2026 Routine Element Level Inspection Report

HAM-00075-00.220L

SFN 3108791, PID 109780

Cincinnati, Ohio

DRAFT

Submitted to *Ohio Department of Transportation District 8*

October 2, 2026

Prepared by
AECOM Technical Services, Inc.



Department of Transportation

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AssetWise Bridge Inspection Report

Chapter 1: Introduction

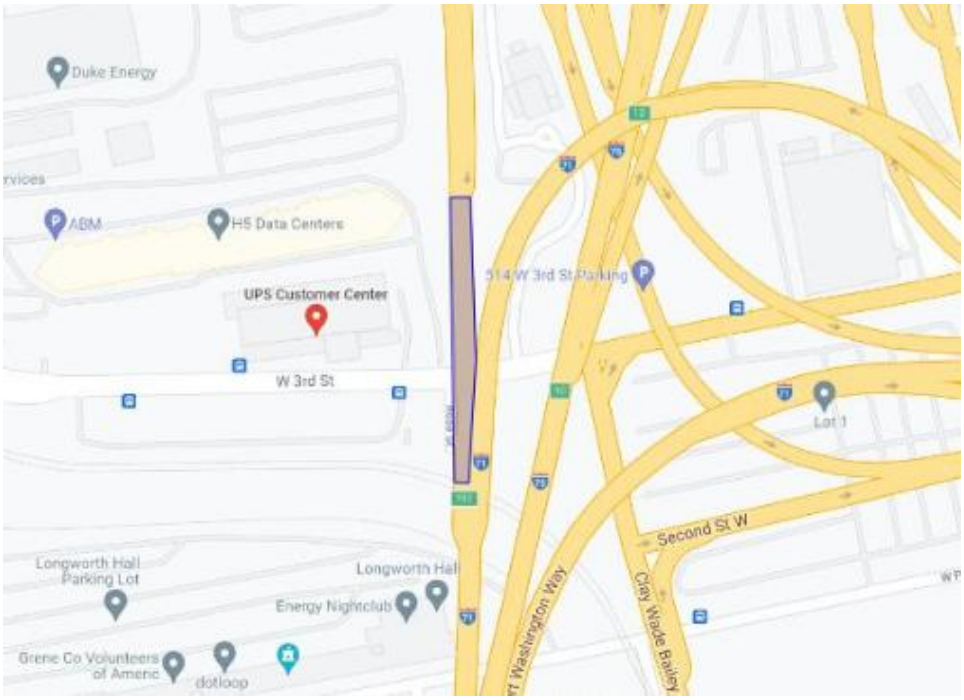
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1.1 BRIDGE DESCRIPTION

HAM-00075-00.220L (SFN 3108791) is a six-span structure that carries two lanes of I-75 southbound traffic over West 3rd Street in Cincinnati, Ohio, just north of the Brent Spence Bridge (**Figure 1**). The structure was constructed in 1963 and consists 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. The structure is 428.3’ long with a maximum span of 78’-0”.

FIGURE 1—LOCATION MAP



The nomenclature for this bridge follows the convention set in the design plans with spans, substructure units, and cross frames 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.

1.2 INSPECTION METHOD

AECOM performed the inspection between August 19, 2026 and September 16, 2026. The team accessed the bridge using a 125-foot telescoping boom lift, a drone, and on foot. Ground access was coordinated with Walsh-Kokosing as part of the Brent Spence Bridge Corridor construction project. Access was limited for certain areas of the bridge based on active construction. The inspection was performed in accordance with the D08 BI 2025/2026 Consultant Bridge Inspection Scope of Services.

Unless noted otherwise, all defects were visually inspected for any changes from the previous inspection report and the dimensions provided were carried forward from the previous inspection report.

- Travis Baker, P.E.: Team Leader, Project Manager
- Prateek Nepal, E.I.: Team Leader
- Matt Kish, E.I.: Team Member

1.3 CONDITION DESCRIPTIONS AND RATINGS

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 (Table 7-2 of the ODOT Bridge Inspection Manual) is a general guide in evaluating the condition of the various members of the bridge. More in-depth tables and figures can be found in Chapter 7 in the 2025 ODOT Bridge Inspection Manual.

