

Inspector: Lentz,Stephanie

Inspection Date: 11/12/2025

Structure Number: 3106608

Facility Carried: IR 71

Ohio Bridge Inspection Summary Report

HAM-00071-0159 (3106608)

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 IR 71

6: Feature Ints EGLSN AVE;I471*SB;STS..

9: Location .4 MI S OF IR 471

Lat, Lon 39.104239 ,-84.504481

Condition

B.C.01: Deck 8

58.01: Wearing Surface 7

B.C.08: Joint 7

B.C.02: Superstructure 7

59.01: Paint & PCS 6

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 N

B.C.07: Bearings 7

B.C.04: Culverts N

Ohio GA 6

Appraisal

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

Geometric

48: Max Span Length (ft) 139.0

49: Structure Length (ft) 1038.0

52: Deck Width, Out-To-Out (ft) 118.9

424: Deck Area (sf) 123418.2

32: Appr Roadway Width (ft) 126.0

51: Road Width, Curb-Curb (ft) 114.5

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

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

34: Skew (deg) 3

33: Bridge Median 3 - Closed median with non-mountable barriers

54B: Min Vert Underclearance (ft) 15.5

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 (%) 150

704: Analysis Date 03/03/2016

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 10 / 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 3 - Compression Seal

108A: Wearing Surface 1 - Monolithic Concrete (concurrently placed with structural deck)

N - Not Applicable

422: WS Date 06/30/1996

423: WS Thick (in) 1

482: Protective Coating 9 - Paint System IZEU

483: PCS Date 09/01/2001

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 1970 / 0000

42A: Service On 1 - Highway

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

28A: Lanes on 06

28B: Lanes Under 12

19: Bypass Length 0

29: ADT 30733

109: % Trucks (%) 14

Inspections

B.IE.03 Routine Insp. 12 11/19/2025

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

B.IE.03: UW Insp. 0

B.IE.03: Special Insp.

UBIT Insp. N 0

Drone Insp. N 0

Inspector Lentz,Stephanie

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[illegible]

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Inspection Date: 11/12/2025

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ODOT District: District 08

HAM-00071-0159_(3106608)

Date Built: 07/01/1970

Major Maint: 01 - State Highway Agency

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Traffic On: 1 - Highway

Rehab Date:

Routine Maint: 01 - State Highway Agency

Feature Inters: EGLSN AVE;I471*SB;STS..

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

.4 MI S OF IR 471

Insp
Resp B:

Inspector

Lentz,Stephanie

Inspection Date 11/12/2025

Reviewer Collett,Brandon

Inspector Comments - Deck and Approach

Deck, Wearing Surface, Joints, Railing

Floor/Slab

Several HL transverse cracks, heavier in left half of floor, some with light efflor., most with spacing 8ft and greater. A few HL cracks in deck edges. Random small, shallow haunches.

Bridge Wearing Surface

Several cracks in left WS sealed and unsealed (some transverse cracks >.05"W) with voids from fiber balls not filled/sealed. A few voids in SB lanes. A few HL cracks in shoulder areas extending into traffic lanes.

Bridge Railing

Left side, VPF at intermediate joint, middle bar as come loose in center, not an overhead safety factor. Sealed, short HL cracks at toe of railing below control joints. Vertical cracks, some with efflor. outside of control joints. (Heaviest in left rail.) Sealer peeling at left NB toe of railing and areas of SB. Numerous collision marks/scrapes to parapets.

Deck Drainage

Few grates are partially clogged with several grates in NB shoulder completely plugged. 2025; Submitted WR 205936 to clean scuppers.

Expansion Joint

A few short HL cracks in headers and air holes not filled in joint steel, debris in glands. Small shallow spalls in both headers. (Banging noise has been heard in previous years at both rear and fwd., left.)

Approach

Approach Wearing Surface

Milled pavement rear and fwd. Some settlement along fwd. slab causing slight bump.

Approach Slab

Sealed cracks in left fwd. and unsealed 4 ea. longitudinal cracks in left rear. Approaches have been milled with light scaling in left fwd. and rear.

Inspector Comments - General Appraisal

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Superstructure, Bearings

Beams/Girders

O/S fascia beam and beam ends have old loss of section. Old LOS at expansion joints. Several outside stiffeners have pinholes and old loss of section. Top flanges in several areas were damaged in deck removal and have been heat straightened, but paint was not repaired. A few stiffeners bent in right O/S fascia beam from deck removal. Span 3 beam 3 stiffener bent at bottom right. Some fretting/rust top of stiffener throughout random areas in all spans. Some light rust to web areas and top and bottom flanges in small areas randomly throughout.

Diaphragm/X-Frames

Right outside bay end frame at pier 3 has a small perforation to an angle. Span 8, bay 3, bent frame. Light corrosion to random frames.

Lateral Bracing

Freckled rust visible on few lateral members. One member bent.

Bearing Devices

Forward abutment rockers have some misalignment and a couple at piers. Smoke damage at fwd. BR12 from previous homeless fires. Light rust on few a rear and fwd. bearings. Pack rust rear bearing 15.

Protective Coating System

Fading and chalking to exterior surfaces of beams and floor-beams. Random areas of corrosion to top and bottom flanges of beam and in random web areas. Areas of beam repairs did not have paint repaired and rust and light corrosion to interior and exterior of floor-beams. Up to 5% rust and corrosion.

