2026 Routine Element Level Inspection Report

HAM-00075-00.220R

SFN 3108805, PID 109780

Cincinnati, Ohio

DRAFT

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Prepared by

AECOM Technical Services, Inc.

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AssetWise Bridge Inspection Report

Chapter 1: Introduction

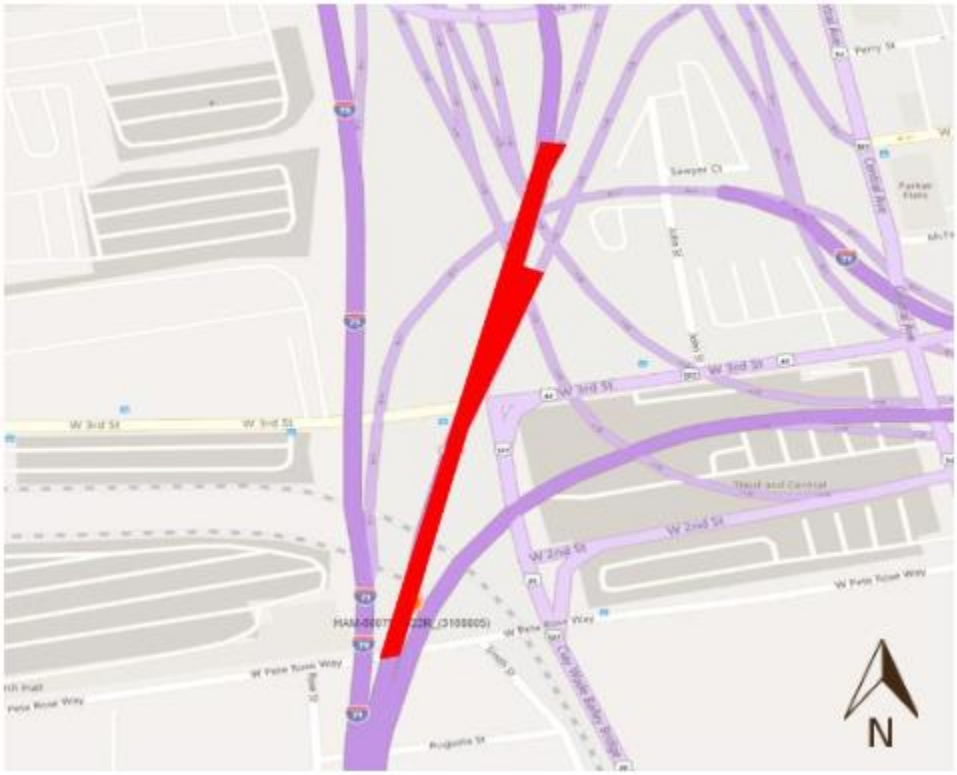
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1.1 BRIDGE DESCRIPTION

HAM-00075-00.220R (SFN 3108805) is a 14-span structure that carries three lanes of I-75 northbound traffic over West 3rd Street, a Norfolk Southern railroad bridge, and US 50 and I-75 ramps (**Figure 1)**. The original structure was constructed in 1963 and consists of a variable-width reinforced concrete deck on continuous steel plate girders (five girders in Spans 16C to 26C and six girders in Spans 27C to 29C) supported by reinforced concrete substructure units. The substructure consists of nine multi-column pier bents, five hammerhead piers, and a cantilever abutment, all with concrete pile foundations. Steel cross frames are welded to the transverse stiffeners of the girders. The structure is 1187’ long with a maximum span of 117’-0”.

FIGURE 1—LOCATION MAP



In 2000, the bridge was partially reconstructed, which included widening the east side of the bridge in Spans 21C through 29C to connect to a new offramp to West 5th Street. New steel beams, crossframes, and reinforced concrete piers were added, as well as a new fracture-critical steel box pier cap at Pier 25J. The original Pier 26C was replaced with a widened pier with a fracture-critical steel box pier cap. 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 original girders labeled A through F from west to east. The retrofit beams are labeled B1 through B4 from east to west. The original substructure units are numbered from Pier 15C to Abutment C, and the retrofit substructure units are labeled from Pier 22J to Pier 26C/J. Pier 26 is referred to as 26C/J, as it carries portions of both original girders and retrofit beams. Original spans are numbered from Span 16C to Span 29C, and retrofit spans are numbered Span 23J to Span 26J.

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 (A). 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.

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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). In all spans, the underside of the deck typically exhibits transverse hairline and moderate-width cracks with efflorescence spaced about 3’ apart (**Figure 2**) and numerous isolated spalls with exposed rebar. The top of the deck is covered by a Super Plasticized Dense Concrete overlay.

Isolated map cracking is observed throughout the deck, with heavier cracking and efflorescence in Span 18C. The underside of the deck above the railroad tracks is stained with a dark layer of soot. Concrete patches adjacent to deck drains, expansion joints, and other locations are in good condition, though several are covered with plywood formwork. Cracking with efflorescence and isolated spalls are typical throughout the deck overhang and fascia.

The spalls in the underside of the deck include:

- There are multiple isolated spalls up to 1 1/2" deep with exposed rebar throughout.
- Two spalls up to 4 square feet x 3" deep with exposed rebar in Span 16C.
- A 6'L x 2'W x 5" deep spall with exposed rebar at the east overhang on Span 17C.
- A continuous set of spalls up to 1” deep are present in the east overhang of Span 19C.
- Concrete deterioration with exposed rebar at the west overhang near midspan of Span 20C (**Figure 3**).
- A 1’ x 6” x 3” deep spall in the west overhang of Span 22C.
- A 3' x 2' x 4" deep spall in the west overhang of Span 22C (**Figure 4**).
- A 2’ x 9” x 3” deep spall in the west overhang of Span 23C (**Figure 5**).
- A 2’ x 1’ x 3” deep spall with exposed rebar in the west overhang of Span 24C (**Figure 6**).
- Several 4' x 4' full depth patches at drainage downspout locations are partially delaminated and have exposed reinforcement.
- A 1'L x 2'W x 3" deep spall in west overhang of Span 26C near Pier 25C.
- Three spalls up to 1’ diameter x 2” deep in the west overhang of Span 26C.
- A 1’ diameter spall in the east overhang at the joint at Pier 26C/J.
- A 2’ x 1’ x 2” deep spall with exposed rebar in Span 27C, Bay 5 (**Figure 7**).
- Two spalls up to 2' diameter x 2" deep in the west overhang of Span 27C.
- Four spalls up to 2" deep with exposed rebar, totaling 16SF in Span 29C.

