

Inspector: Parker,Robert

Inspection Date: 06/24/2025

Structure Number: 3106780

Facility Carried: SB IR 71

Ohio Bridge Inspection Summary Report

HAM-00071-0248L (3106780)

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 SB IR 71

6: Feature Ints US42*N&RMP;EDEN PARK ENT

9: Location .2 MI N OF US 42

Lat, Lon 39.116511 ,-84.5005

Condition

B.C.01: Deck 6

58.01: Wearing Surface 6

B.C.08: Joint 6

B.C.02: Superstructure 6

59.01: Paint & PCS 7

B.C.03: Substructure 7

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 7

B.C.04: Culverts N

Ohio GA 6

Appraisal

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

Geometric

48: Max Span Length (ft) 142.0
49: Structure Length (ft) 755.0
52: Deck Width, Out-To-Out (ft) 54.3
424: Deck Area (sf) 40996.5
32: Appr Roadway Width (ft) 48.0
51: Road Width, Curb-Curb (ft) 50.0
50A: Curb/SW Width: Left (ft) 0
50A: Curb/SW Width: Right (ft) 0
34: Skew (deg) 30
33: Bridge Median 0 - No median
54B: Min Vert Underclearance (ft) 33.08
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 (%) 140
704: Analysis Date 11/01/2019
63: Analysis Method 8 - Load and Resistance Factor Rating (LRFR) rating report by rating factor (RF) method using HL-93 loadings.

Structure Type

43: Bridge Type 3 - Steel
03 - Girder and Floorbeam System
N- Not Applicable

45: Spans Main / Approach 7 / 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 N - None

108A: Wearing Surface 2 - Integral Concrete (separate non-modified layer of concrete added to structural deck)
1 - Super Plasticized Dense Concrete (SDC)

422: WS Date 01/01/2018

423: WS Thick (in) 1.7

482: Protective Coating 5 - Paint System OZEU

483: PCS Date 07/01/2010

453: Bearing Type 1 3 - Sliding (Bronze)

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 04

28B: Lanes Under 07

19: Bypass Length 0

29: ADT 49038

109: % Trucks (%) 14

Inspections

		Months	
B.IE.03 Routine Insp.		12	06/24/2025
B.IE.03: NSTM Insp.	Y	24	06/24/2025
B.IE.03: UW Insp.	N	0	
B.IE.03: Special Insp.			
UBIT Insp.	N	0	
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.	41021	sq. ft.	20456	20050	515	0
	No significant changes observed during the GF 2025 NSTM & Routine Inspection. Reference attached NSTM Summary Report for Additional Information. ++++++ ++++++ CS2: Several areas of minor cracks with light efflorescence is present on the deck underside of the bridge. There are random and minor areas of delaminations on the underside. Overall no major changes. (20,050 SF) CS3: Several areas of haunch spalling along the top flange of the beams, particularly near supports. (100 SF) Some areas of saturation are present in Span 2, bay 3 and Span 5, bays 1-3, (415sf).						
510-Wearing Surfaces		39260	sq. ft.	35333	3362	565	0
	No significant changes observed during the GF 2025 NSTM & Routine Inspection. Reference attached NSTM Summary Report for Additional Information. ++++++ ++++++ CS2: Widespread cracking is typical in the wearing surface (3362 SF) CS3: Medium to wide cracks are present at isolated locations and minor potholes are present in the lanes (25 SF). Areas of transverse cracking with <1' spacing. Total (565sf)						
107-Steel Open Girder/Beam	3 - Mod.	4530	ft.	4487	40	3	0
	No significant changes observed during the GF 2025 NSTM & Routine Inspection. Reference attached NSTM Summary Report for Additional Information. ++++++ ++++++ Tack welds are present in between the bottom flange and the bottom flange splice plate for Girder A in Span 2. There is a poor□quality tack weld at the bottom of the west connection angle for Girder B at the north side of Pier 2 cap in Span 3. There are steel angles welded to the webs of Girder B and Girder C in Span 4 near Pier 3. Overall, no major changes. CS2: Some isolated areas of painted over pitting/section loss, mostly near supports (40'). This was up to 1/8" deep at isolated pits with 1/16" typical at these areas. No changes overall. The upper bolted connection at the West side of Girder B, just south of Pier 5 is not completely tight. Overall, no major changes. CS3: Small corrosion holes previously noted on the Girder C and F webs at Pier 4 (3'). These have not grown.						
515-Steel Protective Coating		99509	sq. ft.	98469	0	1040	0
	No significant changes observed during the GF 2025 NSTM & Routine Inspection. Reference attached NSTM Summary Report for Additional Information. ++++++ ++++++ CS3: Isolated areas of reactivating corrosion continue at isolated connections on the beams, approx. 1% (1040 SF).						

