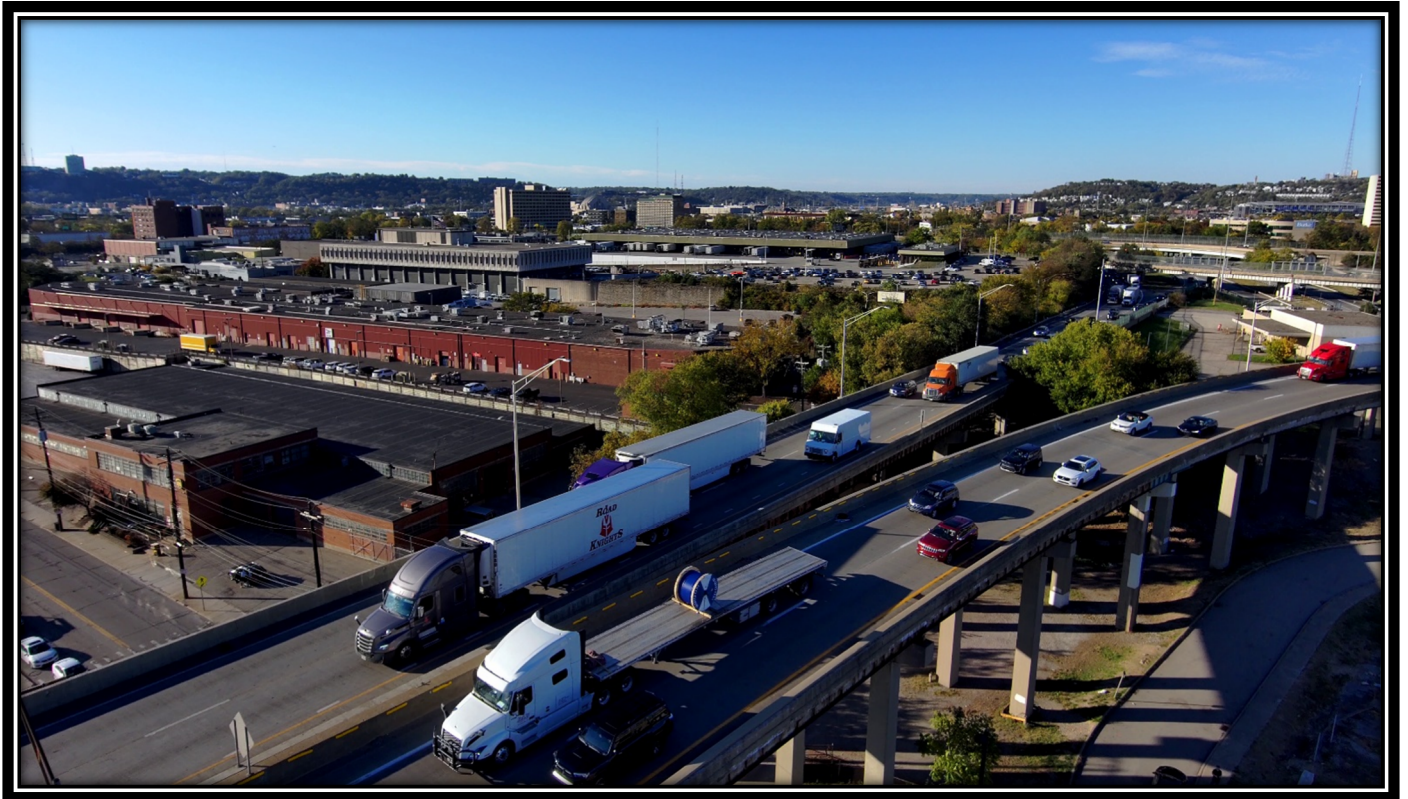


2024 ROUTINE INSPECTION REPORT
BRIDGE NO: HAM-75-0022L, SFN 3102791
VAR-DISTRICT 8 Bridge Inspections
Brent Spence Approach Bridges



Cincinnati, Ohio

August 19th – September 22nd, 2024

Michael Baker
INTERNATIONAL

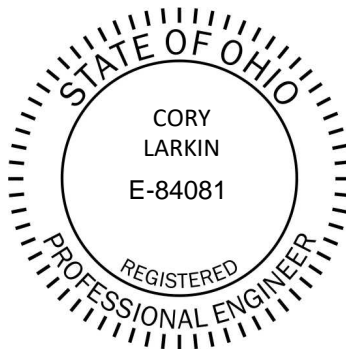


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APPENDIX A: SELECT PLAN SHEETS

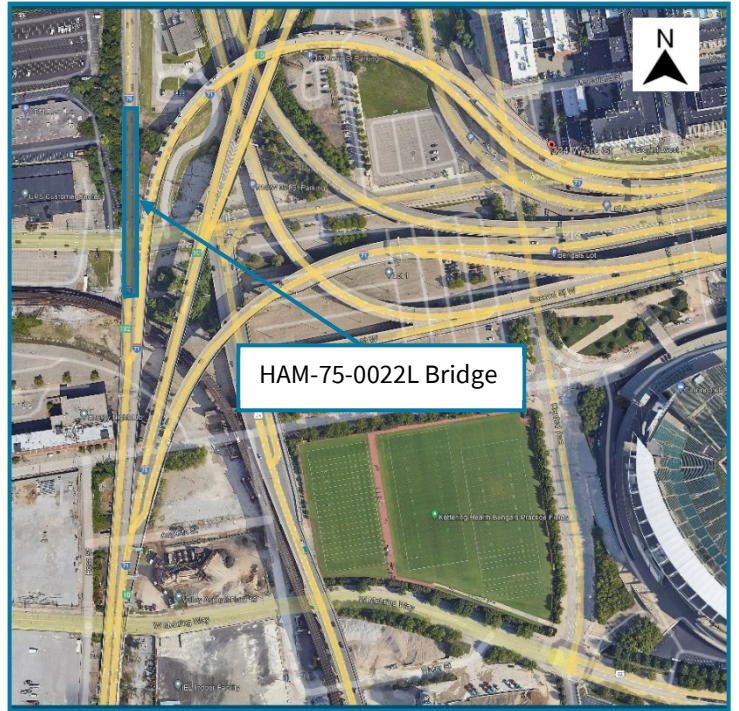
APPENDIX B: ASSETWISE REPORT

INTRODUCTION
BRIDGE DESCRIPTION

HAM-75-0022L (SFN 3108791) is a six-span structure that carries two lanes of I-75 southbound traffic over West 3rd Street in Cincinnati, Ohio, on the north approach of the Brent Spence bridge (see [Location Map](#)). The structure is 428.3' long, was constructed in 1963, and rehabilitated in 2017. It is a six-span structure consisting of a variable-width reinforced concrete deck on five continuous steel plate girders supported by reinforced concrete substructure units. The substructure consists of six cap-and-column reinforced concrete piers and one reinforced concrete stub abutment. Steel cross frames are welded to the transverse stiffeners of the girders. Selected sheets from the design plans are attached in [Appendix A](#).

In 2017, a major rehabilitation project was completed which consisted of multiple substructure units being patched and wrapped with a Fiber Reinforced Polymer (FRP) system. The bearings and expansion joints at both Pier 19A and Abutment A were replaced, and all steel within ten feet of each expansion joint location was cleaned and painted. All drainage downspouts and gaskets were replaced and cleaned. In 2018, cracks were arrested in the girder webs at welded cross frame locations in Spans 23A, 24A, and 25A.

The nomenclature for this bridge follows the convention set in the design plans with spans, substructure units, and crossframes labeled from south to north and girders labeled from west to east. The substructure units are numbered from Pier 19A to Abutment A, spans are numbered from Span 20A to Span 25A, and girders are labeled from A to E (see [Figure 1](#)).