FIGURE 2—DECK UNDERSIDE TYPICAL TRANSVERSE CRACKS WITH EFFLORESCENCE (SPAN 27C)



FIGURE 3—CONCRETE DETERIORATION WITH EXPOSED REBAR AT WEST OVERHANG NEAR MIDSPAN (SPAN 20C)



FIGURE 4—3’ X 2’ X 4” DEEP SPALL WITH EXPOSED REBAR IN WEST OVERHANG (SPAN 22C)



FIGURE 5—2' X 9" X 3" DEEP SPALL IN WEST OVERHANG (SPAN 23C)



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FIGURE 6—2’ X 1’ X 3” DEEP SPALL WITH EXPOSED REBAR IN WEST OVERHANG (SPAN 24C)



FIGURE 7—2’ W X 1’ X 2” DEEP SPALL WITH EXPOSED REBAR IN BAY 5 (SPAN 27C)



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

2.2.1 Element 510—Wearing Surface

The wearing surface consists of a Super Plasticized Dense Concrete overlay and is in SATISFACTORY CONDITION (6). The wearing surface was inspected visually from the boom lift and drone. Isolated hairline longitudinal and transverse cracks are present throughout the wearing surface in all spans (**Figure 8**). There are potholes patched with asphalt in Spans 19C, 20C, 21C, 22C, and 27C. There are concrete patches in good condition in Spans 17C, 18C, 19C, 20C and 27C. There are concrete patches showing wear or cracking in Spans 20C, 22C, and 27C. There are isolated spalls located throughout.

The spalls in the wearing surface include:

- A 6” diameter x 1/2” deep spall in the left lane of Span 21C.
- A 6” diameter spall forming in the center lane of Span 22C.
- A 6” diameter spall in the center lane of Span 23C (**Figure 9**).
- A 6” diameter x 1/2” deep spall in the right lane of Span 25C.
- A 1’ long x 6” wide x 2” deep spall in the center lane of Span 25C.

FIGURE 8—TYPICAL WEARING SURFACE CONDITION (SPAN 20C)



FIGURE 9—6" DIA. SPALL IN CENTER LANE (SPAN 23C)



2.3 ITEM B.C.02—SUPERSTRUCTURE CONDITION RATING

2.3.1 Element 107—Steel Open Beam/Girders

The steel beams and girders are in FAIR CONDITION (5) overall. There is widespread freckling and minor surface corrosion throughout all original girders, most prominently on the fascia girders. The top of the bottom flange of Girder A in Spans 16C through 23C exhibits laminating corrosion with moderate section loss up to 1/4" deep, typically near the transverse stiffeners. The most significant area of section loss is Girder A in Span 17C at midspan with bottom flange section loss of 8" wide x 1/4" deep from an original section of 16" wide x 1 3/8" deep (9% loss) (**Figure 10**). There is isolated pitting in the web and transverse stiffeners of Girder A. Painted-over gouges up to 5" long x 1/8" deep are present in the bottom flange of Girder D in Span 16C near Pier 15C (**Figure 11**). There is painted-over pitting on the web and stiffeners behind the bearings of the girders at Pier 18C. Laminating corrosion is initiating in the bottom flanges of Girders A-F in Span 28C with negligible section loss (**Figure 12**). There is evidence of fire damage on the Span 29C girders in Bay 3 near Abutment C (**Figure 13**).

The retrofit beams in Spans 23J through 26J are in good condition with isolated areas of freckling and minor surface corrosion.

FIGURE 10—LAMINATING CORROSION NEAR MIDSPAN (GIRDER A, SPAN 17C)



FIGURE 11—PAINTED-OVER GOUGES UP TO 5" L X 1/8" DEEP IN BOTTOM FLANGE OF GIRDER D (SPAN 16C NEAR PIER 15C)



FIGURE 12—INITIATING LAMINATING CORROSION ON BOTTOM FLANGE (SPAN 28C)



FIGURE 13—EVIDENCE OF FIRE DAMAGE ON GIRDERS NEAR ABUTMENT C (SPAN 29C)



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 system is paint and is in SERIOUS CONDITION (3) overall. The paint on the retrofit beams is in good condition, with isolated areas of freckling and minor surface corrosion. The ends of the original girders near the expansion joints at Piers 15C, 18C, 23C and 26C were cleaned and painted in 2018; the paint in these areas is in good condition. Elsewhere, the paint on the original girders has failed or is of limited effectiveness (**Figure 14**). Exposed steel with surface corrosion is widespread throughout the structure, most significantly on the bottom flange and lower web of the fascia girders. Where the paint has not failed, there is widespread chalking with complete loss of pigment, dulling, peeling and flaking. Paint failures with surface corrosion are typical throughout the original steel bearings and are present in isolated areas on the retrofit bearings at Piers 22J-26J. There is evidence of fire and paint damage to the beams in Span 29, Bay 3.

FIGURE 14—TYPICAL ORIGINAL GIRDER PAINT CONDITION (SPAN 24C)



FIGURE 15—TYPICAL RETROFIT GIRDER PAINT CONDITION (SPAN 25J)



2.5 ITEM B.C.03—SUBSTRUCTURE CONDITION RATING

The substructure is in FAIR CONDITION (5) overall. The substructure consists of ten reinforced concrete cap–and–column piers (Piers 15C, 21C-25C, 27C, 28C, 23J, 24J), six reinforced concrete hammerhead piers (Piers 16C-20C, 22J), two NSTM steel box pier caps on reinforced concrete columns (Piers 25J, 26C/J), and a reinforced concrete cantilever abutment. Minor hairline vertical and map cracks are typical throughout the concrete piers.

For the purposes of this report:

- Element 205 - Reinforced Concrete Column refers to cap-and-column piers.
- Element 210 - Reinforced Concrete Pier Wall refers to hammerhead piers.

