.

Fatigue

The superstructure fatigue elements are in Good condition with no deficiencies noted.

Substructure

Reinforced Concrete Column

As part of the 2017 rehabilitation, concrete patches and FRP wrapping were applied to Piers 5A, 7A, 15A, 19A, 23B, and 28B.

Reinforced Concrete Pier Wall

Access to the Pier Wall was restricted due to a utility fence and utilities impeding a proper inspection, but no significant deficiencies were observed.

Reinforced Concrete Pier Cap

As part of the 2017 rehabilitation, concrete patches and FRP wrapping were applied to portions of Piers 15A, 19A, 23B, and 28B.

Steel Pier Cap

The interiors of the steel pier caps were inspected during the 2023 NSTM element level inspection.

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Detailed descriptions of each pier cap can be found in the 2025 In-depth and NSTM inspection report. The steel pier caps at the River Pier and Piers 1A-13A were painted in 2021. Many areas of pack rust were caulked in 2017; the majority of the caulk appears to be functioning as intended.

Culvert

N/A

Inspector Comments - Waterway

Channel Protection

N/A

Channel

N/A

Scour

N/A