Location Map

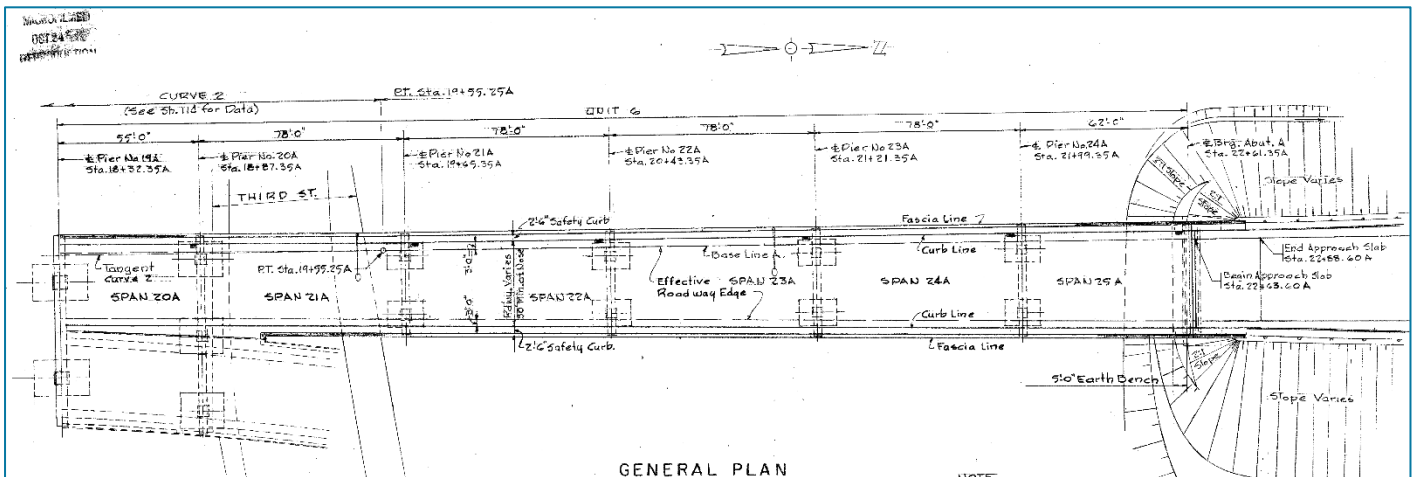


Figure 1 - HAM-75-0022L General Plan (taken from 1960 original plans)

RECENT MAINTENANCE HISTORY

2009 Rehabilitation

- Placed micro-silica concrete overlay on deck.
- Structure drainage system was cleaned out.
- Sealed Pier 19A with epoxy-urethane sealer.

2017 Rehabilitation

- Patched and wrapped concrete substructure units with FRP.
- Replaced existing bearings at Pier 19A and Abutment A with elastomeric bearings.
- Replaced cross frames at Pier 19A.
- Cleaned and painted all steel within the first ten feet of Pier 19A and Abutment A
- Replaced and cleaned all drainage downspouts and gaskets.
- Replaced expansion joints at Pier 19A and Abutment A.

2018 Repairs

- Arrested cracks in girders at welded cross frames in Spans 23A, 24A, and 25A.

INSPECTION SCOPE AND PROCEDURE

Michael Baker International, as a subconsultant to TransSystems Corporation, performed a routine element level inspection of the bridge during the days of August 22nd, 2024 and September 22nd, 2024. Access to the structure was gained through the use of a 135-foot manlift, 24-foot extension ladder, and on foot. The manlift was used to gain hands-on access to the substructure, superstructure, and deck units associated with Spans 20A – 24A, while Span 25A and associated elements were inspected via extension ladders and on foot. OSHA compliant safety harnesses and lanyards were worn by inspectors when operating boom lifts.

The inspections were performed in accordance with the Consultant Bridge Inspection Scope of Services. The inspection findings were recorded on bridge specific field inspection forms, and field sketches were created to document specific conditions. Inspection equipment utilized during the inspection included but was not limited to: chipping hammers, wire brushes, measuring tapes, 6 foot carpenter rules, and flashlights. Color digital photographs were taken of areas of deterioration, condition changes, typical details, and any immediate maintenance needs, if necessary.

The Team Leaders listed below have completed all FHWA requirements to be considered Team Leaders, including the FHWA Bridge Inspection Techniques for NSTMs course as required by 23 CFR 650.309(b).

INSPECTION TEAM

The inspection team members are as follows:

- Cory Larkin, PE, NBIS & NSTM Team Leader
- Shelby Wilson, PE, NBIS & NSTM Team Leader
- Gustin Cleary, EI, NBIS & NSTM Team Leader

CONDITION RATING

State and federal guidelines for evaluating the condition of bridges have been developed to promote uniformity in the inspections performed by different teams and at different times. Condition ratings are used to describe the existing, in-place bridge as compared to the as-built condition. The following table was used as a guide in evaluating the condition of the various members of the bridge.

SUMMARY ITEMS (NBIS)	CONDITION	DEFECTS
9	Excellent	Excellent condition.
8	Very Good	No problems noted.
7	Good	Some minor problems.
6	Satisfactory	Structural elements show some minor deterioration.
5	Fair	All primary structural elements are sound but may have minor section loss, cracking, spalling or scour.
4	Poor	Advanced section loss, deterioration, spalling or scour.
3	Serious	Loss of section, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
2	Critical	Advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.
1	“Imminent” Failure	Major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic but corrective action may put it back in light service.
0	Failed	Out of service - beyond corrective action.

The inspection of this bridge was performed in accordance with the following documents:

1. Manual of Bridge Inspection, Ohio Department of Transportation (ODOT), 2014.
2. Manual for Bridge Element Inspection, 2nd Edition, AASHTO, 2019 (rev 2022).
3. Manual for Condition Evaluation of Bridges, 2nd Edition, AASHTO, 2011 (rev 2016).
4. Bridge Inspector’s Reference Manual, U. S. Department of Transportation, 2022 (rev 2023).
5. Inspection of Fracture Critical Bridge Members, U.S. Department of Transportation, 1986.
6. National Bridge Inspection Standards, U.S. Department of Transportation, 2022.
7. Manual for Bridge Evaluation, AASHTO, 2018 (3rd edition with 2020 and 2022 Interim Revisions).
8. Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation’s Bridges, Federal Highway Administration, 1995 with Latest Revisions.
9. Ohio Manual of Uniform Traffic Control Devices (OMUTCD), ODOT, 2012 (rev 2011).

EXECUTIVE SUMMARY

The HAM-75-0022L Bridge is in SATISFACTORY CONDITION [6-NBIS] overall. Significant findings include:

- Isolated spalls with exposed reinforcement in the deck underside
- One broken anchor bolt at the northeast corner of the Girder E bearing at Pier 22A (previously noted)
- Fire damage at the Abutment A backwall between Girders C and D causing a 3' long area of distortion to the bottom flange member of the end cross frame (newly noted)

The overall item ratings can be summarized in Table 1:

Bridge Condition Summary Ratings		
ITEM	RATING	TYPICAL NOTES
DECK	6	Hairline cracks with efflorescence, isolated spalls with exposed reinforcement, and minor delaminations
SUPERSTRUCTURE	6	Paint failure throughout, minor surface and laminate corrosion, up to 1/8" deep section loss throughout girders
SUBSTRUCTURE	6	Isolated spalls with exposed reinforcement and isolated moderate cracking with hairline cracking throughout concrete units. Painted-over pitting, active corrosion, and pack rust throughout the steel box pier caps

Table 1 – Bridge Condition Summary Ratings

INSPECTION FINDINGS

ITEM 58 – DECK SUMMARY

The deck is in SATISFACTORY CONDITION [6-NBIS] overall with isolated spalls with exposed reinforcement, delaminations, and cracks with efflorescence in the underside of the deck. The wearing surface exhibits hairline longitudinal and transverse cracks in all spans. Both bridge railings have hairline transverse and longitudinal cracks, minor spalls and delaminations, minor impact scrapes, and concrete patches throughout. The strip seal expansion joints typically have loosely packed debris along the entire width, but no signs of water leakage.