As part of the 2017 rehabilitation, concrete patching and FRP wrapping were applied to spalls and delaminations on Piers 15C, 18C, and 23C.

2.5.1 Element 205—Reinforced Concrete Column

The reinforced concrete pier columns are in FAIR CONDITION (5) with minor isolated spalls and hairline cracking typical throughout. Some notable defects include:

- Spalling around corner armor on Columns 1 and 2 of Pier 15C (**Figure 16**) and Pier 23J.
- Moderate width vertical crack on the south face on Column 1 of Pier 15C (**Figure 17**).
- There is a 4'H x 1"D spall on the northeast corner on Column 2, Pier 21C due to vehicular impacts.
- There is a 4'H x 1'W x 2" deep spall with exposed rebar on Column 2 of Pier 23C (**Figure 18**).
- There are 6" diameter shallow spalls at the corners of Columns 1 and 2 of Pier 23J (**Figure 19**).
- There is a 16"H x 6" W x 1/2" deep spall on the corner of Column 1 of Pier 27C.

FIGURE 16—SPALLING AROUND CORNER ARMOR (COLUMN 1, PIER 15C)



FIGURE 17—MODERATE WIDTH VERTICAL CRACK (COLUMN 1, PIER 15C)



FIGURE 18—4'H X 1'W X 2" DEEP SPALL WITH EXPOSED REBAR AND DELAMINATION (COLUMN 2, PIER 23C)



FIGURE 19—6” DIA. SHALLOW SPALL AT BASE OF COLUMN (COLUMN 1, PIER 23J)



2.5.2 Element 210—Reinforced Concrete Pier Wall

The reinforced concrete pier walls are in SATISFACTORY CONDITION (6) with hairline map cracking typical throughout. A shallow spall around the corner armor is present at the base of Pier 16C. Vertical hairline cracks are present on Pier 18C. Concrete patching and FRP wrap were applied to Pier Wall 18C as part of the 2017 rehabilitation (**Figure 20**). There is a 10” W x 4”H section of FRP that is peeling and cracking on the south face of Pier 18C. Several shallow spalls with exposed reinforcing bars are present on the south and west faces of Pier 19C due to shallow cover.

FIGURE 20—NORTH FACE OF PIER WALL WITH FRP WRAPPED SECTIONS (PIER 18C)



2.5.3 Element 215—Reinforced Concrete Abutment

The reinforced concrete abutment wall is in SATISFACTORY CONDITION (6) with isolated vertical cracks. There is a 20”W x 24”H x 1” deep spall and delamination below Bearing E. Debris has almost fully covered Bearing A. There is a potential crack between bearings in Bay 4 (**Figure 21**). Use caution during future inspections, as several hypodermic needles were found near Abutment C.

FIGURE 21—POTENTIAL CRACK BETWEEN BEARINGS IN BAY 4 (ABUTMENT C)



2.5.4 Element 231—Steel Pier Cap

The NSTM pier caps at Piers 25J and 26C/J are in FAIR CONDITION (5) overall.

2.5.4.1 Pier Cap 25J

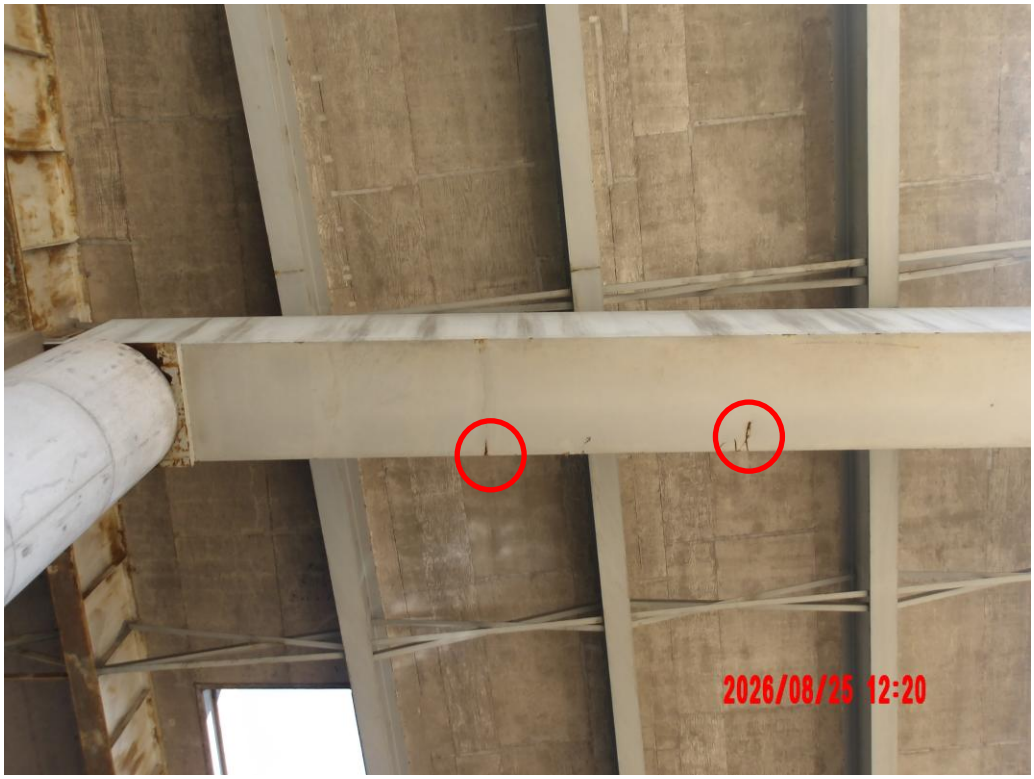
The pier cap exterior is in GOOD CONDITION (7). There are areas of surface corrosion scattered throughout the pier cap exterior, particularly on the top flange at the east end and along the edges of both flanges. There are minor scrapes with surface corrosion in the bottom flange (**Figure 23**). The bottom flange bearing plates at both columns exhibit minor surface corrosion.

The exterior steel protective coating is paint and is in POOR CONDITION (4) with isolated areas of surface corrosion and minor peeling. There is little to no paint remaining on the bearing plates over the columns.

