

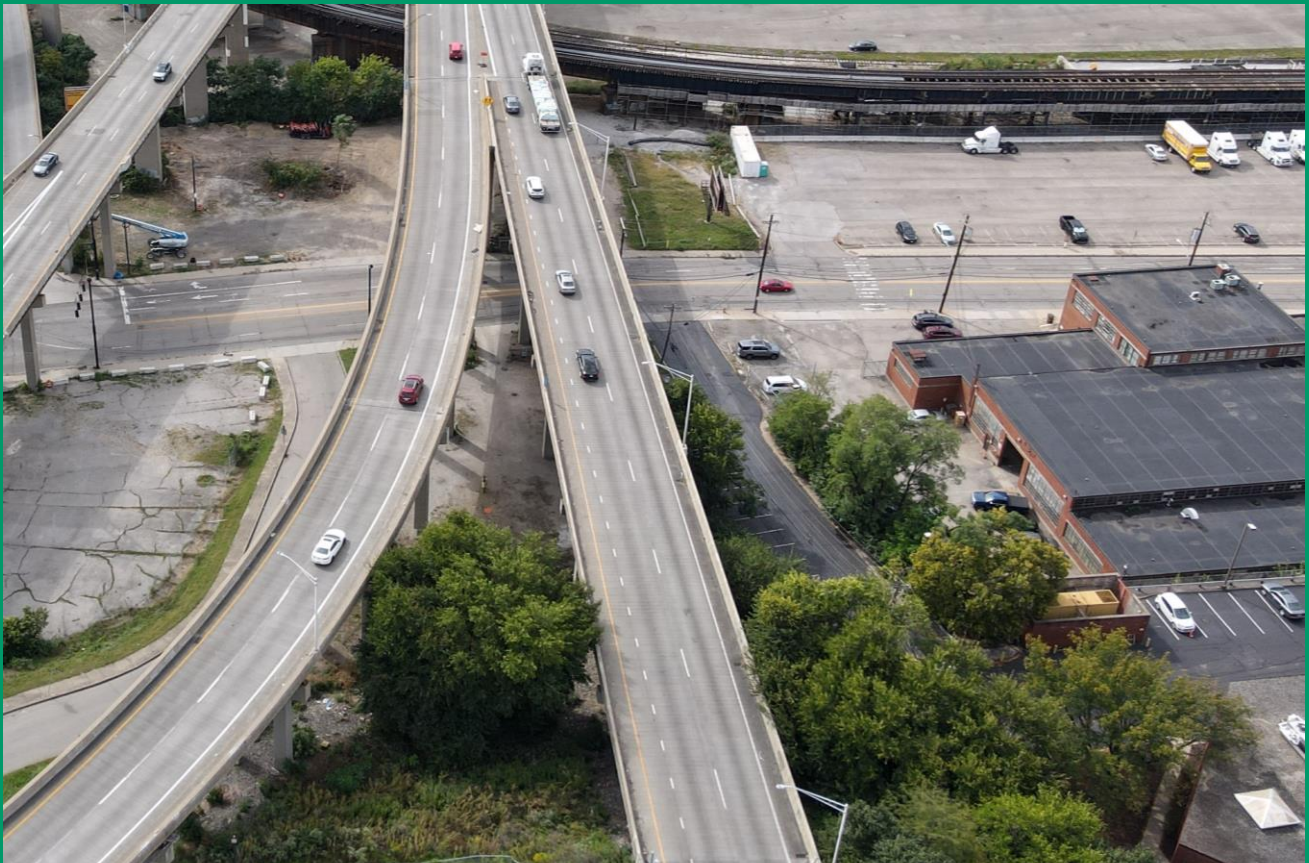
2025 IN-DEPTH INSPECTION REPORT

BRIDGE NO. HAM-75-0022L

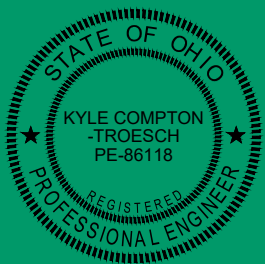
SFN: 3108791

PID No.: 109780

Cincinnati, Ohio



Submitted to ODOT, District 8
November 17, 2025



Prepared by

AECOM

Prepared for



OHIO DEPARTMENT OF
TRANSPORTATION

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1 INTRODUCTION

1.1 Bridge Description

HAM-75-0022L (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 (see 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". Selected sheets from the design plans are attached in Appendix A.