ELEMENT 12 – REINFORCED CONCRETE DECK

The reinforced concrete deck is in SATISFACTORY condition [6-NBIS] with isolated spalls and exposed reinforcement, isolated minor delaminations, and typical hairline transverse cracks with efflorescence in the underside of the deck. The transverse cracks are typically spaced 4'-6' apart in all spans but were predominantly noted in the interior bays. Numerous isolated spalls are present throughout the deck underside. There are four (4) spalls in Span 21A, two (2) in Span 22A, three (3) in Span 23A, and four (4) in Span 24A. Minimal section loss of less than 1/16" is typical to the exposed reinforcement at all spall locations. Some of the most notable locations include:

- A 3' long by 2' wide by up to 4" deep spall with one longitudinal and five transverse reinforcing bars exposed in the east overhang underside of Span 22A near the first crossframe from Pier 21A.
- An 8' wide by 8' long by up to 1" deep area of spalling and delamination is present between Girders B and C in Span 23A. One transverse reinforcing bar is exposed and has minimal section loss.
- 2 square foot spalls with exposed rebar at two different locations in Bay 1 of Span 21A.
- A 2' diameter, 3" deep spall with exposed rebar in Bay 4 of Span 21A.
- A 2' long by 1' wide by 3" deep spall with exposed rebar in Bay 1 of Span 22A.
- A 1' diameter spall with exposed rebar in Bay 1 of Span 23A.
- 1 square foot spalls with exposed rebar in Bay 1, Bay 4, and the West Overhang of Span 24.

There are full depth concrete patches at the deck drains and expansion joints, all of which are in good condition overall.



PHOTO 1. DECK SPAN 21 BAY 1, 2SQFT SPALL WITH EXPOSED REINFORCEMENT AT 2 LOCATIONS



PHOTO 2. DECK SPAN 23A BAY 2, 8'LX8'WX1" DEEP AREA OF DELAMINATION AND 2' SPALL WITH EXPOSED REINFORCEMENT

ELEMENT 510 – WEARING SURFACE

The integral concrete deck wearing surface is in GOOD condition [7-NBIS] overall with isolated delaminations, minor spalls, and hairline longitudinal and transverse cracks throughout. There is a 6" diameter spall in the right lane of Span 22A near Pier 21A and a 1' by 1' spall previously patched in the right lane of Span 22A near midspan. There are six minor areas of delamination based on the 2020 ODOT Concrete Wearing Surface Delamination Report (available from the District).



PHOTO 3. WEARING SURFACE SPAN 21, FIRE DAMAGE OR CHEMICAL IN RIGHT LANE SHOULDER

ELEMENT 300 – STRIP SEAL EXPANSION JOINT

The expansion joints (located at Abutment A and Pier 19A) are in GOOD condition [7-NBIS] overall with minor debris impaction throughout the entire length of the joint. The expansion joints were replaced in 2017 and no signs or indications of water leakage were noted at the time of inspection. No joint opening measurements were taken at deck level.

ELEMENT 331 – REINFORCED CONCRETE BRIDGE RAILING

The reinforced concrete bridge railings are in SATISFACTORY condition [6-NBIS] overall with isolated minor spalls, isolated minor delaminations, and full height hairline vertical and transverse cracks throughout. There is a 5' long by 1' high by 1" deep spall on the left railing near midspan of Span 22A. Both railings have concrete patches near Pier 19A and Abutment A as well as at isolated locations throughout. The concrete patches are in good condition overall.

ELEMENT 815 – DRAINAGE

The bridge deck drainage is in SATISFACTORY condition [6-NBIS]. The deck level scuppers at Piers 22A and 23A were noted to be 100% clogged with debris accumulated over top. The gaskets for the drainage downspout on Column 1 of Pier 23A are bulging and/or completely cracked causing leakage at the base. There is minor corrosion at the end of the drainage downspout at Abutment A between Girders A and B.



PHOTO 4. DRAINAGE PIER 23A COLUMN 1, CRACKED AND LEAKING GASKET IN THE DRAINAGE PIPE

ITEM 59 – SUPERSTRUCTURE SUMMARY

The superstructure is in SATISFACTORY CONDITION [6-NBIS] overall with typical areas of surface and minor laminate corrosion throughout the girders and bearings, arrested cracks in the girder webs at intermediate cross frame locations, pack rust between rocker bearings and masonry plates, and typical protective coating failure throughout.

ELEMENT 107 – STEEL OPEN BEAMS/GIRDERS

The steel plate girders are in SATISFACTORY condition [6-NBIS] overall. There is typical freckling and minor surface corrosion throughout the girder webs and flanges, particularly noted the most significant at the fascia girders. Laminate corrosion is present on the bottom flange of the exterior girders and the bottom flange of Girder E adjacent to the timber falsework between HAM-75-0022L and HAM-71-0000L. While most instances of laminate corrosion only exhibit minor section loss, there is an isolated area of up to 1/8" deep section loss on the west edge of the bottom flange of Girder E in Span 20A. Inspectors attempted to remove the timber falsework in order to gain access to the east face transverse stiffeners of Girder E in Span 20A, however it could not be removed at the time of inspection. Therefore, the previously noted corrosion holes at this location were not accessible and not verified. There are typical cracks in the web of Girder C in Spans 23A-25A that have been previously repaired with arrest holes. These cracks and arrest holes are present at the weld between the web and transverse stiffener near the top flange at the midspan crossframe locations. There were no indications of crack propagation beyond the arrest holes at the time of inspection.