FIGURE 22—PIER CAP 25J LOOKING NORTH



FIGURE 23—SCRAPES WITH MINOR SURFACE CORROSION (PIER CAP 25J)



2.5.4.2 Pier Cap 26C/J

The exterior of steel pier cap 26C/J is in SATISFACTORY CONDITION (6). There is minor surface corrosion throughout the exterior of the pier cap, particularly on the top flange at the ends, and along the edges of both flanges. There is 6” x 6” x 3/16” deep section loss in top flange at west end (**Figure 25**). There are scrapes and minor surface corrosion present on the bottom flange (**Figure 26**). There is laminating corrosion with section loss less than 1/16” deep on the undersides of the bearing plates at all columns (**Figure 27**). On the bottom flange at the openings there is section loss up to 1/16”.

The exterior steel protective coating is paint and is in POOR CONDITION (4) with isolated areas of peeling on the top coat along the bottom of the web plates. There is little to no paint remaining on the bearing plates over the columns.

FIGURE 24—PIER CAP 26C/J LOOKING NORTH



FIGURE 25—6" X 6" X 3/16" DEEP SECTION LOSS ON TOP FLANGE (PIER CAP 26C/J)



FIGURE 26—SCRAPES WITH MINOR SURFACE CORROSION (PIER CAP 26C/J)



FIGURE 27—LAMINATING CORROSION ON UNDERSIDE OF BEARING PLATE (COLUMN 2, PIER CAP 26C/J)



2.5.5 Element 234—Reinforced Concrete Pier Cap

The reinforced concrete pier caps are in SATISFACTORY CONDITION (6). The original pier caps have horizontal hairline and moderate width cracks near the top of most caps and vertical hairline width cracks developing from the horizontal cracks. There is map cracking and moderate width vertical cracks near the bottom of Pier Cap 15C (**Figure 28**). There is a 16”H x 6”W x 1 1/2” deep spall on the south face of Pier Cap 18C (**Figure 29**). On Pier Cap 21C, there is map cracking 5’W x 5’H on the south face of the east cantilever and map cracking 12’W x 3’H on the north face. There is map cracking and a minor spall on the west face of Pier Cap 23C (**Figure 30**). The protective coating for the FRP is cracking and peeling on the south face of Pier Cap 23C (**Figure 31**). There is a small spall at the east end of Pier Cap 28C.

FIGURE 28—MODERATE WIDTH VERTICAL AND MAP CRACKING (PIER CAP 15C)



FIGURE 29—16” H X 6” W X 1 ½” DEEP SPALL ON SOUTH FACE (PIER CAP 18C)



FIGURE 30—MAP CRACKING WITH SPALL ON WEST FACE (PIER CAP 23C)



FIGURE 31—CRACKING AND PEELING FRP PROTECTIVE COATING (PIER CAP 23C)



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2.5.6 Element 830—Abutment Backwall

The Abutment C backwall is in FAIR CONDITION (5). Isolated hairline width cracks are present throughout the backwall. The patch in Bay 4 is beginning to map crack. There is 2’ long x 6” wide x 6” deep spall in the backwall at Bay 2, near Girder C, under the joint.

2.5.7 Wingwalls

The wingwalls at Abutment C are in satisfactory condition. Diagonal hairline cracking is typical throughout the wingwalls. Cracking with efflorescence and delaminations are present at the bottom of the west wingwall.

2.5.8 Slope Protection

The slope protection at Abutment C is in good condition without any significant deficiencies noted.

2.5.9 Embankment

The embankment at Abutment C is in good condition without any significant deficiencies noted.

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. Vertical and transverse hairline cracks with efflorescence as well as isolated small spalls are typical throughout the railings (**Figure 32**). A horizontal crack is present in the east railing near the light post in Span 20C. There is a map cracking in the top of the west railing near Piers 23C and 25C.

FIGURE 32—TYPICAL WEST BRIDGE RAILING WITH HAIRLINE CRACKING AND EFFLORESCENCE (SPAN 16C/15C)



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

2.7.1 Approach Guardrail

The approach guardrail is in GOOD CONDITION (7) with minor scrapes in isolated locations.

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

The bearings are in FAIR CONDITION (5) overall.

2.8.1 Element 310—Elastomeric Bearing

The elastomeric bearings are in SATISFACTORY CONDITION (6) overall.

The new elastomeric bearings installed at Piers 15C, 18C, 23C and 26C are in good condition with minor isolated surface corrosion and laminating corrosion on the steel bearing plates (**Figure 33**). The restraining rods of the Span 18C bearings at Pier 18C are bent slightly (**Figure 34**).

The Pier Cap 25C bearings consist of one elastomeric pad at each column and each pad is fixed with two anchor bolts connected with nuts on the pier cap interior. The bearings have no significant deficiencies observed on the pads or anchors. No issues were noted with the anchor rods.

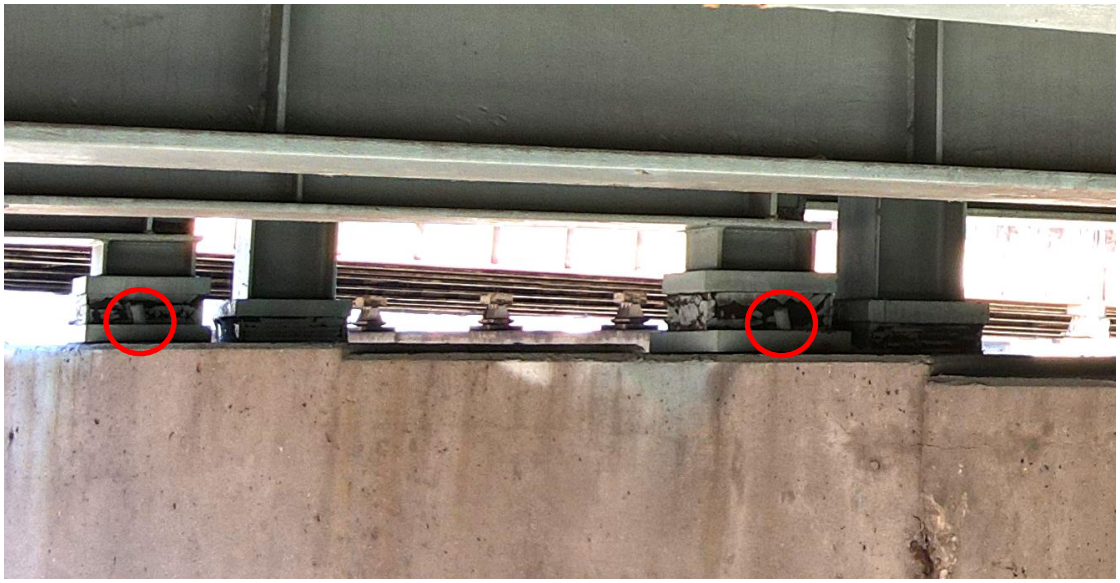
The Pier Cap 26C/J bearings consist of one elastomeric pad at each column and each pad is fixed with two anchor bolts connected with nuts on the pier cap interior.