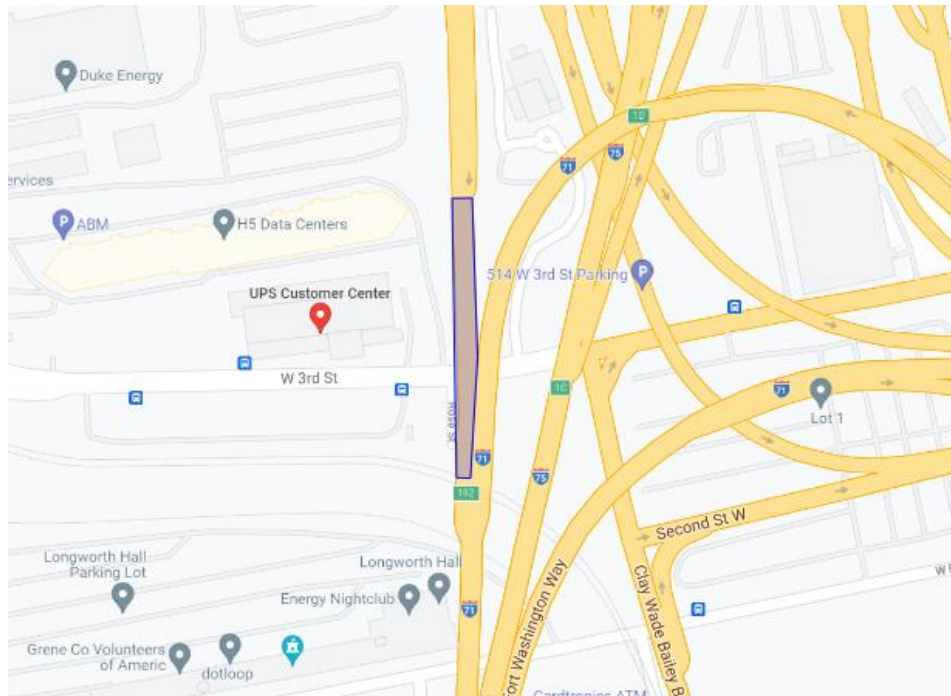


Figure 1: Location Map

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 Recent Maintenance and Construction History

2009 Rehabilitation

- Placed micro-silica concrete overlay on deck.
- Structure drainage system was cleaned out.
- Sealed Pier 19A with epoxy-urethane sealer.

2017 Rehabilitation

- Patched and wrapped concrete substructure units with FRP.
- Replaced existing bearings at Pier 19A and Abutment A with elastomeric bearings.
- Replaced cross frames at Pier 19A.
- Cleaned and painted all steel within the first ten feet of Pier 19A and Abutment A.
- Replaced and cleaned all drainage downspouts and boots.

- Replaced expansion joints at Pier 19A and Abutment A.

2018 Repairs

- Arrested cracks in girders at welded cross frames in Spans 23A, 24A, and 25A.

1.3 Inspection Method

Personnel from AECOM performed an in-depth element level inspection of the bridge between September 8th and September 10th 2025. Access to the structure was gained through the use of a 135-foot manlift, 24-foot extension ladder, and on foot. The manlift was used to gain hands-on access to the substructure, superstructure, and deck units associated with Spans 20A - 24A, while Span 25A and associated elements were inspected via extension ladders and on foot. Inaccessible areas were assessed using an unmanned aerial system (UAS).

The inspection findings were recorded on bridge specific field inspection forms, and field sketches were created to document specific conditions. Inspection equipment utilized during the inspection included but was not limited to: chipping hammers, wire brushes, measuring tapes, 6 foot carpenter rules, and flashlights. Color digital photographs were taken of areas of deterioration, condition changes, typical details, and any immediate maintenance needs, if necessary.