TABLE 1—CONDITION RATING GUIDELINES (TABLE 7.2-ODOT MBIS 2025)

Condition		Defect Severity				Strength or Performance Affected
		Inherent	Minor	Moderate	Major	
9	Excellent	Isolated				No
8	Very Good	Some				No
7	Good		Some			No
6	Satisfactory		Widespread	Isolated		No
5	Fair			Some	Isolated AND	No
4	Poor			Widespread	Isolated AND	Yes—advanced deterioration of structure. Repairs are necessary.
3	Serious				≥ Isolated	Yes—local failures possible. Urgent repairs are necessary.
2	Critical				≥ Isolated	Yes—severe loss of strength. Emergency repairs are required.
1	Imminent Failure					Yes—bridge is closed pending major repairs or rehabilitation.
0	Failed					Yes—bridge is closed and beyond repair.

Chapter 2:
Bridge Condition

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2.1 ITEM B.C.01—DECK CONDITION RATING

2.1.1 Element 12—Reinforced Concrete Deck

The reinforced concrete deck is in SATISFACTORY CONDITION (6) with isolated spalls and exposed reinforcement, isolated minor delaminations, and typical hairline transverse cracks with efflorescence in the underside of the deck (**Figure 2**). 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. Minimal section loss of less than 1/16" is typical to the exposed reinforcement at all spall locations. The top of the deck is covered by a microsilica overlay.

The spalls in the underside of the deck include:

- A 1’ long x 6” wide x 2” deep spall with exposed rebar near Pier 19A of Span 20A (**Figure 3**).
- A 1’ diameter x 2” deep spall with exposed rebar in Bay 2 of Span 21A.
- Two spalls up to 4’ long x 1’ wide x 2” deep with exposed rebar in Bay 2 of Span 21A.
- A 4’ long x 2’ wide x 2” deep spall with exposed rebar in Bay 4 near midspan of Span 21A.
- A 1’ diameter x 2” deep spall with exposed rebar in the west overhang of Span 21A.
- A 3' long x 2' wide x 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 (**Figure 4**).
- A 3’ long x 1’ wide x 3” deep spall with exposed rebar in Bay 1 of Span 22A.
- An 8' wide x 8' long x up to 1" deep area of spalling and delamination is present in Bay 2 of Span 23A. One transverse reinforcing bar is exposed and has minimal section loss (**Figure 5**).
- A 1’ diameter spall with exposed rebar in Bay 1 of Span 23A (**Figure 6**).
- An approximately 4’ long x 1’ wide spall with exposed rebar in Bay 2 of Span 23A (**Figure 7**).
- Multiple spalls up to approximately 1’ diameter x 1” deep in Bay 1 and the west overhang of Span 24A.
- A 3’ long x 1’ wide x 1” deep spall with exposed rebar in Bay 4 of Span 24A.
- There is a 2’ long x 1’ wide x 2” deep spall in the east overhang of Span 25A.
- An 8” diameter spall with exposed rebar near midspan of the west overhang of Span 25A (**Figure 8**).

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

FIGURE 2—TYPICAL TRANSVERSE CRACKS WITH EFFLORESCENCE (SPAN 21A)



FIGURE 3—1'L X 6"W X 2" DEEP SPALL WITH EXPOSED REBAR NEAR PIER 19A (SPAN 20A)