A slight gap was observed below the south end of the west bearing as well as a slight bulge in the north side of the west bearing.

FIGURE 33—SURFACE CORROSION AND DEBRIS BELOW JOINT (PIER CAP 26C/J)



FIGURE 34—SLIGHTLY BENT RESTRAINING RODS ON BEARINGS (PIER 18C)



2.8.2 Element 311—Movable Bearing

The movable bearings are in FAIR CONDITION (5) overall.

- The movable bearings typically exhibit surface corrosion and laminating corrosion with minor section loss (**Figure 35**). Corrosion is more prominent on the fascia bearings.
- There is pack rust between the rocker and the masonry plate of Bearing A at Pier 17C, Bearings A and E at Pier 19C (**Figure 36**), Bearing E at Pier 20C, Bearings A and E at Pier 21C, Bearings A and E at Pier 22C and Bearing E at Pier 25C with no indication of uplift or restriction of movement.
- Minor fretting corrosion is present on Bearings at Pier 23C/J (**Figure 37**).
- Bearing A at Abutment C has been covered with fill.

FIGURE 35—LAMINATING CORROSION ON BEARING B (PIER 19C)



FIGURE 36—PACK RUST UNDER BEARING A (PIER 19C)



FIGURE 37—FRETTING CORROSION ON BEARINGS G AND H (PIER 23C/J)



2.8.3 Element 313—Fixed Bearing

The fixed bearings are in SATISFACTORY CONDITION (6) overall. The fixed bearings exhibit surface corrosion with no measurable section loss, with the corrosion more prominent on the fascia bearings (**Figure 38**).

FIGURE 38—TYPICAL SURFACE CORROSION ON BEARING E (PIER 20C)



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

2.9.1 Element 300—Strip Seal Expansion Joint

The expansion joints are in POOR CONDITION (4) overall. Expansion joints are located at Piers 15C, 18C, 23C, 26C and Abutment C. Loosely-packed debris was noted in the expansion joint at Piers 18C (**Figure 39**) and 26C. A 6' long section of the joint seal has pulled out between Beams E and B3 at Pier 23C allowing water to freely flow onto the pier at this location (**Figure 40, Figure 41**).

FIGURE 39—LOOSELY PACKED DEBRIS IN JOINT AT PIER 18C



FIGURE 40—JOINT FAILURE BETWEEN GIRDERS E AND B3 AT PIER 23C, DECK VIEW



FIGURE 41—JOINT FAILURE BETWEEN GIRDERS E AND B3 AT PIER 23C, UNDERSIDE VIEW



2.10 OTHER BRIDGE ELEMENTS

2.10.1 Element 815—Drainage

The bridge deck drainage is in satisfactory condition. Vegetation/debris accumulation was observed in a scupper in Span 16C. The drain at Pier 16C was noted to be leaking onto the substructure during a previous inspection.

2.10.2 Crossframes and Diaphragms

The crossframes and diaphragms are in good condition with minor surface corrosion and paint failure throughout the structure (**Figure 42**).

FIGURE 42—TYPICAL CONDITION OF CROSSFRAMES (SPAN 26C)



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 superstructure fatigue elements are in good condition with no deficiencies noted.

2.11 APPROACH

The north approach is in good condition. As the south end of this bridge connects to HAM-00071-00.000R, there is no south approach for this structure.

2.11.1 Element 321—Reinforced Concrete Approach Slabs

The north approach slab is in good condition and is covered with an asphalt wearing surface.

2.11.2 Approach Wearing Surface

The asphalt approach wearing surface was partially repaved and is in good condition.

2.11.3 Embankment

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

2.12 SIGNS AND UTILITIES

2.12.1 Signs

There is one overhead sign support mounted to the railings near Pier 23C (**Figure 43**). The sign support is in good condition with no significant deficiencies noted for the support structure or the anchorage to the railings. Detailed inspection of the overhead sign structure was outside the scope of this inspection.

FIGURE 43—OVERHEAD SIGN SUPPORT MOUNTED TO RAILINGS NEAR PIER 23C



2.12.2 Utilities

The structure-mounted utilities consist of an electrical conduit attached to Pier 27C and Girder F in Span 27C, as well as several light poles mounted to the railings at deck level. All utilities are in good condition.

2.13 ITEM B.C.13.01—GENERAL APPRAISAL

Based on the 2026 Routine Inspection, the HAM-00075-00.220R bridge is in FAIR CONDITION (5). The overall rating is controlled by the conditions of the substructure and superstructure. The AssetWise Bridge Inspection Report reflecting the element level condition ratings can be found in Appendix A.

Chapter 3: Recommendations

AECOM

Ohio Department of Transportation

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

Deck

- Repair the section of failed joint at Pier 23C
- Repair spalls and delaminations in concrete wearing surface.