AECOM Inspection Team:

Travis Baker P.E.: Team Leader, Project Manager

Kyle Compton-Troesch, P.E.: Team Leader

Prateek Nepal, E.I.: Team Member

Matt Kish, E.I.: Team Member

1.4 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.

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 to 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

Table 1: Condition Rating Guidelines

2 COMPONENT CONDITION RATING

2.1 Item B.C.01 - Deck

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 (Photo 1). 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 (Photo 2).
- A 1' diameter x 2" deep spall with exposed rebar in Bay 2 of Span 21A.
- Two spalls up 4' long x 1' wide x 2" deep spall 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 22A.
- 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 (Photo 3).
- 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 (Photo 4).
- A 1' diameter spall with exposed rebar in Bay 1 of Span 23A.
- Multiple spalls up to 1' diameter x 1" deep in Bay 1 and the west overhang of Span 24A (Photo 5).
- 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.

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



Photo 1: Typical transverse crack with efflorescence (Span 20A shown)



Photo 2: 1'L x 6"W x 2" deep spall with exposed rebar near Pier 19A (Span 20A)



Photo 3: 3'L x 2'W x 4" deep spall with exposed rebar in east overhang (Span 22A)



Photo 4: 8'L x 8'W x 1" deep area of spalling and delamination (Span 22A)



Photo 5: 3 spalls 1' dia. x 1" deep in Bay 1 (Span 24A)

2.2 Item B.C.01.01 - Wearing Surface

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 (Photo 6). 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 (Photo 7). There are four shallow spalls up to 4" in diameter in the west lane of Span 24A (Photo 8). There are six minor areas of delamination based on the 2020 ODOT Concrete Wearing Surface Delamination Report (available from the District).



Photo 6: Wearing Surface Typical Condition (Span 20A shown)



Photo 7: 1'L x 6"W x 1" deep spall in west shoulder (Span 23A)



Photo 8: Four shallow spalls up to 4" in dia. in west lane (Span 24A)

2.3 Item B.C.02 - Superstructure

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, particularly noted the most significant 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-75-0022L and HAM-71-0000L. 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 (Photo 9). Inspectors attempted to remove the timber falsework in order to gain access to the east face transverse stiffeners of Girder E in Span 20A, however it could not be removed at the time of inspection. Therefore, the previously noted corrosion holes at this location were not accessible and not verified. There are cracks in the web of Girder C in Spans 23A-25A that have been previously repaired with arrest holes. 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 (Photo 10). There were no indications of crack propagation beyond the arrest holes at the time of inspection.



Photo 9: 1/8" deep section loss on west edge of bottom flange of Girder E (Span 20A)



Photo 10: Crack arrest hole in Girder C (Span 23A)

2.4 Item B.C.02.01 - Protective Coating System

Element 515 - Steel Protective Coating System

The steel protective coating is in **SERIOUS CONDITION (3)**. 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 (Photo 11).



Photo 11: Typical paint condition on fascia girders (Span 22A shown)

2.5 Item B.C.03 - Substructure

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 apart from Pier 20A having three columns. The substructure units at Pier 19A and 20A also support a portion of Bridge HAM-71-0000L (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.

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 five exposed reinforcing bars with minor section loss typical on the south face about 12' below the pier cap (Photo 12).
- 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 (Photo 13).



Photo 12: Multiple spalls up to 1" deep with exposed rebar on the south face of Column 1 (Pier 22A)



Photo 13: 20" dia. x 1" deep spall on the north face of Column 2 (Pier 23A)

Element 215 - Reinforced Concrete Abutment

The reinforced concrete abutment is in **FAIR CONDITION (5)** with spalls, delaminations, and hairline to moderate cracking throughout. 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 (Photo 15).



Photo 14: General Photo (Abutment A)



Photo 15: Full height vertical crack between Bearings A and B (Bay 1, Abutment A)



Photo 16: Typical spalling/delamination under bearings (Abutment A)

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 1' high x 2' wide x 2" deep spall with one exposed reinforcing bar between Girders D and E (Photo 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 (Photo 18).