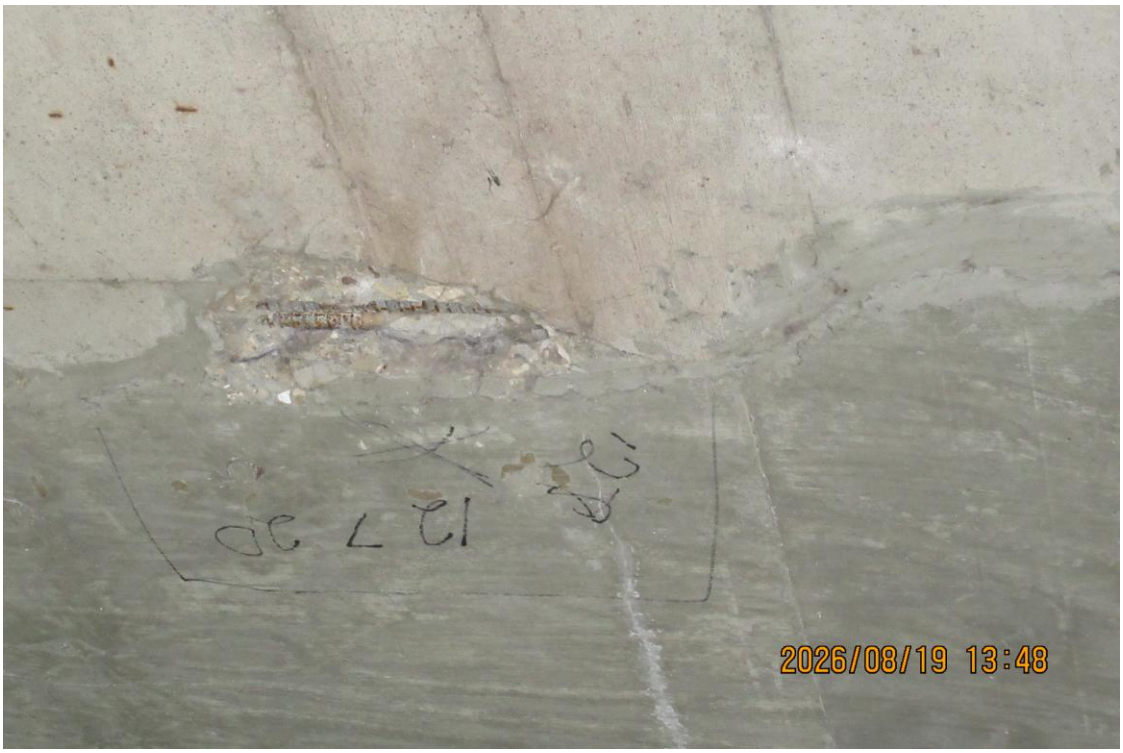


FIGURE 4—3’L X 2’W X 4” DEEP SPALL WITH EXPOSED REBAR IN EAST OVERHANG (SPAN 22A)



FIGURE 5—8’L X 8’W X 1” DEEP AREA OF SPALLING AND DELAMINATION (SPAN 23A)



FIGURE 6—1’ DIA. SPALL WITH EXPOSED REBAR IN BAY 1 (SPAN 23A)



FIGURE 7—APPROXIMATELY 4' L X 1'W SPALL WITH EXPOSED REBAR IN BAY 2 (SPAN 23A)



FIGURE 8—APPROXIMATELY 8” DIA. SPALL WITH EXPOSED REBAR IN WEST OVERHANG (SPAN 25A)



2.2 ITEM B.C.01.01—WEARING SURFACE CONDITION RATING

2.2.1 Element 510—Wearing Surface

The integral concrete deck wearing surface is in SATISFACTORY CONDITION (6) overall with isolated delaminations, minor spalls, and hairline longitudinal and transverse cracks throughout (**Figure 9**). There is a 6" diameter spall in the right lane of Span 22A near Pier 21A and a 1' x 1' spall previously patched in the right lane of Span 22A near midspan. There is a 1’ long x 6” wide x 1” deep spall in the west shoulder of Span 23A. There are four shallow spalls up to 4” in diameter in the west lane of Span 24A. There are six minor areas of delamination based on the 2020 ODOT Concrete Wearing Surface Delamination Report (available from the District).

FIGURE 9—TYPICAL WEARING SURFACE CONDITION (SPAN 25A, LOOKING SOUTH)



2.3 ITEM B.C.02—SUPERSTRUCTURE CONDITION RATING

2.3.1 Element 107—Steel Open Beam/Girders

The steel plate girders are in SATISFACTORY CONDITION (6). There is typical freckling and minor surface corrosion throughout the girder webs and flanges, with the most significant corrosion noted 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-00075-00.220L and HAM-00071-00.000L. 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 and Span 21A (**Figure 10**). There are cracks in the web of Girder C in Spans 23A-25A that have been previously repaired with arrest holes (**Figure 11**). 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 visual indications of crack propagation beyond the arrest holes at the time of inspection.

FIGURE 10—1/8” DEEP SECTION LOSS ON WEST EDGE OF BOTTOM FLANGE OF GIRDER E (SPAN 20A)



FIGURE 11—CRACK ARREST HOLE IN GIRDER C (SPAN 23A)



2.4 ITEM B.C.02.01—PROTECTIVE COATING SYSTEM CONDITION RATING

2.4.1 Element 515—Steel Protective Coating System

The steel protective coating is in CRITICAL CONDITION (2). 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 (**Figure 12**).