Superstructure

- None

Substructure

- None

APPENDIX A

AssetWise Bridge Inspection Report

Inspector: Nepal,Prateek
Inspection Date: 09/16/2026

Structure Number: 3108805
Facility Carried: NB IR 75

Ohio Bridge Inspection Summary Report

HAM-00075-0022R_(3108805)

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	4
B.C.02: Superstructure	5
59.01: Paint & PCS	3
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	7
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)	1187.0
B.G.02: Total Bridge Length (ft)	1187
B.G.03: Max Span (ft)	117.1
B.G.05: Deck Width, Out-To-Out (ft)	36.1
B.G.16: Calc Deck Area (sf)	42850.7
B.G.09: Appr Roadway Width (ft)	29.9
B.G.06: Bridge Width, Curb-Curb (ft)	33.1
B.G.07: Curb/SW Width: Left (ft)	0
B.G.08: Curb/SW Width: Right (ft)	0
B.G.11: Skew (deg)	48
54B: Min Vert Underclearance (ft)	14.5
336A: Min Vert Clrnce IR Cardinal (ft)	15.833
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 (%)	100
B.LR.03: Rating Date	07/01/2013
B.LR.04: Rating Method	LFR - Load Factor Rating

5A: Inventory Route	1 00075
7: Facility On	NB IR 75
6: Feature Ints	2RR;TH ST*E;US42D;US50*E
9: Location	.2 MI N OF OH-KY LINE
Lat, Lon	39.095990 , -84.521998

Structure Type

43: Bridge Type	4 - Steel continuous 02 - Stringer/Multi-beam or Girder N- Not Applicable
45: Spans Main / Approach	14 / 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) 1 - Super Plasticized Dense Concrete (SDC)
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	01/01/1977
453: Bearing Type 1	2 - Rockers & Bolsters
455: Bearing Type 2	C - Elastomeric (laminated)
528: Foundn: Abut Fwd	2 - Cast-in-Place Reinforced Concrete Piles (Other 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	A - Cast-in-Place Reinforced Concrete Piles (12" diameter)

Age and Service

B.W.01: Year Built / Rehab	1963 / 0000
42A: Service On	1 - Highway
42B: Service Under	4 - Highway - railroad
28A: Lanes on	03
28B: Lanes Under	06
19: Bypass Length	0
29: ADT	40554
109: % Trucks (%)	16

Inspections

		Months	
B.IE.03 Routine Insp.		12	
B.IE.03: NSTM Insp.	Y	24	09/09/2025
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	**Structure Number:**	3108805
Inspection Date:	09/16/2026	**Facility Carried:**	NB IR 75

	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
12-Reinforced Concrete Deck	3 - Mod.	51206	sq. ft.	24584	25716	906	0
	CS2: -There are hairline transverse cracks with efflorescence spaced at approximately 36" in underside of deck. -There is hairline map cracking throughout, with heavier cracking and efflorescence in Span 18C. -There are patches covered with plywood in several locations. CS3: -There are multiple isolated spalls up to 1 1/2" deep with exposed rebar throughout. -Two spalls up to 4 square feet x 3" deep with exposed rebar in Span 16C. -There is a 6' long x 2' wide x up to 5" deep spall with 5 transverse, 2 longitudinal, and 3 railing bars exposed at the east overhang on Span 17C. -A continuous set of spalls up to 1” deep are present in the east overhang of Span 19C. -A 4 square foot spall with exposed rebar is covered up with plywood in Span 19C, Bay 4. -There is concrete deterioration with exposed rebar at the west overhang of Span 20C. -There is a 1' x 6" x 3" deep spall in the west overhang of Span 22C. -There is a 3' x 2' x 4" deep spall in the west overhang of Span 22C. -There is a 2' x 9" x 3" deep spall in the west overhang of Span 23C. -There is a 2' x 1' x 3" deep spall with exposed rebar in the west overhang of Span 24C. -There are 4' x 4' full depth patches at drainage downspout locations that are partially delaminated and have exposed reinforcement. -3 spalls up to 1' diameter x 2" deep in west overhang of Span 26C. -There is a 1'L x 2'W x 3" deep spall in west overhang of Span 26C near Pier 25C. -There is a 1' diameter spall in the east overhang at joint of Span 26C. -There is a 2'L x 1'W x 2" deep spall with exposed rebar in Span 27C, Bay 5. -There are two spalls up to 2' diameter x 2" deep in the west overhang of Span 27C. -There are four spalls up to 2" deep with exposed rebar, totaling 16SF in Span 29C.						
510-Wearing Surfaces		41661	sq. ft.	29153	12498	10	0
	CS2: -There are isolated hairline longitudinal and transverse cracks throughout the wearing surface in all spans. -There is scattered map cracking typical in all spans -There are potholes patched with asphalt in Spans 19C, 20C, 21C, 22C, and 27C. -There are concrete patches in good condition in Spans 17C, 18C, 19C, 20C, and 27C. -There is a 6" diameter x 1/2" deep spall in the east lane of Span 21C. -The wearing surface was sounded by ODOT in December 2020, and multiple delaminated areas were found. -There is an asphalt patch in Span 22C that is showing wear. -There is a 6" diameter spall in the center lane of Span 23C. -There is a 6" diameter x 1/2" deep shallow spall in the west lane of Span 25C. CS3: -There is a 1' x 6" x 2" deep spall in the center lane of Span 25C. -There is 3’x3’ cracked concrete patch in Span 27C.						