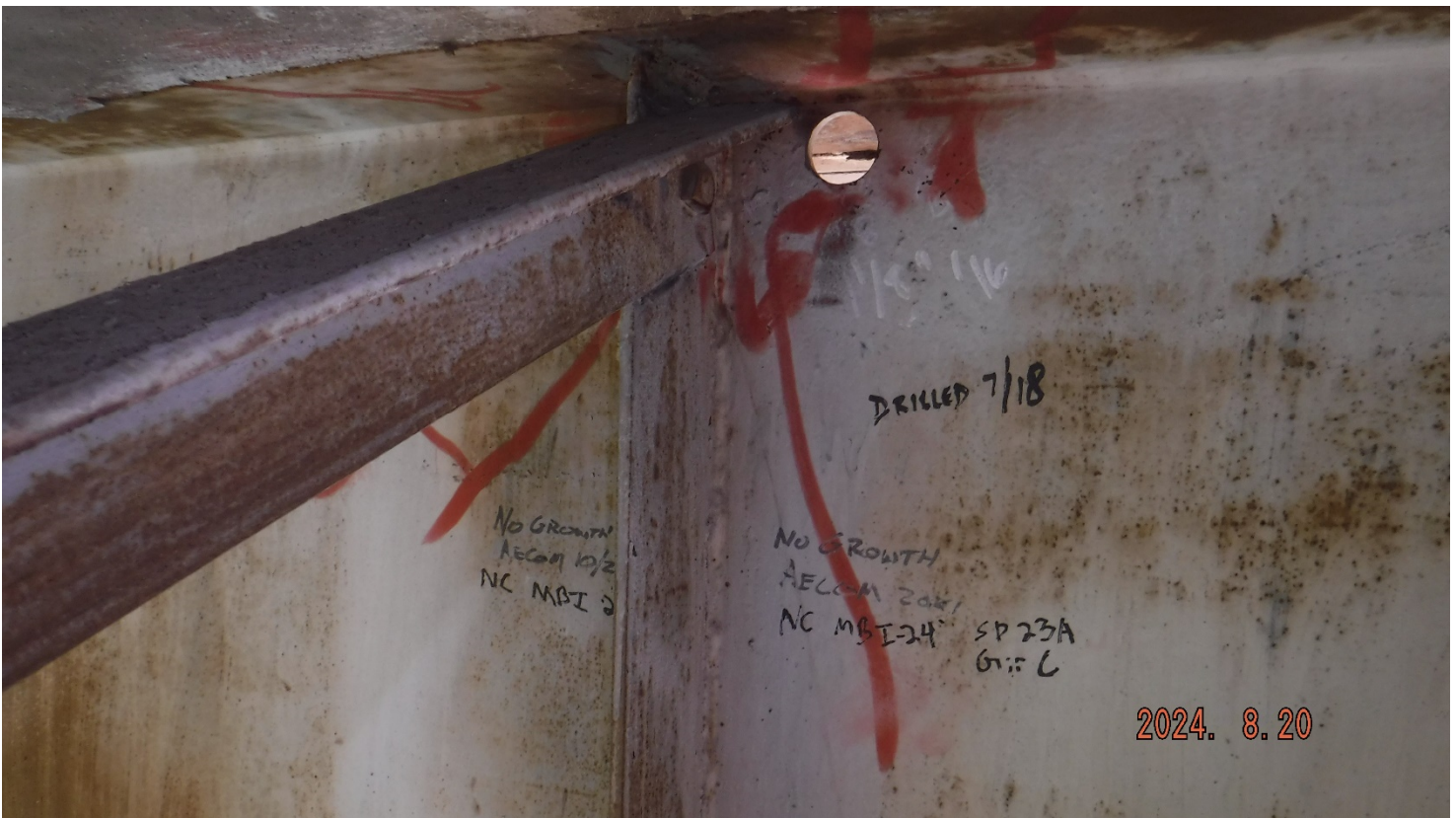


PHOTO 5. GIRDER 23A GIRDER C, MULTIPLE CRACKS IN WEB AND TRANSVERSE STIFFENER WELDS. ALL CRACKS REPAIRED WITH ARREST HOLES AND NO INDICATION OF CONTINUED PROPAGATION



PHOTO 6. GIRDER 25A GIRDER C, MULTIPLE CRACKS IN WEB AND TRANSVERSE STIFFENER WELDS. ALL CRACKS REPAIRED WITH ARREST HOLES AND NO INDICATION OF CONTINUED PROPAGATION

ELEMENT 310 – ELASTOMERIC BEARING

ELEMENT 311 – MOVABLE BEARING

ELEMENT 313 – FIXED BEARING

The bearing devices are in SATISFACTORY condition [6-NBIS] overall with surface corrosion and isolated locations of pack rust between the rockers and masonry plates. Areas of surface corrosion are most prominent at the fascia bearings. There is up to 1/4" thick pack rust between the rocker and the northeast corner of the masonry plate at Girder E in Span 20A. The northeast anchor bolt at the Girder C bearing at Pier 22A remains broken. There is a missing nut on a bolt at the Girder B bearing at Pier 21A.



PHOTO 7. ELASTOMERIC BEARING C ABUTMENT, 12" L X 6" W X 1" DEEP SPALL BELOW BEARING GIRDER C



PHOTO 8. ELASTOMERIC BEARING D ABUTMENT, 4" L X 2" W X 1" DEEP SPALL BELOW THE BEARING OF GIRDER D



PHOTO 9. MOVABLE BEARING B PIER 21A MOVABLE, MISSING NUT ON BOLT

ELEMENT 515 – STEEL PROTECTIVE COATING

The steel protective coating is in CRITICAL condition [2-NBIS]. As part of the 2017 expansion joint replacement at Pier 19A and Abutment A, the end 10' of the existing girders were cleaned and painted. The protective coating at these locations is in good condition overall. Otherwise, the protective coating system is ineffective or has completely failed throughout all steel members. Chalking, peeling, and cracking paint is typically widespread throughout the interior bearings, crossframes, and girders. The system has failed notably on the fascia girders, exhibiting completely exposed steel and areas of minor surface corrosion.

DIAPHRAGMS AND CROSS FRAMES (no associated element)

The diaphragms and crossframes are in satisfactory condition with only minor surface corrosion and paint failure throughout. The end crossframes at Pier 19A were replaced with jacking diaphragms and the end crossframes at Abutment A were cleaned and painted when the joints were replaced in 2017. There is a newly noted isolated 3' long area of damage along the bottom horizontal member of the end crossframe between Girders C and D at Abutment A. The damage appears to have been caused by a fire set on the abutment seat.

ALIGNMENT (no associated element)

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

FATIGUE (no associated element)

The fatigue details of the bridge are in good condition overall. The cracks in the weld between the web and transverse stiffeners of Girder C in Spans 23A-25A were previously repaired with arrest holes and there are no signs of crack propagation beyond the repairs at any location.

ITEM 60 – SUBSTRUCTURE SUMMARY

The substructure is in SATISFACTORY CONDITION [6-NBIS] overall with spalls typically 1" deep or less and exposed reinforcement, minor delaminations, and isolated areas of hairline cracking throughout. There is one stub abutment and six cap-and column piers that make up the substructure units. All piers have two columns apart from Pier 20A having three columns. The substructure units at Pier 19A and 20A also support a portion of Bridge HAM-71-0000L (SFN 3105946). The FRP wrap that was installed on the cap and columns of Pier 19A in 2017 is in good condition overall with only two isolated areas of failing sealant noted.

ELEMENT 205 – REINFORCED CONCRETE COLUMN

The reinforced concrete pier columns are in SATISFACTORY condition [6-NBIS]. At Pier 19A, Column 2, the FRP wrap is beginning to tear at the bottom southwest corner. Typically, there are isolated minor spalls with exposed reinforcement and hairline cracking throughout. Locations of isolated spalling are as follows:

- Pier 22A, Column 1 – Multiple spalls up to 3' high by 16" wide by 1/2" deep with five exposed reinforcing bars with minor section loss typical on the south face about 12' below the pier cap.
- Pier 23A, Column 1 - 6" diameter by 1" deep spall near the drainage support bracket on the south face of Column 1 about 15' above the ground line.
- Pier 23A, Column 2 - 20" diameter by 1" deep spall on the north face of Column 2 about 3' above ground line.

ELEMENT 215 – REINFORCED CONCRETE ABUTMENT

The reinforced concrete abutment is in SATISFACTORY condition [6-NBIS] with isolated spalls, delaminations, and hairline to moderate cracking throughout. At the time of the inspection there was a vagrant encampment with people present. Concrete patches between Girders A and B and Girders D and E are delaminated and isolated hairline vertical cracks are typical throughout. There is a 12" long by 6" wide by 1" deep spall below the bearing of Girder C and a 4" long by 2" wide by 1" deep spall and hairline crack below the bearing of Girder D. There were no instances of loss of bearing area or exposed reinforcement noted at any of the spall locations. Concrete debris is piled up on the abutment seat and bottom flange of Girder C in front of the backwall. There is discoloration in the backwall between Girders C and D caused by a suspected fire at this location. There is vertical cracking in Bays 1 and 3.



PHOTO 9. ABUTMENT

ELEMENT 234 – REINFORCED CONCRETE PIER CAP

The reinforced concrete pier caps are in SATISFACTORY condition [6-NBIS] with isolated spalls and hairline horizontal and vertical cracks throughout. The horizontal hairline cracks are typically located near the top portion of the caps with isolated vertical cracks beginning to develop. The south face of Pier Cap 21A exhibits a 1' high by 2' wide by 2" deep spall with one exposed reinforcing bar between Girders D and E. There is a 10' wide by 1' long area of delamination, cracking, and rust staining on the underside of the Pier 19A cap between Girders A and B.