FIGURE 12—TYPICAL PAINT CONDITION ON FASCIA GIRDERS (SPAN 21A)



2.5 ITEM B.C.03—SUBSTRUCTURE CONDITION RATING

The substructure is in FAIR CONDITION (5) overall. There is one stub abutment and six cap-and column piers that make up the substructure units. All piers have two columns, except Pier 20A which has three columns. The substructure units at Pier 19A and 20A also support a portion of Bridge HAM-00071-00.000L (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.

2.5.1 Element 205—Reinforced Concrete Column

The reinforced concrete pier columns are in FAIR CONDITION (5). 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' wide x 16" tall x 1" deep with six exposed reinforcing bars with minor section loss typical on the south face about 12' below the pier cap (**Figure 13**).
- Pier 23A, Column 1: 6" diameter x 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 x 1” deep spall on the north face of Column 2 about 3' above ground line (**Figure 14**).

FIGURE 13—MULTIPLE SPALLS UP TO 1” DEEP WITH EXPOSED REBAR ON THE SOUTH FACE OF COLUMN 1 (PIER 22A)



FIGURE 14—20” DIA. X 1” DEEP SPALL ON THE NORTH FACE OF COLUMN 2 (PIER 23A)



2.5.2 Element 215—Reinforced Concrete Abutment

The reinforced concrete abutment is in FAIR CONDITION (5) with spalls, delaminations, and hairline to moderate cracking throughout (**Figure 15**). Concrete patches between Girders A and B and Girders D and E are delaminated and isolated hairline vertical cracks are typical throughout. There are shallow spalls up to 6” in diameter below Bearing A. 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. There is discoloration in the backwall between Girders C and D caused by a suspected fire at this location. There is moderate-width vertical cracking in Bays 1 and 3 (**Figure 16**).

FIGURE 15—GENERAL PHOTO (ABUTMENT A)



FIGURE 16—FULL HEIGHT VERTICAL CRACK BETWEEN BEARINGS A AND B (BAY 1, ABUTMENT A)



2.5.3 Element 234—Reinforced Concrete Pier Cap

The reinforced concrete pier caps are in SATISFACTORY CONDITION (6) 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 2’ wide x 1' high x 2" deep spall with one exposed reinforcing bar between Girders D and E (**Figure 17**). There is a 10' wide x 1' long area of delamination, cracking, and rust staining on the underside of the Pier 19A cap between Girders A and B (**Figure 18**).

FIGURE 17—1' H X 2' W X 2" DEEP SPALL WITH EXPOSED REBAR BETWEEN GIRDERS D AND E (PIER CAP 21A)



FIGURE 18—10’W X 1’L DELAMINATION WITH CRACKING AND RUST STAINING (PIER CAP 19A)



2.5.4 Element 830—Abutment Backwall

The Abutment A backwall is in FAIR CONDITION (5) 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 (**Figure 25**).

2.5.5 Wingwalls

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

2.5.6 Slope Protection

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

2.6 ITEM B.C.05—BRIDGE RAILING CONDITION RATING

2.6.1 Element 331—Reinforced Concrete Bridge Railing

The reinforced concrete bridge railings are in SATISFACTORY CONDITION (6) overall with isolated minor spalls, isolated minor delaminations, and full height hairline vertical and transverse cracks throughout (**Figure 19**). There is a 5' long x 1' high x 1" deep spall due to impact damage 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.

FIGURE 19—TYPICAL RAILING CONDITION (ABUTMENT A/SPAN 25A JOINT)



2.7 ITEM B.C.06—BRIDGE RAILING TRANSITION CONDITION RATING

2.7.1 Approach Guardrail

The approach guardrail is in SATISFACTORY CONDITION (6). There is a full width x full height x 3' long spall with exposed and deformed reinforcement on the end of east concrete barrier; this area is behind the metal approach guardrail (**Figure 20**).

FIGURE 20—FULL WIDTH X FULL HEIGHT X 3' LONG SPALL WITH EXPOSED AND DEFORMED REINFORCEMENT



2.8 ITEM B.C.07—BRIDGE BEARINGS CONDITION RATING

2.8.1 Element 310—Elastomeric Bearing

The elastomeric bearings at Pier 19A are in GOOD CONDITION (7) with isolated minor surface corrosion on a few bearing plates.