Photo 17: 1'H x 2'W x 2" deep spall (Pier Cap 21A)



Photo 18: 10'W x 1'L delamination with cracking and rust staining (Pier Cap 19A)

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 (Photo 28).

Wingwalls

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

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

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. 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 (Photo 19). 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 (Photo 20).



Photo 19: 5'L x 1'H x 1" deep spall due to impact damage railing (Span 22A shown)



Photo 20: Typical concrete patch in west railing (Span 23A shown)

2.7 Item B.C.06 - Bridge Railing Transition

Approach Guardrail

The approach guardrail is in **SATISFACTORY CONDITION (6)**. The approach guardrail in the vicinity of the bridge has been replaced since the previous inspection. There is a full width x full height x 3' long spall with exposed and deformed reinforcement on the end of concrete barrier; this area is behind the metal approach guardrail (Photo 21).



Photo 21: Full width x full height x 3' long spall with exposed and deformed reinforcement

2.8 Item B.C.07 - Bridge Bearings

The bearing devices are in **FAIR CONDITION (5)** overall.

Elements 310 - Elastomeric Bearings

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

Elements 311 - Movable Bearings

The rocker bearings are in **FAIR CONDITION (5)** with surface corrosion (Photo 22) 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 (Photo 23) 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.



Photo 22: Typical surface corrosion on bearings (Bearing E, Pier 21A)



Photo 23: Pack rust under Bearing E (Pier 23A)

Elements 313 - Fixed Bearings

The fixed bearings at Pier 22A are in **SATISFACTORY CONDITION (6)** with surface corrosion on all bearings with no measurable section loss. The northeast anchor bolt at the Girder C bearing at Pier 22A is broken (Photo 24).



Photo 24: Broken anchor bolt (Girder C, Pier 22A)

2.9 Item B.C.08 - Bridge Joints

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

Deck

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 (Photo 25). 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 (Photo 26). There is a cracked drainpipe at Pier 23A, Column 1 (Photo 27). There is minor corrosion at the end of the drainage downspout at Abutment A between Girders A and B.



Photo 25: Typical clogged scupper with debris accumulated over top (Span 23A)



Photo 26: Disconnected drainpipe at Column 2 (Pier 19A)



Photo 27: Cracked drainpipe at Column 1 (Pier 23A)

Superstructure

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 a 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 (Photo 28). Missing crossframe bolts were noticed at Girder E, Pier 21A (Photo 29).



Photo 28: 3' long area of damage along the bottom horizontal member (Abutment A)



Photo 29: Missing crossframe bolts at Girder E (Pier 21A)

Alignment

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

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.

Element 321 - Reinforced Concrete Approach Slabs

The north approach slab is in satisfactory condition. 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. Previous cracks and patches are covered, and no new deficiencies were noted in the new asphalt wearing surface.

Approach Wearing Surface

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

Embankment

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

2.12 Signs and Utilities

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

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. The "No Trespassing" sign at Pier 24A on the north face of Column 1 is partially detached and hanging upside down.

Utilities

The utilities on the structure are in good condition with no significant deficiencies noted. 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.

2.13 Item B.C.13.01 - General Appraisal

Based on the 2025 In-Depth Inspection, the HAM-75-0022L 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 B.

3 RECOMMENDATIONS

The recommendations below are provided for the HAM-75-0022L bridge with respect to its remaining service life of approximately 5 years.