ELEMENT 830 – ABUTMENT BACKWALL

The Abutment A backwall is in FAIR condition [5-NBIS] with isolated spalls, delaminations, and hairline cracking throughout. There are minor delaminations throughout the concrete patches between Girders A and B and between Girders D and E. A 2' diameter by 1" deep spall is present behind the bearing of Girder A. There is discoloration in the backwall between Girders C and D caused by a suspected fire. Hairline vertical and horizontal cracks are present throughout the discolored area and concrete debris is piled up on the abutment seat and bottom flange of Girder C in front of the backwall.



PHOTO 10. BACKWALL BAY 3, FIRE DAMAGE WITH HAIRLINE CRACKING THROUGHOUT BACKWALL



PHOTO 11. BACKWALL GIRDER A, 2" DIAMETER X 1' DEEP SPALL BEHIND BEARING

***WINGWALLS (no associated element)**

The wingwalls at Abutment A are in good condition with no notable deficiencies.

SLOPE PROTECTION (no associated element)

The slope protection at Abutment A is in good condition overall with minor erosion beneath the downspout between Girders A and B.

APPROACH SUMMARY

The north approach is in SATISFACTORY CONDITION [6-NBIS] overall. The south end of this structure connects to HAM-71-0000L, therefore there is no south approach for this bridge.

ELEMENT 321 – REINFORCED CONCRETE APPROACH SLABS

The north approach slab is in SATISFACTORY condition [6-NBIS]. The condition of the approach slab is based on previous inspections and findings since the actual approach slab is not visible for inspection. It is covered with a new asphalt wearing surface overlay. Previous cracks and patches are covered, and no new deficiencies were noted in the new asphalt wearing surface.

APPROACH WEARING SURFACE (no associated element)

The asphalt approach wearing surface is new and is in very good condition with no deficiencies noted.

APPROACH GUARDRAIL (no associated element)

The approach guardrail is in fair condition. The metal guardrail at the connection to the concrete railing at the northwest corner of the bridge is torn with crumpling, bending, and twisting. The damage appears to have gotten worse since the previous inspection as there is only a small portion of the guardrail at the top that is still connected to the concrete railing. Adjacent to the railing impact damage, there is a full width by full height by 3' long spall with exposed and deformed reinforcement on the end of west approach railing.

EMBANKMENT (no associated element)

The north approach embankment is in good condition overall with no deficiencies noted.

SIGN/UTILITY ITEMS SUMMARY

The signs and utilities are in good condition with no significant deficiencies noted.

SIGNS AND SUPPORTS (no associated element)

There is only one mile marker sign present on this bridge at deck level. The sign is located atop the east railing near Pier 23A in Span 23A and has no defects. The “No Trespassing” sign at Pier 24A on the north face of Column 1 is partially detached and hanging upside down.

UTILITIES (no associated element)

The utilities on the structure are in good condition with no significant deficiencies noted. The utilities include conduit attached to the exterior face of Girder A along the full length of the bottom flange and an abandoned electrical conduit running through the webs of all girders in Span 20A. There are three light poles mounted to the west railing throughout the structure with no defects noted.

ITEM 41 – OPERATIONAL STATUS

The bridge remains OPEN WITH NO RESTRICTIONS [A-NBIS].

CONCLUSIONS AND RECOMMENDATIONS

Based on the 2024 Routine Inspection, the HAM-75-0022L bridge is in SATISFACTORY (6) condition overall based on the NBIS rating guidelines. The overall rating is based on the condition of both the superstructure and the substructure. The AssetWise Bridge Inspection Report is included in Appendix C.

Repair & Maintenance Recommendations

To properly maintain this structure, recommendations have been divided into four categories: Priority, Maintenance, Rehabilitation and Monitor.

- Priority: Repairs that should be completed as soon as possible to address an immediate safety hazard.
- Maintenance: On-going maintenance items that can be accomplished by an ODOT maintenance crew.
- Rehabilitation: Are repairs that are not immediate concerns but should be addressed in the next rehabilitation contract.
- Monitor: Are items that should be investigated and documented in subsequent inspections

Priority: None.

Rehabilitation:

Deck

- Patch the spalls and delaminations throughout the underside of the deck, concrete wearing surface, and railing.

Superstructure

- Clean and paint the entire superstructure.
- Replace the broken anchor bolt of the Girder C bearing at Pier 22A.

Substructure

- Patch the spalls and delaminations throughout the substructure units.

Approach

- Patch the spall at the north end of the west concrete approach railing.

Maintenance:

Deck

- Clean debris from clogged drainage scuppers in Spans 22A and 23A.
- Remove debris from strip seal expansion joints at Pier 19A and Abutment A.
- Repair/replace the broken drainage downspout gasket near the base of Column 1 at Pier 23A.

Superstructure

- Remove the pack rust between the Girder E rocker bearing and masonry plate at Pier 20A.

Substructure

- Fix the 'No Trespassing' sign.
- Remove concrete debris and any fire debris at Abutment A.

Approach

- Replace the west guardrail at the north approach.

Monitor:

Superstructure

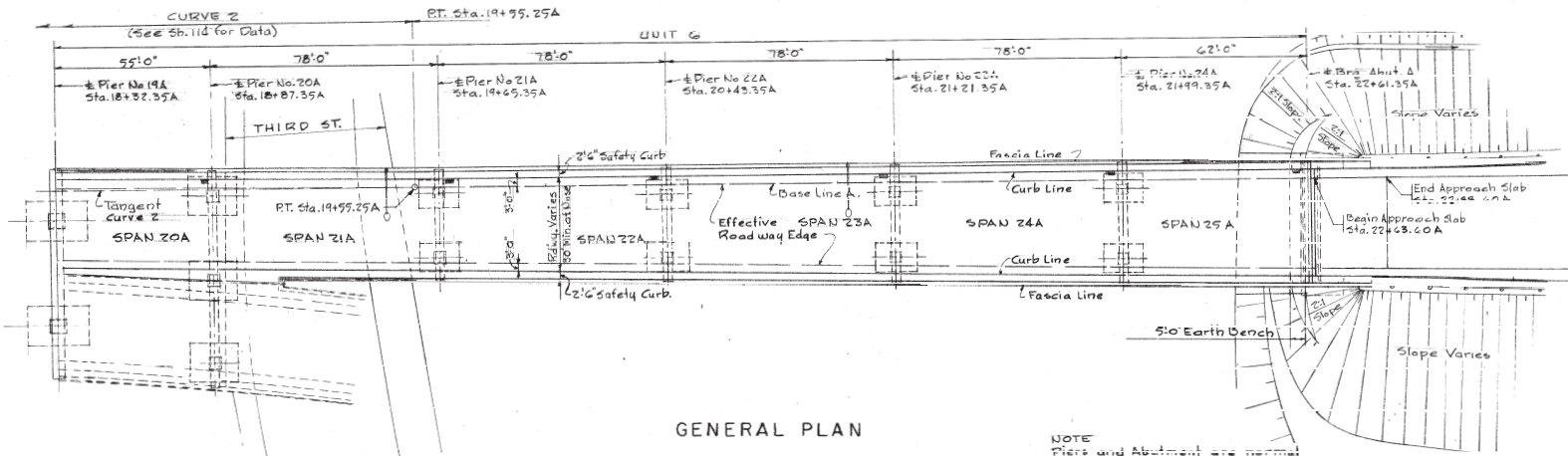
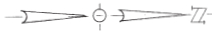
- Continue to monitor the crack arrest hole repairs in the web of Girder C in Spans 23A-25A.