2.8.2 Element 311—Movable Bearing

The rocker bearings are in FAIR CONDITION (5) with surface corrosion (**Figure 21**) 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, Pier 20A. Pack rust was also noted at Bearing E at

Pier 23A and at Bearings A and E at Pier 24A. The pack rust does not appear to be restricting the movement or performance of the bearings. There is a missing nut at the Girder B bearing at Pier 21A.

FIGURE 21—TYPICAL SURFACE CORROSION ON ROCKER BEARINGS (BEARING A, PIER 20A)



2.8.3 Element 313—Fixed Bearing

The fixed bearings at Pier 22A are in SATISFACTORY CONDITION (6) with surface corrosion on all bearings with no measurable section loss (**Figure 22**). The northeast anchor bolt at the Girder C bearing at Pier 22A is broken (**Figure 23**).

FIGURE 22—TYPICAL SURFACE CORROSION ON FIXED BEARINGS (BEARING A, PIER 22A)



FIGURE 23—BROKEN ANCHOR BOLT (BEARING C, PIER 22A)



2.9 ITEM B.C.08—BRIDGE JOINTS CONDITION RATING

2.9.1 Element 300—Strip Seal Expansion Joint

The expansion joints (located at Abutment A and Pier 19A) are in GOOD CONDITION (7) overall with loosely packed debris present throughout the entire length of both joints. The expansion joints were replaced in 2017 and no signs or indications of water leakage were noted at the time of inspection.

2.10 OTHER BRIDGE ELEMENTS

2.10.1 Element 815—Drainage

The bridge deck drainage is in fair condition. The deck level scuppers 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. The drainpipe seal is torn at Column 1 and the drainpipe at Column 2 is disconnected at Pier 19A. There is a cracked drainpipe at Pier 23A, Column 1 (**Figure 24**). There is minor corrosion at the end of the drainage downspout at Abutment A between Girders A and B.

FIGURE 24—CRACKED DRAINPIPE AT COLUMN 1 (PIER 23A)



2.10.2 Crossframes and Diaphragms

The diaphragms and crossframes are in satisfactory condition overall. There is 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 an 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 (**Figure 25**). Missing crossframe bolts were noted at Girder E near Pier 21A (**Figure 26**).

FIGURE 25—3’ LONG AREA OF DAMAGE ALONG THE BOTTOM HORIZONTAL MEMBER (ABUTMENT A)



FIGURE 26—MISSING CROSSFRAME BOLT (GIRDER E, PIER 21A)



2.10.3 Alignment

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

2.10.4 Fatigue

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.

2.11 APPROACH

The north approach is in good condition overall. The south end of this structure connects to HAM-71-0000L, therefore there is no south approach for this bridge.

2.11.1 Element 321—Reinforced Concrete Approach Slabs

The north approach slab is in SATISFACTORY CONDITION (6). 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 an asphalt wearing surface overlay. A full-depth pothole approximately 3’ long was present in the right travel lane at the north approach slab at the time of the August 19, 2026 inspection (**Figure 27**).

FIGURE 27—APPROXIMATELY 3’ L X FULL DEPTH POTHOLE IN RIGHT TRAVEL LANE AT NORTH APPROACH



2.11.2 Approach Wearing Surface

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

2.11.3 Embankment

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

2.12 SIGNS AND UTILITIES

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

2.12.1 Signs

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.

2.12.2 Utilities

The utilities on the structure are in good condition. 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. There is a conduit running along the outside of the west concrete railing which is broken near Pier 19A at Span 20A (**Figure 28**).

FIGURE 28—BROKEN CONDUIT ALONG WEST PARAPET NEAR PIER 19A (SPAN 20A)



2.13 ITEM B.C.13.01—GENERAL APPRAISAL

Based on the 2026 Routine Inspection, the HAM-75-00.220L bridge is in FAIR CONDITION (5). The overall rating is controlled by the conditions of the substructure. The AssetWise Bridge Inspection Report reflecting the element level condition ratings can be found in Appendix A.

Chapter 3: Recommendations

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The recommendations below are provided for the HAM-00075-00.220L bridge with respect to its assumed remaining service life of approximately 4 years.

Deck

- Clean debris from clogged drainage scuppers.
- Patch spalls/potholes in the concrete wearing surface.