2025 Inspection Comments for PCS of Steel Pier Caps:

Pier 1W: The cap interior is in Satisfactory Condition [6] with areas of active rust along the top and bottoms of the webs, bottom flange plate, and top flange plate, especially at the interface connections. The exterior paint is in Satisfactory Condition [6].

Pier 2E: The interior paint is in Good Condition [7]. The exterior of Pier Cap 2E is in Satisfactory Condition [6], with active corrosion.

Pier 2W: The interior paint is in Fair Condition [5] with some minor rust throughout. The exterior protective coating system is in Good Condition [7] overall with isolated areas of minor paint failures and peeling throughout the cap.

Pier 3W: The interior protective coating system is in Good Condition [7] overall with locations of peeling and flaking paint most notably along the longitudinal flange to web welds and at the bulges. The exterior paint is in Good Condition [7] with minor isolated surface rust and gouges from recent construction.

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Pier 4W: The interior of Pier Cap 4W is in Satisfactory Condition [6]. The exterior paint is in Good Condition [7].

Pier 7E: The interior of the cap is in Satisfactory Condition [6] with locations of surface rust typical throughout. The exterior paint is in Satisfactory Condition [6] with some surface rust at the west bearing and on the top flange over the east bearing.

Pier 8W: The exterior paint is in Good Condition [7]. The pier cap interior is in Good Condition [7].

Pier 9W: The interior paint is in Good Condition [7] with little rust observed. The exterior paint is in Good Condition [7] with scattered minor surface rust along the top and bottom flanges.

Utilities

Light pole at rear median missing hand cover. Light poles bases shimmed with washers.

Broken lens over streetlight over west bound Eggelston Ave.

Substructure

Abutment Walls

Some HL vertical cracks, one short horizontal in rear abutment. Some small spalls and delams.

Concrete Pier Caps

Some HL cracks throughout, spalls to bottom and along top of pier 6.

Steel Pier Caps

2025: NSTM Inspection Performed by Gannett Fleming (See Attached Report.)

Pier 1W: Pier Cap 1W is in Satisfactory Condition [6]. There is a laminar tear in the web, locations of poor-quality welds, a cracked tack weld, and corrosion from condensation inside the cap. The cap interior is in Satisfactory Condition [6] with areas of active rust along the top and bottoms of the webs, bottom flange plate, and top flange plate, especially at the interface connections.

Pier 2E: Pier Cap 2E is in Good Condition [7]. At the east end of the cap there is heavy pitting with section loss on the bottom flange and along the bottom of the web and end plates. The exterior of Pier Cap 2E is in Satisfactory Condition [6], with active corrosion and up to 1/8" section loss on the east end plate near the access hatch.

Pier 2W: Pier Cap 2W is in overall Good Condition [7]. The exterior of Pier Cap 2W is in Good Condition [7] with minor surface rust noted on the underside of the bottom flange. Lower portions of the cap interior exhibit paint failure and moderate surface rust. The interior of the cap was dry at the time of the inspection. During a previous rehabilitation, miscellaneous tack welds were ground smooth on the interior of the web and flange plates. Tack welds between the web plates and backer bars around the bottom flange tie plates of all girders were removed, except at Girder A and F...

Pier 3W: Pier Cap 3W is in Good Condition [7] with scattered areas of moderate surface corrosion on the interior surfaces. At the time of the inspection the cap interior was dry...

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Pier 4W: Pier Cap 4W is in Satisfactory Condition [6] with one location of up to 1/16" deep pitting on the interior web and bottom flange of the cap and cracked intermittent fillet welds between the interior diaphragms and top flange. Several retrofits were made in 2010 to address fatigue prone details or deficiencies. At the time of the inspection, the interior of the pier cap had water infiltrating the west hatch.

Pier 7E: Pier Cap 7E is in Satisfactory Condition [6] (Photo with isolated locations of poor-quality field welds inside the pier cap. Paint failure was typical throughout the top flange and bottom flange, with isolated section loss and rust throughout. Several retrofits were made in 2010 to address fatigue prone details or deficiencies. At the time of inspection, the interior of the pier cap had light moisture throughout and standing water up to 2" deep at the east end

Pier 8W: Pier Cap 8W is in Good Condition [7] with poor quality field welds throughout the interior. Several retrofits were made in 2010 to address fatigue prone details or deficiencies. At the time of inspection, the interior of the pier cap was dry.

Pier 9W: Pier Cap 9W is in Good Condition [7], with no significant problems observed. At the time of the inspection, the interior of the cap was dry.

Pier Columns/Bents

New delams to corner of columns 2 and 3. Horizontal cracks to few columns. Small delams along steel corner guards, pier 4. Pier 5, column 3 corner, cracked/delam at right fwd. and in right pier, col. 2. Pier 2E, spall bottom fwd.

Backwalls

HL vertical cracks, injected cracks. Some diagonal cracks. Replaced top of backwall at fwd. has not been sealed.

Wingwalls

Lt. Rear WW has cracks with effl. Hairline random vertical cracks. Right rear has a spall from const at parapet jnt.

Slope Protection

Random cracking at rear.

Culvert

Inspector Comments - Waterway

Channel Protection

Channel

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Scour

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Bridge Inspection Report

Pictures