Appendix A – Selected Plan Sheets

Microfilm
OST 24
REF ID: A6011

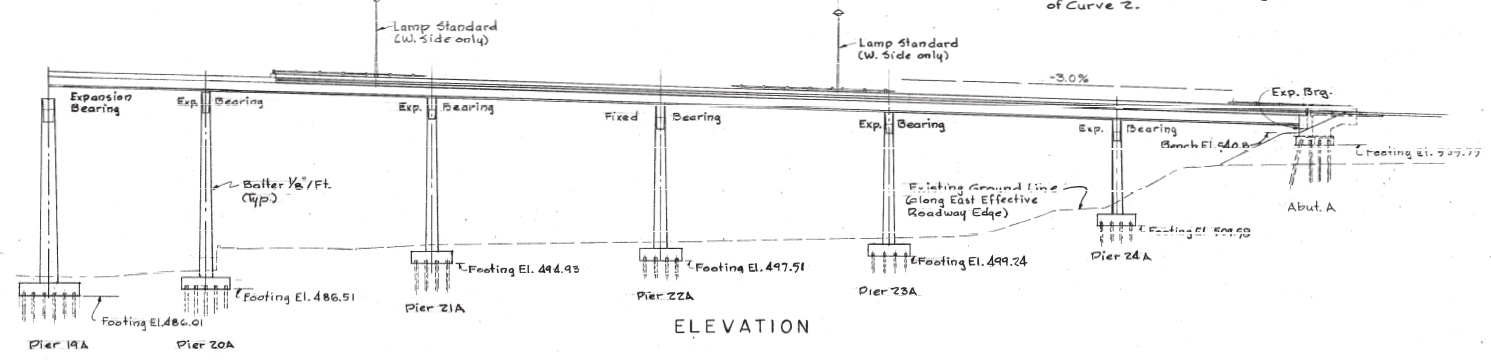
FED. RD. DIST.	STATE	FISCAL YEAR	PROJECT NO.
2	OHIO		

HAM-75-U-04



GENERAL PLAN

NOTE
Piers and Abutment are normal
to either Base Line A or Tangent
of Curve 2.



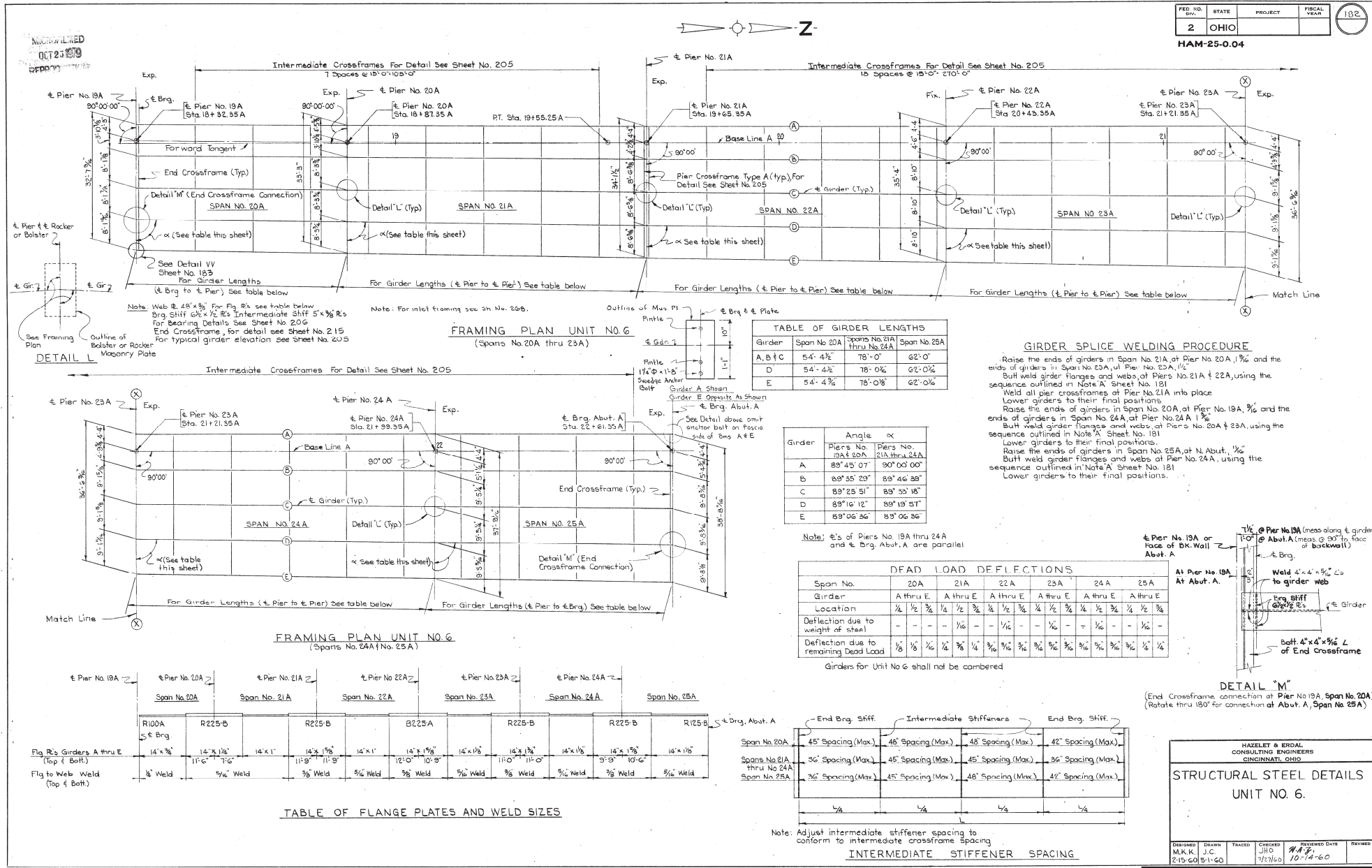
ELEVATION

For Railings & Lighting Details See Sh. 255
For General Notes See Sh. 97
For Estimate of Quantities See Sh. 97

HAZELET & ERDAL CONSULTING ENGINEERS CINCINNATI, OHIO					
GENERAL PLAN & ELEVATION UNIT 6					
DESIGNED	DRAWN	TRACED	CHECKED	REVISION DATE	REVISION
J.C.D.				11-11-60	
6-9-59			9-23-60	10-13-60	

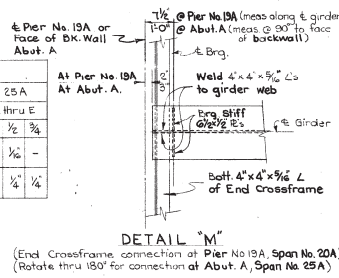
HAM-75-0022L

HAM-25-0.04



GIRDER SPLICE WELDING PROCEDURE

Raise the ends of girders in Span No. 21A at Pier No. 20A, 1/4" and the ends of girders in Span No. 23A, at Pier No. 22A, 1/4".
Butt weld girder flanges and webs of Piers No. 21A & 22A, using the sequence outlined in Note 'A' Sheet No. 181.
Weld all pier crossframes at Pier No. 21A into place.
Lower girders to their final positions.
Raise the ends of girders in Span No. 20A, at Pier No. 19A, 3/8" and the ends of girders in Span No. 24A, at Pier No. 24A, 1/4".
Butt weld girder flanges and webs of Piers No. 20A & 23A, using the sequence outlined in Note 'A' Sheet No. 181.
Lower girders to their final positions.
Raise the ends of girders in Span No. 25A, at N. Abut., 1/4".
Butt weld girder flanges and webs of Pier No. 24A, using the sequence outlined in Note 'A' Sheet No. 181.
Lower girders to their final positions.



Note: Adjust intermediate stiffener spacing to conform to intermediate crossframe spacing.

INTERMEDIATE STIFFENER SPACING

Span No.	Span No. 20A	Span No. 21A thru No. 24A	Span No. 25A
End Brg. Stiff.	45" Spacing (Max.)	48" Spacing (Max.)	42" Spacing (Max.)
Intermediate Stiffeners	36" Spacing (Max.)	45" Spacing (Max.)	36" Spacing (Max.)
End Brg. Stiff.	36" Spacing (Max.)	45" Spacing (Max.)	42" Spacing (Max.)