Superstructure

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

Substructure

- None

APPENDIX A

AssetWise Bridge Inspection Report

Inspector: Nepal,Prateek
Inspection Date: 09/16/2026
Structure Number: 3108791
Facility Carried: SB IR 75

Ohio Bridge Inspection Summary Report

HAM-00075-0022L_(3108791)

B.L.04: District District 08 15000 - CINCINNATI (HAM county)
B.CL.02: Major Maint. 01 - State Highway Agency /
B.CL.02.02: Rou. Maint A/B 01 - State Highway Agency /
B.CL.02.03: Inspection A/B 01 - State Highway Agency /

Condition

B.C.01: Deck	6
58.01: Wearing Surface	6
B.C.08: Joint	7
B.C.02: Superstructure	6
59.01: Paint & PCS	2
B.C.03: Substructure	5
B.C.09: Channel	N
B.C.11: Scour	N
B.C.10: Channel Prot.	N
B.C.05: Bridge Railing	6
B.C.06: Transitions	6
B.C.07: Bearings	5
B.C.04: Culverts	N
Ohio GA	5

Appraisal

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

Geometric

B.G.01: NBIS Bridge Length (ft)	428.3
B.G.02: Total Bridge Length (ft)	428.3
B.G.03: Max Span (ft)	78.1
B.G.05: Deck Width, Out-To-Out (ft)	56.1
B.G.16: Calc Deck Area (sf)	24027.6
B.G.09: Appr Roadway Width (ft)	47.9
B.G.06: Bridge Width, Curb-Curb (ft)	49.9
B.G.07: Curb/SW Width: Left (ft)	0
B.G.08: Curb/SW Width: Right (ft)	0
B.G.11: Skew (deg)	0
54B: Min Vert Underclearance (ft)	20
336A: Min Vert Clrnce IR Cardinal (ft)	99
336B: Min V Clr IR Non-Cardinal (ft)	0
B.SP.16.02: 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 (%) 125
B.LR.03: Rating Date 02/28/2022
B.LR.04: Rating Method LRFR - Load and Resistance Factor Rating

5A: Inventory Route 1 00075
7: Facility On SB IR 75
6: Feature Ints THIRD STREET;CSRR
9: Location .2 MI N OF OH-KY LINE
Lat, Lon 39.095619 , -84.522361

Structure Type

43: Bridge Type 4 - Steel continuous
02 - Stringer/Multi-beam or Girder
N- Not Applicable
45: Spans Main / Approach 6 / 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
108: Wearing Surface 2 - Integral Concrete (separate non-modified layer of concrete added to structural deck)
3 - MicroSilica
B.SP.10.03: WS Date 07/01/2007
B.SP.10.02: WS Thick (in) 2.8
B.SP.07.01: PCS Type 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)

Age and Service

B.W.01: Year Built / 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

Inspections

		Months
B.IE.03 Routine Insp.		12
B.IE.03: NSTM Insp.	N	0
B.IE.03: UW Insp.		0
B.IE.03: Special Insp.		0
UBIT Insp.	N	0
Drone Insp.	N	0

Inspector Nepal,Prateek

Inspector: Nepal,Prateek
Inspection Date: 09/16/2026
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.	3407	12001	137	0
	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. CS3: -An 8" diameter spall with exposed reinforcement in the west overhang of Span 25A. -A 4'L x 1'W spall with exposed reinforcement in Bay 2 in Span 23A. -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 . -There is a 1' x 6" x 2" deep spall with exposed rebar near Pier 19A of Span 20A -There is a 1' diameter x 2" deep spall with exposed rebar in Bay 1 of Span 21A. -There are two spalls up to 4' x 1' x 2" deep with exposed rebar in Bay 2 of Span 21A. -There is a 1' diameter x 2" deep spall with exposed rebar in the West Overhang of Span 21A. -There is a 2' x 4' x 2" deep spall with exposed rebar in Bay 4 of Span 21A. -There is a 3' x 1' x 3" deep spall with exposed rebar in Bay 1 of Span 22A. -There is a 1' diameter spall with exposed rebar in Bay 1 of Span 23A. -There are multiple 1' diameter spalls in Bay 1 and the West Overhang of Span 24A. -There is a 3' x 1' x 1" deep spall with exposed rebar in Bay 4 of Span 24A. -There is a 2' x 1' x 2" deep spall with exposed rebar in the East Overhang of Span 25A.						
510-Wearing Surfaces		14072	sq. ft.	9145	4925	2	0
	CS2: -A 1 sq. ft pothole patched with asphalt in Span 22A. -Isolated hairline longitudinal and transverse cracks throughout the wearing surface. -4 shallow spalls up to 4" in diameter in the right lane in Span 24A CS3: -A 6" diameter x 1" deep spall is present in the right lane of Span 22A. -A 1' x 6" x 1" deep spall in the right shoulder of Span 23A.						
107-Steel Open Girder/Beam	3 - Mod.	2142	ft.	100	1997	45	0
	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. CS3: -There is isolated section loss up to 1/8" deep in the bottom flange of Girder E of Span 20A adjacent to the timber falsework installed between HAM-75-00.220L and HAM-71-00.000L. -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.						
515-Steel Protective Coating		25864	sq. ft.	1150	919	16035	7760
	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. CS3: -There is widespread exposure of the primer coat throughout. Paint is either ineffective or of limited effectiveness. CS4: -There are widespread areas of paint failure, exposed bare metal, and surface corrosion.						