Inspector: Nepal,Prateek
Inspection Date: 09/16/2026

Structure Number: 3108805
Facility Carried: NB IR 75

	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
107-Steel Open Girder/Beam	3 - Mod.	7238	ft.	1235	5560	443	0
	CS2: -There is isolated freckling and minor surface corrosion on the retrofit beams in Spans 22J-26J. -There is widespread freckling and minor surface corrosion throughout all original girders, most prominently on the fascia girders. -There is initiation of laminating corrosions in the bottom flanges of Girders A-F in Span 28C with negligible section loss. -There is evidence of fire and associated soot and damages to the beams in Span 29, bay 3. CS3: -The top of the exterior bottom flange of Girder A in Spans 16C through 23C exhibits intermittent laminating corrosion with section loss up to 1/4” deep, typically near the transverse stiffeners. Typical up to 9% flange loss. -There are painted-over gouges up to 5” long and 1/8” deep on the bottom flange of Girder D in Span 16C near Pier 15C. -There is painted-over pitting on the web and stiffeners behind the bearings of the girders at Pier 18C. -There is isolated pitting in the web and transverse stiffeners of Girder A.						
515-Steel Protective Coating		88957	sq. ft.	20760	31580	22684	13933
	CS2: -The paint on the original girders is peeling, chalking and flaking throughout except the 10' of the girder ends near the expansion joints at Pier 15C, 18C, 23C and 26C which were cleaned and painted in 2018. -The paint on the retrofit beams has isolated areas of freckling and minor surface corrosion. CS3: -There is widespread exposure of the primer coat throughout the original girders. Paint on the original girders is either ineffective or of limited effectiveness. CS4: -There are widespread areas of paint failure, exposed bare metal, and surface corrosion throughout the original girders. -There is evidence of fire and paint damage to the beams in Span 29, Bay 3.						
205-Reinforced Concrete Column	3 - Mod.	29	each	19	6	4	0
	CS2: -There are minor isolated spalls and hairline cracking throughout. -Minor Spalling around corner armor for Columns 1 and 2 of Pier 15C. -There is a 6” diameter shallow spall on the corner of Column 1 and Column 2 of Pier 23J. -There are concrete patches wrapped in FRP on the columns of Piers 15C, 18C, and 23C. -FRP wrap is peeling on the north face of Column 2 of Pier 23C. -There are hairline cracks on Column 2, Pier 26C/J. -There is a 16"H x 6"W x 1/2" D spall on the corner of Column 1 of Pier 27C. CS3: -Moderate width vertical crack on the south face of Column 1 of Pier 15C. -There is a 4’H x 1”D spall on the northeast corner of Column 2, Pier 21C due to vehicular impacts. -There is a 4’H x 1’W x 2” deep spall with exposed rebar on Column 2 of Pier 23C. -There is a 16”H x 6” W x 1/2” deep spall on the corner of Column 1 of Pier 27C.						
210-Reinforced Concrete Pier Wall	3 - Mod.	66	ft.	48	15	3	0
	CS2: -There is hairline cracking throughout the pier walls. -There are concrete patches wrapped in FRP on Pier Wall 18C. -There are several shallow spalls with exposed reinforcing bars present on the south and west faces of Piers 18C and 19C due to shallow cover. -There is a shallow spall around the armored edge at Pier 16C. CS3: -The protective coating for the FRP on the south face of Pier 18C is peeling and cracking.						

Inspector: Nepal,Prateek
Inspection Date: 09/16/2026

Structure Number: 3108805
Facility Carried: NB IR 75

	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
215-Reinforced Concrete Abutment	3 - Mod.	74	ft.	70	2	2	0
	CS2: -There are isolated vertical cracks in the abutment. CS3: -There is a 20”W x 24”H X 1” deep spall and delamination below Bearing E.						
231-Steel Pier Cap	3 - Mod.	156	ft.	116	35	5	0
	Pier Cap 25J: CS2: -There are isolated areas of surface corrosion throughout the pier cap exterior, particularly on the top flange at the east end and along the edges of both flanges. -There are minor scrapes with surface corrosion in the bottom flange over the U.S. 50 ramp to 2nd Street (Pier Cap 25J). -The bottom flange bearing plates at both columns exhibit surface corrosion (Pier Cap 25J). -There are minor deformations in the top flange backer bars at both webs (Pier Cap 25J -2021 Inspection). -There are minor rust spots on diaphragms 1,2, and 7, and both hatch openings (Pier Cap 25J). -There is isolated minor surface corrosion on the east hatch. Pier Cap 26C/J: CS2: -There are areas of moderate surface corrosion with pitting less than 1/16" to bottom of web and bottom flange at diaphragms 1 and 17 (Pier Cap 26C/J). -There are small rust spots on most diaphragms (Pier Cap 26C/J). -There is 5" diameter area of surface corrosion in the northeast corner of Diaphragm 1. -There is minor surface corrosion sealed with silicone at the top corners of Diaphragm 17. -There is surface corrosion with pitting less than 1/16” deep in the west end bay (Pier Cap 26C/J). -There is laminating corrosion with section loss less than 1/16” deep on the undersides of the bearing plates at all columns (Pier Cap 26C/J). -There is surface corrosion on the south face near the downspout. -The gasket is loose on the west hatch. CS3: -There is 6" x 6" x 3/16" deep section loss in the top flange at the west end (Pier Cap 26C/J). -The south anchor bolt at the west column bearing is broken inside the cap (Pier Cap 26C/J Bearing). -There is laminating corrosion with section loss up to 1/8” in the bottom flange, webs and diaphragms in the east end bay (Pier Cap 26C/J). -There is 1/16" section loss in the bottom flange at the west opening.						
515-Steel Protective Coating		4347	sq. ft.	4193	44	88	22
	CS2: -Surface dulling and localized light rust is present throughout the caps. CS3: -There are isolated areas of surface corrosion and minor peeling. CS4: -There is little to no paint remaining on the bearing plates over the columns.						
234-Reinforced Concrete Pier Cap	3 - Mod.	656	ft.	462	189	5	0
	CS2: -The original pier caps have horizontal hairline cracks near the top of most caps and vertical hairline cracks developing from the horizontal cracks. -There is a small spall at the east end of Pier Cap 28C. -There is map cracking- 5’W x 5’H on the south face and 12'W x 3'H on the north face of the east cantilever at Pier Cap 21C. -There is map cracking and a minor spall on the west face of Pier Cap 23C. -The FRP is cracking and peeling on the south face of Pier Cap 23C. CS3: -There is map cracking, moderate width horizontal and vertical cracks with some efflorescence on Pier Cap 15C. -There is a 16"H x 6"W x 1.5"D spall on the south face of Pier Cap 18C.						