HAZELET & BERDAL
CONSULTING ENGINEERS
CINCINNATI, OHIO

**STRUCTURAL STEEL DETAILS
UNIT NO. 6.**

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVIEWED
M.K.K.	J.C.		J.H.	10-14-60	
2-15-60	5-1-60		7-27-60		

HAM-75-0022L

Appendix B – AssetWise Bridge Inspection Report

Ohio Bridge Inspection Summary Report

HAM-00075-0022L (3108791)

2: District 15000 - CINCINNATI (HAM county)
 District 08

5A: Inventory Route 1 00075

21: Major Maint A/B 01 - State Highway Agency /
 225 Routine Main A/B 01 - State Highway Agency /
 221 Inspection A/B 01 - State Highway Agency /
 220: Inv. Location DISTRICT 08

7: Facility On SB IR 75
 6: Feature Ints THIRD STREET;CSRR
 9: Location .2 MI N OF OH-KY LINE
 Lat, Lon 39.0956228597157 , -84.5223551418043

Condition		Structure Type	
58: Deck	6 - Satisfactory Condition	43: Bridge Type	4 - Steel continuous
58.01 Wearing Surface	7 - Good (1% distress)		02 - Stringer/Multi-beam or Girder
58.02 Joint	7- Good (no leaking)		N- Not Applicable
59: Superstructure	6 - Satisfactory Condition	45: Spans Main / Approach	6 / 0
59.01 Paint & PCS	2 - Critical PCS (30-40% corr.)	107: Deck Type	1 - Concrete Cast-in-Place
60: Substructure	6 - Satisfactory Condition	408: Composite Deck	U - Unknown
61: Channel	N	414A Joint Type 1	8 - Elastomeric Strip Seal
61.01 Scour	N - Not Applicable	414B: Joint Type 2	N - None
62: Culverts	N - Not Applicable	108A: Wearing Surface	2 - Integral Concrete (separate non-modified layer of concrete added to structural deck)

67.01 GA 6

Appraisal			
Sufficiency Rating	98.0	SD/FO	0 - ND
36: Rail, Tr, Gd, Term Std	1	1	1 N
72: Approach Alignment	8 - Equal to present desirable criteria		
113: Scour Critical	N - Not over waterway		
71: Waterway Adequacy	N - Not Applicable		

422: WS Date	07/01/2007
423: WS Thick (in)	2.8
482: Protective Coating	4 - Paint System B
483: PCS Date	01/01/1978
453: Bearing Type 1	2 - Rockers & Bolsters
455: Bearing Type 2	C - Elastomeric (laminated)
528: Foundn: Abut Fwd	B - Cast-in-Place Reinforced Concrete Piles (14" diameter)
533: Foundn: Abut Rear	N - None (such as most Culverts)
536: Foundn: Pier 1	2 - Cast-in-Place Reinforced Concrete Piles (Other diameter)
539: Foundn: Pier 2	N - None (Such as most Culverts)

Geometric	
48: Max Span Length (ft)	78.0
49: Structure Length (ft)	428.3
52: Deck Width, Out-To-Out (ft)	56.0
424: Deck Area (sf)	23984.8
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)	0
33: Bridge Median	0 - No median
54B: Min Vert Underclearance (ft)	20
336A: Min Vert Clrnce IR Cardinal (ft)	99
336B: Min V Clr IR Non-Cardinal (ft)	0
578: Culvert Length (ft)	0

Age and Service	
27: Year Built/ 106 Rehab	1963 / 0
42A: Service On	1 - Highway
42B: Service Under	4 - Highway - railroad
28A: Lanes on	02
28B: Lanes Under	04
19: Bypass Length	0
29: ADT	43721
109: % Trucks (%)	16

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 (%)	125
704: Analysis Date	02/28/2022
63: Analysis Method	8 - Load and Resistance Factor Rating (LRFR) rating report by rating factor (RF) method using HL-93 loadings.

Inspections		
	Months	
90: Routine Insp.	12	09/22/2024
92A: FCM Insp.	N	0
92B: Dive Insp.	N	0
92C: Special Insp.	N	0
92D: UBIT Insp.	N	0
92E: Drone Insp.	N	0
Inspector	Larkin, Cory	

Inspector: Larkin,Cory
 Inspection Date: 09/22/2024

Structure Number: 3108791
 Facility Carried: SB IR 75

	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
12 - Reinforced Concrete Deck	3 - Mod.	15545	sq. ft.	3445	12000	100	0
<p>CS2: -There are several spalls up to 1" deep with exposed rebar in Spans 20A-25A. -There are transverse cracks with efflorescence spaced at 6' on average. -The concrete patches at the deck drains and expansion joints are in good condition.</p> <p>CS3: -A 8'L X 8"W X 1" deep area of delamination and spalling in Span 23A, Bay 2 with rebar exposed up to 2' L -There are isolated spalls with exposed rebar in the overhangs, including a 3'L X 2'W X 4"D spall with exposed rebar in the east deck overhang of Span 22A .</p>							
510 - Wearing Surfaces		14072	sq. ft.	8971	4925	176	0
<p>CS2: -A 1 sq. ft pothole patched with asphalt in Span 22A. -Isolated hairline longitudinal and transverse cracks throughout the wearing surface.</p> <p>CS3: -A 6" diameter spall is present in the right lane of Span 22A.</p>							
107 - Steel Open Girder/Beam	3 - Mod.	2142	ft.	100	1997	45	0
<p>CS2: -There is widespread freckling and minor surface corrosion throughout all girders. -There is laminating corrosion on the bottom flange of exterior girders with section loss typically less than 1/16". -There are multiple cracks in the web and transverse stiffener welds of Girder C in Spans 23A-25A, near the top flange at cross frame locations near midspan. All cracks have been repaired with arrest holes and no indications of crack propagation beyond the arrest holes were observed.</p> <p>CS3: -There is isolated section loss up to 1/8" deep in the bottom flange of Girder E of Span 21A adjacent to the timber falsework installed between HAM-75-0022L and HAM-71-0000L. -Previous inspections have noted multiple corrosion holes in Girder E transverse stiffeners in Span 20A; however, these defects were inaccessible for inspection due to the timber falsework.</p>							
515 - Steel Protective Coating		25864	sq. ft.	1150	919	16035	7760
<p>CS2: -The paint is peeling, chalking and flaking throughout except the 10' of the girder ends near the expansion joints at Pier 19A and Abutment A, which were cleaned and painted in 2017.</p> <p>CS3: -There is widespread exposure of the primer coat throughout. Paint is either ineffective or of limited effectiveness.</p> <p>CS4: -There are widespread areas of paint failure, exposed bare metal, and surface corrosion.</p>							
205 - Reinforced Concrete Column	3 - Mod.	13	each	2	8	3	0
<p>CS2: -Minor isolated spalls and hairline cracking typical throughout. -FRP is beginning to tear at the southwest corner of Column 2, Pier 19A.</p> <p>CS3: -On the south face of Column 1, Pier 22A, there are spalls with six exposed reinforcing bars with minor section loss. -At Pier 23A, there is a small spall near a drainpipe support on the south face of Column 1, and a 20" diameter spall on the north face of Column 2 near the ground line.</p>							