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152-Steel Floor Beam	3 - Mod.	160	ft.	130	30	0	0
No significant changes observed during the GF 2025 NSTM & Routine Inspection. Reference attached NSTM Summary Report for Additional Information. ++++ ++++ The pier caps have been retrofit with stress relief drilled holes connected by vertical saw-cuts adjacent to the welded connections of the girder bottom flange tie plates at all girders, 2017. Retrofits were installed at Pier 3 to remove fatigue prone detail and known cracks, 2019. Floor beams overall are in good condition. See the 2025 NSTM report for specifics. CS2: Typical minor to moderate areas of corrosion are present on the interior and exterior of the steel caps. Minor gouges, weld defects, and isolated scrapes and impact damage are present (30').							
515-Steel Protective Coating		3356	sq. ft.	3311	35	10	0
No significant changes observed during the GF 2025 NSTM & Routine Inspection. Reference attached NSTM Summary Report for Additional Information. ++++ ++++ CS2: Pier 1: Isolated areas of light rust spots on the top flange and at the top of the web plates, at the bottom flange between diaphragm and end caps. Pier 2: Some cracking of exterior paint. CS3: Pier 2: The lower flange and portions of web at the end caps were painted during a previous rehab, however corrosion is reactivating along the lower flange. Pier 3: Painted over laminating corrosion at both ends of the pier cap on the bottom flange adjacent the access hatches are beginning to reactivate. No major changes overall.							
205-Reinforced Concrete Column	3 - Mod.	15	each	13	2	0	0
No significant changes observed during the GF 2025 NSTM & Routine Inspection. Reference attached NSTM Summary Report for Additional Information. ++++ ++++ The bridge identification placard is located on the west face of the east column of Pier 3. CS2: Two piers have hairline cracks sealed over (2).							
215-Reinforced Concrete Abutment	3 - Mod.	126	ft.	101	15	10	0
No significant changes observed during the GF 2025 NSTM & Routine Inspection. Reference attached NSTM Summary Report for Additional Information. ++++ ++++ CS2: Abutment 1 - Ponding water on the east side of bearing seat is causing corrosion stains on the stem below (2'). Abutment 2 - Minor ponding water on beam seat in bay 2 (3') and scaling on beam seat near girder E (2'). No major changes overall. CS3: Abutment 1 - corner delamination/spall in top of stem in bay 5 (2'). Only slight change from prior inspection. Several cracks along the stem of Abutment 1 with associated delaminations (8').							
234-Reinforced Concrete Pier Cap	3 - Mod.	160	ft.	160	0	0	0
No significant changes observed during the GF 2025 NSTM & Routine Inspection. Reference attached NSTM Summary Report for Additional Information. ++++ ++++ Staining is present on the east face of Pier 5 and both faces of Pier 6. No change.							
300-Strip Seal Joint	3 - Mod.	162	ft.	128	14	20	0