Inspector: Nepal,Prateek
Inspection Date: 09/16/2026

Structure Number: 3108805
Facility Carried: NB IR 75

	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
300-Strip Seal Joint	3 - Mod.	288	ft.	252	30	0	6
	CS2: -Loosely-packed debris was noted in the expansion joint at Piers 18C and 26C. CS4: -A 6' long section of the joint seal has pulled out between Beams E and B3 at Pier 23C and water free flows on to the pier at this location.						
310-Elastomeric Bearing	3 - Mod.	41	each	35	5	1	0
	CS2: -The restraining rods of the Span 18C bearings at Pier 18C are slightly bent. -The new elastomeric bearings installed at Piers 15C, 18C, 23C, and 26C have minor isolated surface corrosion and laminating corrosion on the steel bearing plates. CS3: -The south anchor bolt at the west column bearing for Pier 26J/C is broken. A slight gap was observed with the elastomeric pads on the south end where the anchor bolt is broken, with a slight bulge on the opposite end.						
311-Movable Bearing	3 - Mod.	50	each	0	40	10	0
	CS2: -There is fretting corrosion on bearings at Abutment C. -Surface corrosion on bearings at Pier 17C, Pier 19C, and Pier 20C. -The newer steel rocker bearings in Spans 22J-26J (installed during the 2000 retrofit) have isolated surface corrosion and minor abrasion dust. -The original steel rocker bearings exhibit surface corrosion with no measurable section loss, particularly on the fascia bearings. -Bearing G rotated 4 degrees south at 75 degrees Fahrenheit at Pier 22J. -Minor fretting corrosion on bearings at Pier 23J. -Bearing G of Span 26J rotated 6 degrees at 55 degrees Fahrenheit at Pier 26C/J. -Surface corrosion on anchor bolts at east stringer end of Pier 26C/J. CS3: -There is active pack rust between the rocker and the masonry plate of Bearing A at Pier 17C, Bearing A and E at Pier 19C, Bearing E at Pier 20C, Bearing A and E at Pier 21C, Bearing A and E at Pier 22C and Bearing E at Pier 25C with no indication of uplift. -Bearing A at Abutment C has been covered with fill.						
515-Steel Protective Coating		50	sq. ft.	0	19	26	5
	CS2: -The paint on the rocker bearings is dulling. -Light freckled rust is present throughout the bearings. CS3: -There is loss of pigment throughout the bearings. CS4: -There is paint failure with surface corrosion and exposed bare metal on fascia bearings.						
313-Fixed Bearing	3 - Mod.	25	each	0	25	0	0
	CS2: -The newer steel bearings in Spans 22J-26J have isolated surface corrosion and minor abrasion dust. -The original steel fixed bearings exhibit surface corrosion with no measurable section loss, particularly on the fascia bearings.						
515-Steel Protective Coating		25	sq. ft.	0	19	3	3
	CS2: -The paint on the fixed bearings is dulling. -Light and initiated freckled rust is present throughout the bearings. CS3: -There is loss of pigment on several bearings. CS4: -There is paint failure with surface corrosion and exposed bare metal on several fascia bearings.						

Inspector: Nepal,Prateek
Inspection Date: 09/16/2026
Structure Number: 3108805
Facility Carried: NB 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.	1539	sq. ft.	1539	0	0	0
	The North approach is covered with an asphalt wearing surface.						
331-Reinforced Concrete Bridge Railing	3 - Mod.	2490	ft.	0	2470	20	0
	CS2: -There are vertical and transverse hairline cracks with efflorescence throughout. -A horizontal crack is present in the east railing near the light post in Span 20C. -There is a map cracking in the top of the west railing near Pier 23C and Pier 25C. CS3: -There are isolated spalls throughout.						
815-Drainage	3 - Mod.	15	each	14	0	1	0
	CS3: -The drain at Pier 16C was noted to be leaking onto the substructure at the cap during the previous inspection. -One Scupper in Span 16C was clogged with debris/vegetation.						
830-Abutment Backwall	3 - Mod.	74	ft.	55	17	2	0
	CS2: -There are isolated hairline cracks throughout. -The patch in Bay 4 is beginning to map crack. CS3: -There is a 2' x 6" x 6" deep spall in Bay 2, under the joint near Girder C.						

Inspector:	Nepal,Prateek	**Structure Number:**	3108805
Inspection Date:	09/16/2026	**Facility Carried:**	NB IR 75

HAM-00075-0022R_(3108805)

ODOT District:	District 08					Date Built:	07/01/1963
Major Maint:	01 - State Highway Agency	Facility Carried:	NB IR 75	Traffic On:	1 - Highway	Rehab Date:	
Routine Maint:	01 - State Highway Agency	Feature Inters:	2RR;TH ST*E;US42D;US50*E	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
Bridge wearing surface was visually inspected from the boom lift and drone.

Bridge Railing
Bridge railings were visually inspected from the boom lift and drone.

Expansion Joint
The expansion joints were inspected visually from the boom lift and drone.

Approach

Approach Wearing Surface
The north approach wearing surface was repaved in 2022.

Approach Embankment
No significant problems were noted.

Approach Guardrail
Surface rust and minor scrapes were noted in isolated locations on approach guardrail.

Inspector Comments - General Appraisal

Superstructure, Bearings

Diaphragm/X-Frames
Minor surface corrosion, freckled rust and paint failures typical throughout original crossframe members. Crossframe 6 between girders C and D in Span 21C and Crossframe 1 between Girders A and B over Pier 28C exhibit up to 1 1/2" downward deformation of bottom strut angle. Crossframes at expansion joint locations were replaced with jacking frames.

Bearing Devices
Original steel rocker bearings were replaced with elastomeric bearings at Piers 15C, 18C, 23C, and on the original structure portion of Pier cap 26J.

Fatigue
No deficiencies noted.

Signs
There is one overhead sign support mounted to the railings near Pier 23C. No significant deficiencies noted for the support structure or the anchorage to the railings. Complete inspection of overhead sign structure was outside the scope of this inspection.

Utilities
The structure-mounted utilities consist of an electrical conduit attached to Pier 27C and Girder F in Span 27C, as well as several light poles mounted to the railings at deck level. There is a missing cover on a light pole at the east barrier, Span 16C.

Substructure

Reinforced Concrete Abutment Walls
Use caution during future inspections, as several needles were found Abutment C.

Reinforced Concrete Pier Caps
The protective coating for the FRP is cracking and peeling on the south face of Pier Cap 23C.

Reinforced Concrete Pier Columns/Bents
The protective coating for the FRP on the columns of Piers 23C is peeling.

Wingwalls
Diagonal hairline cracking is typical throughout the wingwalls. Cracking with efflorescence and delaminations are present at the bottom of the west wingwall.

Slope Protection
No significant problems noted.

Culvert

N/A

Inspector Comments - Waterway

Channel Protection

N/A

Channel

N/A

Scour

N/A