Inspector: Larkin, Cory
 Inspection Date: 09/22/2024

Structure Number: 3108791
 Facility Carried: SB IR 75

	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
215 - Reinforced Concrete Abutment	3 - Mod.	44	ft.	23	19	2	0
	CS2: -Isolated hairline cracking throughout, CS3: -12"L x 6"W x 1" deep spall below the bearing of Girder C. -4"L x 2"W x 1" deep spall below the bearing of Girder D.						
234 - Reinforced Concrete Pier Cap	3 - Mod.	308	ft.	70	234	4	0
	CS2: -There are horizontal hairline cracks near the top of most caps and some vertical cracks developing from the horizontal cracks. There is isolated moderate cracking. CS3: -There is a spall with one exposed reinforcing bar on the south face of Pier Cap 21A. -There are cracks with rust staining on the south face of Pier Cap 19A.						
300 - Strip Seal Expansion Joint	3 - Mod.	80	ft.	64	16	0	0
	CS2: -There is loosely-packed debris in the expansion joints at Pier 19A.						
310 - Elastomeric Bearing	3 - Mod.	10	each	7	3	0	0
	CS2: -There is minor surface corrosion on isolated bearing plates.						
311 - Movable Bearing	3 - Mod.	20	each	0	17	3	0
	CS2: -There is surface corrosion and laminating corrosion with no measurable section loss on all steel rocker bearings. CS3: -There is pack rust between the rocker and the masonry plate of Bearing E at Pier 20A with no indication of uplift						
515 - Steel Protective Coating		20	sq. ft.	0	0	15	5
	CS3: -There is loss of pigment throughout the bearings. CS4: -There is paint failure with surface corrosion and exposed bare metal on several bearings.						
313 - Fixed Bearing	3 - Mod.	5	each	2	2	1	0
	CS2: -The steel fixed bearings exhibit surface and laminating corrosion with no measurable section loss. CS3: -There is one broken anchor bolt at Bearing C at Pier 22A.						
515 - Steel Protective Coating		5	sq. ft.	0	3	0	2
	CS2: -The paint on the fixed bearings is dulling. -Light and initiated freckled rust is present throughout the bearings. CS4: -There is paint failure with surface corrosion and exposed bare metal on fascia bearings.						

Inspector: Larkin, Cory
 Inspection Date: 09/22/2024

Structure Number: 3108791
 Facility Carried: SB IR 75

	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
321 - Reinforced Concrete Approach Slab	3 - Mod.	875	sq. ft.	513	362	0	0
	CS2: A new asphalt overlay was installed on top of the reinforced concrete approach slab. The quantities for this item are based on that of previous inspections.						
331 - Reinforced Concrete Bridge Railing	3 - Mod.	858	ft.	0	858	0	0
	CS2: -Multiple concrete patches throughout the railings in good condition. -Vertical and transverse hairline cracks with efflorescence are typical throughout the railings with isolated small spalls and minor delaminations.						
815 - Drainage	3 - Mod.	8	each	7	1	0	0
	CS2: There is a cracked and leaking gasket in the drainage pipe at the base of Column 1, Pier 23A.						
830 - Abutment Backwall	3 - Mod.	42	ft.	19	15	8	0
	CS2: -There are hairline cracks, spalling and delaminations throughout. -Dark soot staining with hairline cracking throughout the backwall between Girders C and D. CS3: -There is a 2' diameter x 1" deep spall behind the bearing of Girder A. -Concrete patches in Bays 1 and 4 are delaminating.						

ODOT District: District 08

HAM-00075-0022L_(3108791)

Date Built: 07/01/1963

Major Maint: 01 - State Highway Agency

Facility Carried: SB IR 75

Traffic On: 1 - Highway

Rehab Date:

Routine Maint: 01 - State Highway Agency

Feature Inters: THIRD STREET;CSRR

Traffic Under: 4 - Highway - railroad

Insp. Resp A: 01 - State Highway Agency

FIPS Code: 15000 - CINCINNATI (HAM county)

Location: DISTRICT 08

.2 MI N OF OH-KY LINE

Insp Resp B:

Inspector

Larkin,Cory

Inspection Date 09/22/2024

Reviewer Not Approved

Inspector Comments - Deck and Approach

Deck

Bridge Wearing Surface

The bridge wearing surface was inspected visually from the boom lift. Isolated hairline longitudinal and transverse cracks are present throughout. There is a 6" diameter spall in the right lane of Span 22A.

Bridge Railing

The bridge railings were inspected visually from the boom lift. Concrete patches have been installed in multiple locations of both railings and are in good condition. Vertical and transverse hairline cracks with efflorescence are typical throughout the railing with isolated small spalls and minor delaminations.

Deck Drainage

In 2017 all scuppers on bridge were cleaned out and the drainage pipes were replaced. Previous inspections noted water spraying onto Abutment A and Girder A during storm events, however this was not observed during the 2024 inspection. There is a cracked and leaking drainpipe gasket at the base of Column 1 at Pier 23A.

Expansion Joint

The expansion joints were inspected visually from the boom lift. The expansion joints were replaced in 2017 (Pier 19A and Abutment A). There is loosely-packed debris in the expansion joint at Pier 19A.

Approach

Approach Wearing Surface

North approach wearing surface is new.

Approach Guardrail

A 36" long by 24" high by full width spall with exposed rebar is present on the west approach parapet where the old guardrail was previously connected. Impact damage to the metal guardrail at the connection to the concrete parapet at the northwest corner of the bridge.

Inspector Comments - General Appraisal

Superstructure

Steel Open Girder/Beam

There is widespread freckling and minor surface corrosion throughout all girders. There are multiple cracks in the web and transverse stiffener welds of Girder C in Spans 23A-25A, near the top flange at cross frame locations near midspan. All cracks have been repaired with arrest holes and no indications of crack propagation beyond the arrest holes were observed. There is isolated section loss up to 1/8" in the bottom flange of Girder E of Span 21A adjacent to the timber falsework installed between HAM-75-0022L and HAM-71-0000L.

Diaphragm/X-Frames

Paint failure and minor surface rusting is typical throughout. Crossframes at Pier 19A have been replaced with jacking frames, and crossframes at Abutment A have been repainted. There is an isolated 3' long area of fire damage along the bottom horizontal member of the crossframe between Girders C and D at Abutment A.

Bearing Devices

Original steel bearings at Pier 19A and Abutment A were replaced with elastomeric bearings in 2017. Minor surface corrosion and minor laminate corrosion is typical throughout all bearing types. There is one broken anchor bolt at Bearing C at Pier 22A. Pack rust is present between the rocker and masonry plate of Bearing E at Pier 20A; however, no uplift was observed.

Protective Coating System

Approximately 10' of all girder ends below the expansion joints at Pier 19A and Abutment A were cleaned and painted in 2017. The paint is peeling, chalking, and flaking throughout. There is widespread exposure of primer coat throughout. Paint is either ineffective or of limited effectiveness. Some areas of paint are failed with exposed bare metal and surface corrosion.

Utilities

Utility line runs along west fascia girder for full length of bridge. Abandoned electrical conduit runs through the webs of all girders in span 20A. No significant deficiencies were found with the light poles or the anchorage to the railings.

Substructure

Reinforced Concrete Pier Cap

There are horizontal hairline cracks near the top of most caps and some vertical cracks developing from the horizontal cracks. There is a spall with one exposed reinforcing bar on the south face of Pier Cap 21A. There are cracks with rust staining on the south face of Pier Cap 19A.

Reinforced Concrete Column

There are minor isolated spalls and hairline cracks typically throughout.

Reinforced Concrete Abutment

Use caution during future inspections, as several needles were found Abutment A. Isolated hairline cracking is typical throughout. There is a 12" long by 6" wide by 1" deep spall below the bearing of Girder C and a 4" long by 2" wide by 1" deep spall below the bearing of Girder D.

Abutment Backwall

The top 2' +/- of the backwall was replaced during the joint replacement in 2017. Dark soot staining with hairline cracking throughout the backwall between Girders C and D. There are hairline cracks, spalls, and delaminations throughout. The concrete patches in Bays 1 and 4 are delaminating. There is an isolated spall behind the bearing of Girder A.

Wingwalls

No significant problems noted.

Slope Protection

Minor erosion at Abutment A at Bay 1 where downspout is draining.

Culvert

N/A

Inspector Comments - Waterway

Waterway Adequacy

N/A

Channel

N/A

Scour Critical

N/A