

Inspector: Bishop,Dwayne

Inspection Date: 02/11/2026

Structure Number: 3112187

Facility Carried: IR 275

Ohio Bridge Inspection Summary Report**HAM-00275-2448 (3112187)**

B.L.04: District District 0874104 - SPRINGDALE (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 00275

7: Facility On IR 275

6: Feature Ints TRIBUTARY MILL CREEK

9: Location .1 MI E OF SR 747

Lat, Lon 39.294689 , -84.464119

Condition**B.C.01: Deck** N

58.01: Wearing Surface N

B.C.08: Joint N**B.C.02: Superstructure** N

59.01: Paint & PCS N

B.C.03: Substructure N**B.C.09: Channel** 7**B.C.11: Scour** 7**B.C.10: Channel Prot.** 7**B.C.05: Bridge Railing** 5**B.C.06: Transitions** 5**B.C.07: Bearings** N**B.C.04: Culverts** 5**Ohio GA** 5**Appraisal**

B.AP.03: Scour Vul. 0 - Scour appraisal has not been completed.

Geometric

48: Max Span Length (ft) 14.0

49: Structure Length (ft) 14.0

52: Deck Width, Out-To-Out (ft) 0.0

424: Deck Area (sf) 504

32: Appr Roadway Width (ft) 36.0

51: Road Width, Curb-Curb (ft) 0.0

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

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

34: Skew (deg) 13

33: Bridge Median 2 - Closed median (no barrier)

54B: Min Vert Underclearance (ft) 0

336A: Min Vert Clrnce IR Cardinal (ft) 99

336B: Min V Clr IR Non-Cardinal (ft) 0

578: Culvert Length (ft) 446

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 07/01/2009

63: Analysis Method 5 - No rating analysis or evaluation performed

Structure Type

43: Bridge Type 3 - Steel

19 - Culvert (includes frame culverts)

N- Not Applicable

45: Spans Main / Approach 1 / 0

107: Deck Type N - Not Applicable

408: Composite Deck U - Unknown

414A Joint Type 1 N - None

414B: Joint Type 2 N - None

108A: Wearing Surface N - NA

N - Not Applicable

422: WS Date

423: WS Thick (in) 0.0

482: Protective Coating N - None or Not Applicable

483: PCS Date

453: Bearing Type 1 N - None

455: Bearing Type 2 N - None

528: Foundn: Abut Fwd N - None (Such as most Culverts)

533: Foundn: Abut Rear N - None (such as most Culverts)

536: Foundn: Pier 1 N - None (Such as most Culverts)

539: Foundn: Pier 2 N - None (Such as most Culverts)

Age and Service

27: Year Built/ 106 Rehab 1960 / 0000

42A: Service On 1 - Highway

42B: Service Under 5 - Waterway

28A: Lanes on 10

28B: Lanes Under 00

19: Bypass Length 0

29: ADT 115766

109: % Trucks (%) 6

Inspections

B.IE.03 Routine Insp. 12 Months 02/11/2026

B.IE.03: NSTM Insp. N 0

B.IE.03: UW Insp. N 0

B.IE.03: Special Insp. 0

UBIT Insp. N 0

Drone Insp. N 0

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[illegible]

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ODOT District: District 08

HAM-00275-2448 __(3112187)

Date Built: 07/01/1960

Major Maint: 01 - State Highway Agency

Facility Carried: IR 275

Traffic On: 1 - Highway

Rehab Date:

Routine Maint: 01 - State Highway Agency

Feature Inters: TRIBUTARY MILL CREEK

Traffic Under: 5 - Waterway

Insp. 01 - State Highway Agency

FIPS Code: 74104 - SPRINGDALE (HAM county)

Location: DISTRICT 08

.1 MI E OF SR 747

Insp

Resp B:

Inspector

Bishop,Dwayne

Inspection Date 02/11/2026

Reviewer Collett,Brandon

Inspector Comments - Deck and Approach

Deck, Wearing Surface, Joints, Railing

Approach

Approach Wearing Surface (EA)

New asphalt

Approach Embankment (EA)

Minor random slope erosion. Erosion at rt forward and rear slopes around WWs.

Approach Guardrail (EA)

. EB/right GR has damage to numerous panels, broken post, several pushed back and up.

Inspector Comments - General Appraisal

Superstructure, Bearings

Substructure

Culvert

Culvert General (LF)

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Concrete invert placed thru culvert in 2008 due to rusting & LOS to bottom. Random cracks to paved invert, some with light stains and light efflor. Moderate to Heavy rust with a few small perforations beginning at 23' from the inlet opening at 1:00 measuring approx. 5'W x 3'H with nuts rusted off (not under road). Same location at 11:00 measuring 3'W x 1.5'H at the seam, moderate to heavy rust. At the same general area are a few more seams with narrow areas of moderate to heavy rust.

Culvert Shape (LF)

Inlet and outlet openings are slightly out of round.

Culvert Seams (EA)

Inlet end (right side) has isolated heavy leakage with LOS. a few isolated areas of leaks along the top of paved invert. The following areas have been repaired and are holding well. Repairs to cracks at bolts in 10 o'clock position (left and right sides) at approx. 103 bolt locations (marked in field). Worst area is 3 panels long with all 16 bolt locations cracked approx. 3 to 4 inches. Slight deformation has occurred. One is at 2 o'clock position (left side) approx. 10 bolt locations. No deformation at this location. 1 short crack located that had not been repaired (located right rear near other repairs, field marked in black). (2018 4 new cracks found at left rear approx 10 panels back from outlet opening at the 10 o'clock position, above white paint marking. (Previous to 2022 note: Per 2013 Manual has to be 6 or more in a row and open as much as 1/8" at cracks to be rated a 5.) 9 nuts rusted off at rt rear seam.

Culvert Headwall/Endwall (EA)

Repairs to slight gap between headwall & pipe barrel @ both ends. Both leaning outward a towards the top.

Culvert Scour (EA)

2014 - Scour hole at inlet filled in. 4" scour hole @ inlet due to grade of existing stream and placement of paved concrete invert. Outlet with 4' deep pool. (40'l by 18'w by 4'd+-) blockage 65' downstream.

Headwall

Outlet headwall has cracks with light efflor, bottom of pipe barrel.

Inspector Comments - Waterway

Channel Protection

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Channel

Channel Protection (LF)

Some bank erosion at both ends, large dump rock placed as corrective action. Vertical bank 35' downstream of outlet opening, Some RCP washed downstream. Erosion beginning to undermine retaining wall of parking area for business at left rear. (2021 erosion at lft fwd of parking lot has been repaired with rcp.)

Scour

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Bridge Inspection Report

Pictures