Inspector: Compton-Troesch,Kyle
Inspection Date: 09/10/2025
Structure Number: 3108805
Facility Carried: NB IR 75

Ohio Bridge Inspection Summary Report

HAM-00075-0022R (3108805)

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 NB IR 75
6: Feature Ints 2RR;TH ST*E;US42D;US50*E
9: Location .2 MI N OF OH-KY LINE
Lat, Lon 39.096 ,-84.52205

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

48: Max Span Length (ft)	117.0
49: Structure Length (ft)	1187.0
52: Deck Width, Out-To-Out (ft)	36.0
424: Deck Area (sf)	42732
32: Appr Roadway Width (ft)	30.0
51: Road Width, Curb-Curb (ft)	33.0
50A: Curb/SW Width: Left (ft)	0
50A: Curb/SW Width: Right (ft)	0
34: Skew (deg)	48
33: Bridge Median	0 - No median
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
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 (%) 100
704: Analysis Date 07/01/2013
63: Analysis Method 6 - Load Factor (LF) rating reported by rating factor (RF) method using MS18 loading.

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
108A: Wearing Surface 2 - Integral Concrete (separate non-modified layer of concrete added to structural deck)
1 - Super Plasticized Dense Concrete (SDC)
422: WS Date 07/01/2007
423: WS Thick (in) 2.8
482: Protective Coating 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

27: Year Built/ 106 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.			
UBIT Insp.	N	0	
Drone Insp.	N	0	

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Inspection Date:	09/10/2025			**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.	24588	25715	903	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 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 1' x 6" x 2" 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.						

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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	20	5	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 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.						

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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.						

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	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 27C. 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. 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.						
321-Reinforced Concrete Approach Slab	3 - Mod.	1539	sq. ft.	1539	0	0	0
	The North approach is covered with an asphalt wearing surface.						

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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 leaking onto the substructure at the cap. -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.						

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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 Compton-Troesch,Kyle Inspection Date 09/10/2025 Reviewer Collett,Brandon

Inspector Comments - Deck and Approach

Deck, Wearing Surface, Joints, Railing

Bridge Wearing Surface
Bridge wearing surface was visually inspected from the boom lift.

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

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

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