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	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
205-Reinforced Concrete Column	3 - Mod.	13	each	2	8	3	0
	CS2: -Minor isolated spalls and hairline cracking typical throughout. -Torn FRP at the southwest corner of Column 2, Pier 19A. -Moderate width vertical cracks up to 4' long near the base of Column 1, Pier 19A. 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.						
215-Reinforced Concrete Abutment	3 - Mod.	44	ft.	20	19	5	0
	CS2: -Isolated hairline to moderate width cracking throughout. -There are 6" diameter shallow spalls under Bearing A. 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 2' x 1' x 1" deep 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 Joint	3 - Mod.	80	ft.	48	32	0	0
	CS2: -There is loosely-packed debris in the expansion joints at Abutment A. -There is loosely-packed debris in the expansion joints at Pier 19A.						
310-Elastomeric Bearing	3 - Mod.	5	each	3	2	0	0
	CS2: -There is minor surface corrosion on isolated bearing plates.						
311-Movable Bearing	3 - Mod.	20	each	0	15	5	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 with no indication of uplift at Bearing E at Pier 20A, Bearing E at Pier 23A, Bearing A at Pier 24A, and Bearing E at Pier 24A. -Bearing B at Pier 21A is missing a nut on a bolt.						
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	0	4	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.						

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	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
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.						
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	853	5	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. CS3: -There is a 5' x 1' x 1" spall on the left railing near midspan of Span 22A.						
815-Drainage	3 - Mod.	8	each	0	0	8	0
	CS2: -There is a cracked and leaking gasket in the drainage pipe at the base of Column 1, Pier 23A. -Torn drainpipe seal at Column 1, Pier 19A. CS3: -Disconnected drainpipe at Column 2, Pier 19A. -All drains at the deck level are clogged with debris and vegetation.						
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.						

Inspector:	Nepal,Prateek	**Structure Number:**	3108791
Inspection Date:	09/16/2026	**Facility Carried:**	SB IR 75

HAM-00075-0022L_(3108791)

ODOT District:	District 08					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 Nepal,Prateek Inspection Date 09/16/2026 Reviewer Not Approved

Inspector Comments - Deck and Approach

Deck, Wearing Surface, Joints, Railing

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 and a 1' x 6" spall in the right shoulder of Span 23A.

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 2026 inspection. There is a cracked and leaking drainpipe gasket at the base of Column 1 at Pier 23A. There is a torn drainpipe seal at Column 1, and a disconnected drainpipe at Column 2 at Pier 19A. All drains at the deck level are clogged with debris and vegetation.

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 both joints.

Approach

Approach Wearing Surface

North approach wearing surface is in very good condition.

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. Metal approach guardrail in the vicinity of the bridge has been replaced since the previous inspection.

Inspector Comments - General Appraisal

Superstructure, Bearings

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. There are missing crossframe bolts at Girder E near Pier 21A.

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, Bearing E at Pier 23A, Bearing A at Pier 24A, and Bearing E at Pier 24A; 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

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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. Broken conduit along west parapet near the Span 19A/20A joint.

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. There are moderate width vertical cracks at the base of Column 1, Pier 19A.

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. There is a full height vertical crack in the stem between Bearings A and B.

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

Inspector:	Nepal,Prateek	**Structure Number:**	3108791
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N/A

Inspector Comments - Waterway

Channel Protection

N/A

Channel

N/A

Scour

N/A