Deck

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

Superstructure

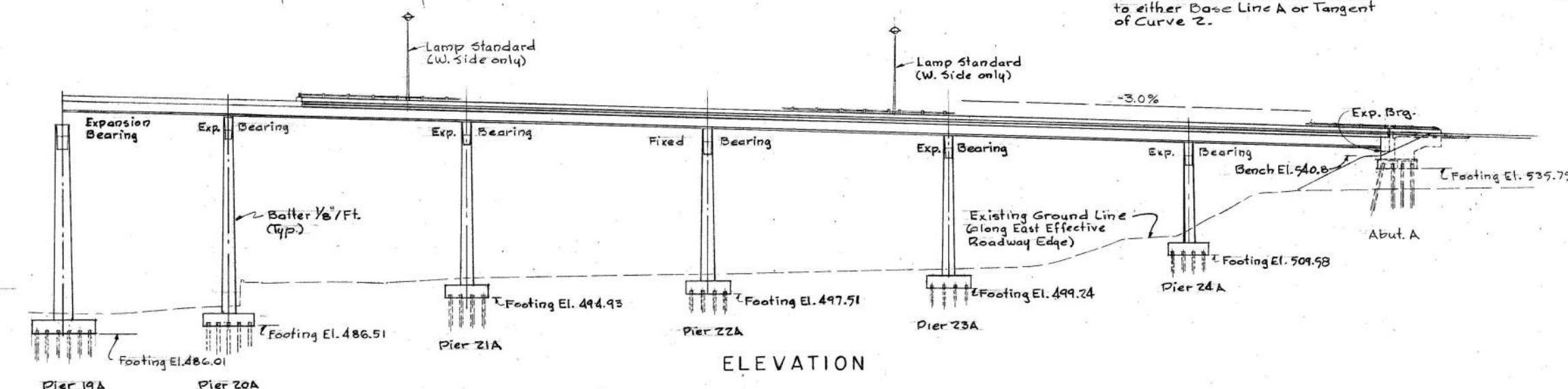
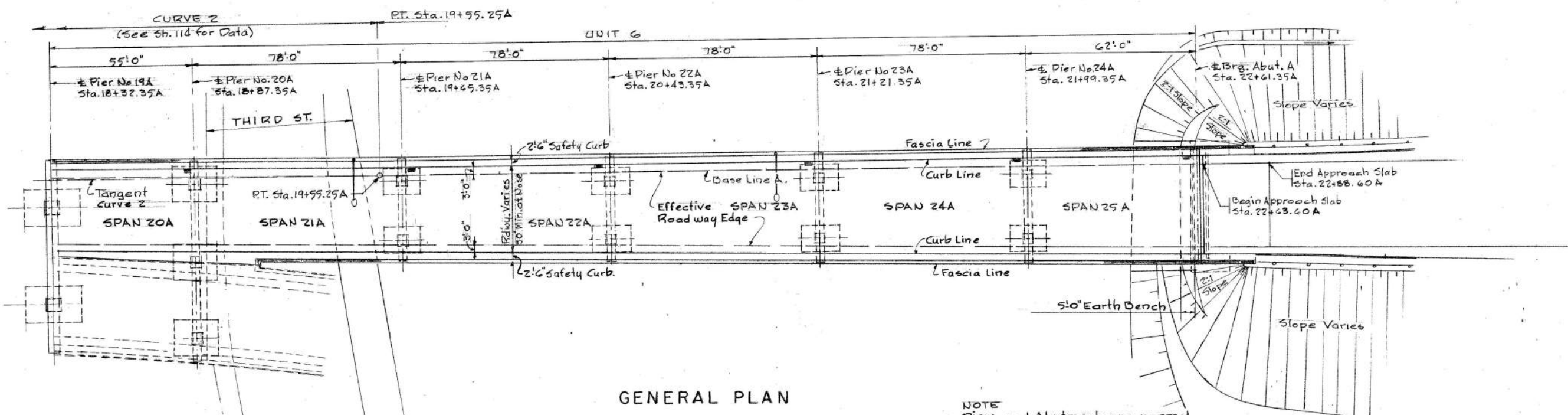
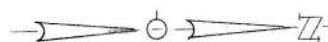
- Continue to monitor the crack arrest hole repairs in the web of Girder C in Spans 23A-25A.