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	No significant changes observed during the GF 2025 NSTM & Routine Inspection. Reference attached NSTM Summary Report for Additional Information. ++++++ ++++++						
	CS2: Forward joint has soil and debris in the joint and along the shoulder area. CS3: Rear header has a small area breaking out and settled near the joint seal. Some leakage is present in the forward joint and evidence of leakage of the Pier 4 joint. This continues for this inspection. Could see gland torn or loose in intermediate joint.						
311-Movable Bearing	3 - Mod.	42	each	29	12	1	0
	No significant changes observed during the GF 2025 NSTM & Routine Inspection. Reference attached NSTM Summary Report for Additional Information. ++++++ ++++++						
	CS2: Several bearings throughout have minor freckled corrosion (12). The Girder F bearing at Abutment 2 is in contraction in June; all other bearings are in expansion (1). Several pot bearings missing nuts on the anchor bolts. These are old comments that have not changed.						
321-Reinforced Concrete Approach Slab	3 - Mod.	1950	sq. ft.	1932	10	8	0
	No significant changes observed during the GF 2025 NSTM & Routine Inspection. Reference attached NSTM Summary Report for Additional Information. ++++++ ++++++						
	CS2: Cracking along edge of forward slab (10 SF). No change from the prior inspection. CS3: At the edge of the forward slab for the asphalt to slab transition joint, there is a failing patch with an 8' spall/pothole (8SF). A spall is present in the rear slab at the pavement to slab joint (1SF). This continues for this inspection.						
331-Reinforced Concrete Bridge Railing	3 - Mod.	1510	ft.	775	735	0	0
	No significant changes observed during the GF 2025 NSTM & Routine Inspection. Reference attached NSTM Summary Report for Additional Information. ++++++ ++++++						
	CS2: The parapet exhibits minor cracking, frequently at the joints. A few collision scrapes are present, and impact gouges are present on the left railing, and right rear section of rail is deteriorating (735').						
815-Drainage	3 - Mod.	7	each	0	0	7	0
	No significant changes observed during the GF 2025 NSTM & Routine Inspection. Reference attached NSTM Summary Report for Additional Information. ++++++ ++++++						
	CS2: Minor to moderate corrosion at some downspouts, some with minor perforations (2 total). CS3: All the grates were clogged.						

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	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
830-Abutment Backwall	3 - Mod.	126	ft.	101	10	15	0
	No significant changes observed during the GF 2025 NSTM & Routine Inspection. Reference attached NSTM Summary Report for Additional Information. ++++++ ++++++						
	CS2: Abutment 1 backwall - typical minor cracks throughout (3'). Abutment 2 backwall - Typical minor cracking in each bay (7'). CS3: Several spalls/delams under joint along top of fwd. BW.						

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ODOT District: District 08

HAM-00071-0248L_(3106780)

Date Built: 07/01/1970

Major Maint: 01 - State Highway Agency

Facility Carried: SB IR 71

Traffic On: 1 - Highway

Rehab Date:

Routine Maint: 01 - State Highway Agency

Feature Inters: US42*N&RMP;EDEN PARK
ENT

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

Insp. 01 - State Highway Agency

FIPS Code: 15000 - CINCINNATI (HAM county)

Location: DISTRICT 08

.2 MI N OF US 42

Insp
Resp B:

Inspector

Parker,Robert

Inspection Date 06/24/2025

Reviewer Kent Jr.,Daniel

Inspector Comments - Deck and Approach

Deck, Wearing Surface, Joints, Railing

NO SIGNIFICANT CHANGES OBSERVED DURING THE GF 2025 NSTM & ROUTINE INSPECTION. REFERENCE ATTACHED NSTM SUMMARY REPORT FOR ADDITIONAL INFORMATION.

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Floor/Deck

The deck is in fair condition. There are cracks with efflorescence on the underside. Haunch spalls are present along the top flange of girders near supports. Some areas of saturation in span 2 and 5. Overall no major changes.

Bridge Wearing Surface

The wearing surface is in fair condition with widespread cracking typical throughout, some areas of transverse cracking with <1' spacing. A few cracks are of a larger width. A few potholes are present in the travel lanes.

Bridge Railing

Concrete railing is in fair condition with vertical cracking along the length, heavier near the rail joints. Honeycombing, impact gouges, and minor deterioration are present along both sides.

Deck Drainage

Some corrosion and perforations on a couple downspouts. All the grates were clogged.

Expansion Joints

Soil and debris are present in the joints. The rear slab header is breaking up and settled. Leakage is present in isolated areas along the left forward joint and evidence of prior leakage at Pier 4; the Pier 4 joint was replaced in 2017 but gland appears torn or loose in 2024. The deck joint armor of the forward joint is missing a section of concrete at the top east corner of the header with a timber plank in its place. These are old comments that have not changed.

Approach

NO SIGNIFICANT CHANGES OBSERVED DURING THE GF 2025 NSTM & ROUTINE

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INSPECTION. REFERENCE ATTACHED NSTM SUMMARY REPORT FOR ADDITIONAL INFORMATION.

