

Inspector: Compton-Troesch,Kyle

Inspection Date: 09/10/2025

Structure Number: 3108791

Facility Carried: SB IR 75

Ohio Bridge Inspection Summary Report

HAM-00075-0022L (3108791)

B.L.04: District District 0815000 - CINCINNATI (HAM county)

B.CL.02: Major Maint 01 - State Highway Agency /

225 Routine Main A/B 01 - State Highway Agency /

221 Inspection A/B 01 - State Highway Agency /

5A: Inventory Route 1 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

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

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

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.

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

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

3 - MicroSilica

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)

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

Inspections

B.IE.03 Routine Insp. Months 12

B.IE.03: NSTM Insp. N

B.IE.03: UW Insp. 0

B.IE.03: Special Insp.

UBIT Insp. N 0

Drone Insp. N 0

Inspector Compton-Troesch,Kyle

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[illegible]

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Structure Number: 3108791

Inspection Date: 09/10/2025

Facility Carried: SB IR 75

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

Compton-Troesch,Kyle

Inspection Date 09/10/2025

Reviewer Collett,Brandon

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 2025 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.

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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

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.

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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

N/A

Inspector Comments - Waterway

Channel Protection

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N/A			

Channel

N/A

Scour

N/A