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Approach Roadway

Approach roadway in good condition, only minor defects noted.

Approach Slab

Approach slab visible and in fair condition. Cracks are present along the edge of the forward slab. At the edge of the forward slab for the asphalt to slab transition joint, there is a failing patch with an 8' spall/pothole. A spall is present in the rear slab at the pavement to slab joint. Minor cracks throughout.

Approach Guardrail

Approach guardrail is in good condition, no defects noted.

Inspector Comments - General Appraisal

Superstructure, Bearings

NO SIGNIFICANT CHANGES OBSERVED DURING THE GF 2025 NSTM & ROUTINE INSPECTION. REFERENCE ATTACHED NSTM SUMMARY REPORT FOR ADDITIONAL INFORMATION.

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Beams/Girders

Superstructure is in fair condition. Minor active corrosion with isolated painted over pitting (section loss) present on the webs, normally over near the joints where prior leakage allowed the deterioration.

There are two areas with small corrosion holes (Girder C and F webs at Pier 4).

Diaphragms/X-Frames

Bearing Devices

Bearings are in fair condition with minor corrosion throughout. The bearing for Girder F at Abutment 2 bearing is in contraction at 80F, opposite direction of rest of bearings (contraction in June, others in expansion).

This is an old condition that continues.

Steel Floor Beams

The pier caps have been retrofit with stress relief drilled holes connected by vertical saw-cuts adjacent to the welded connections of the girder bottom flange tie plates at all girders, 2017. Retrofits were installed at Pier 3 to remove fatigue prone detail and known cracks,

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2019. Floor beams overall are in good condition. See the 2025 NSTM report for specifics.

Protective Coating System

Isolated areas of reactivating corrosion exist at isolated connections and random areas on beams, 1% (1000 SF). No major changes for this inspection.

Substructure

NO SIGNIFICANT CHANGES OBSERVED DURING THE GF 2025 NSTM & ROUTINE INSPECTION. REFERENCE ATTACHED NSTM SUMMARY REPORT FOR ADDITIONAL INFORMATION.

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Abutments

Abutments are in fair condition. There are cracks along the stem of Abutment 1, with small delaminations along these cracks. Corrosion staining is present on the east side of the Abutment 1 bearing seat on the stem. There is a corner spall on the top of the stem in Bay 5. Water is ponding on the Abutment 2 beam seat in Bay 2, which has caused scaling on the beam seat near Girder E. There is vegetation growth along the southeast wingwall for Abutment 1 and both wingwalls for Abutment 2.

Pier Columns

Piers are in good condition with hairline cracks to a couple columns.

Concrete Pier Caps

No issues.

Backwalls

Vertical cracks in both walls. Shallow spalling under forward joint armor. Spall in forward backwall behind Girder F.

Slope Protection

Light vegetation growth is present near Abutment 1 between the joints along the fascia of the bridge. There is an accumulation of debris and tree trimmings south of Pier 1 along the entrance ramp. There are cracks and a broken slope protection near the Pier 5 column. Vegetation growth is present along the full height of the joints on the west side of the slope protection near Abutment 2. There is 1" of slope wall settlement along the Abutment 2 stem.

Culvert

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Inspector Comments - Waterway

Channel Protection

Channel

Scour

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Bridge Inspection Report

Pictures



PHOTO 1

Description Typical deck



PHOTO 2

Description Typical deck and approach slab

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Bridge Inspection Report

Pictures



PHOTO 3

Description Typical superstructure and underside of deck



PHOTO 4

Description South abutment

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Bridge Inspection Report

Pictures



PHOTO 5

Description North abutment



PHOTO 6

Description Typical Pier 5

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Bridge Inspection Report

Pictures



PHOTO 7

Description Typical steel pier cap, pier 3



PHOTO 8

Description Typical abutment bearing

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Bridge Inspection Report

Pictures



PHOTO 9

Description Typical sign support



PHOTO 10

Description Bridge elevation, west fascia

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Bridge Inspection Report

Pictures



PHOTO 11

Description Bridge elevation, east fascia



PHOTO 12

Description Pier 4 bearings under joint