Substructure

- None

Appendix A- Selected Plan Sheets

NOT TO SCALE
OCT 24 1959
REPRODUCTION



For Railing & Lighting Details See Sh. 255
For General Notes See Sh. 97
For Estimate of Quantities See Sh. 97

HAZELET & ERDAL CONSULTING ENGINEERS CINCINNATI, OHIO					
GENERAL PLAN & ELEVATION UNIT 6					
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVIEWED
J.C.D.	G.J.T.		G.J.T.	10-13-60	
6-9-59			9-23-60		

HAM-25-0.04

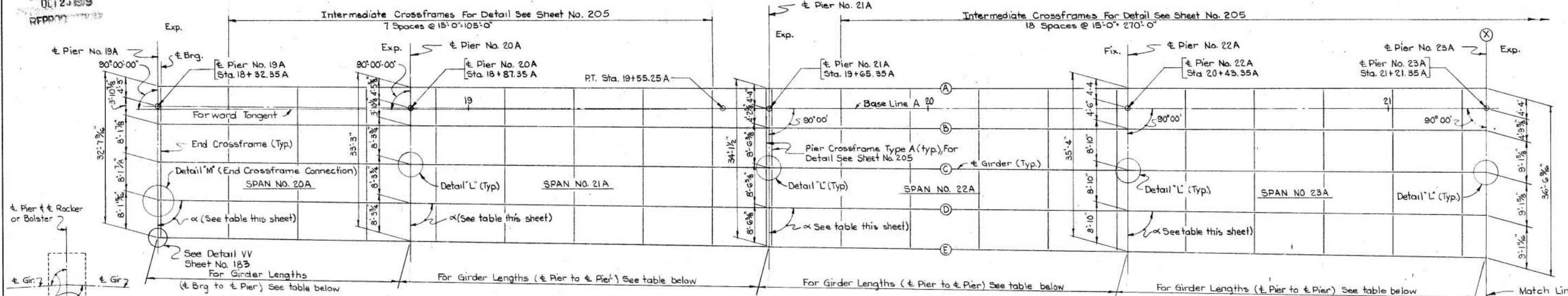
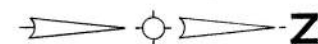


TABLE OF GIRDER LENGTHS			
Girder	Span No. 20A	Spans No. 21A thru No. 24A	Span No. 25A
A, B & C	54'-4 1/2"	78'-0"	62'-0"
D	54'-4 1/2"	78'-0 1/2"	62'-0 1/2"
E	54'-4 3/4"	78'-0 1/8"	62'-0 1/8"

GIRDER SPLICE WELDING PROCEDURE

Raise the ends of girders in Span No. 21A, at Pier No. 20A, 1 1/2" and the ends of girders in Span No. 23A, at Pier No. 23A, 1 1/2".

Butt weld girder flanges and webs, at Piers No. 21A & 22A, using the sequence outlined in Note 'A' Sheet No. 181.

Weld all pier crossframes at Pier No. 21A into place.

Lower girders to their final positions.

Raise the ends of girders in Span No. 20A, at Pier No. 19A, 3/4" and the ends of girders in Span No. 24A, at Pier No. 24A, 1 1/2".

Butt weld girder flanges and webs, at Piers No. 20A & 23A, using the sequence outlined in Note 'A' Sheet No. 181.

Lower girders to their final positions.

Raise the ends of girders in Span No. 25A, at N. Abut., 1 1/2".

Butt weld girder flanges and webs at Pier No. 24A, using the sequence outlined in Note 'A' Sheet No. 181.

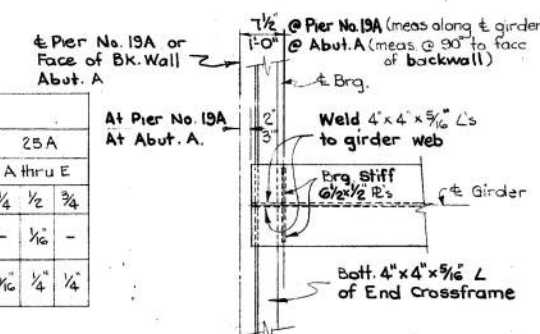
Lower girders to their final positions.

Girder	Angle α	
	Piers No. 19A & 20A	Piers No. 21A thru 24A
A	89° 45' 07"	90° 00' 00"
B	89° 35' 29"	89° 46' 38"
C	89° 25' 51"	89° 35' 18"
D	89° 16' 12"	89° 19' 51"
E	89° 06' 36"	89° 06' 36"

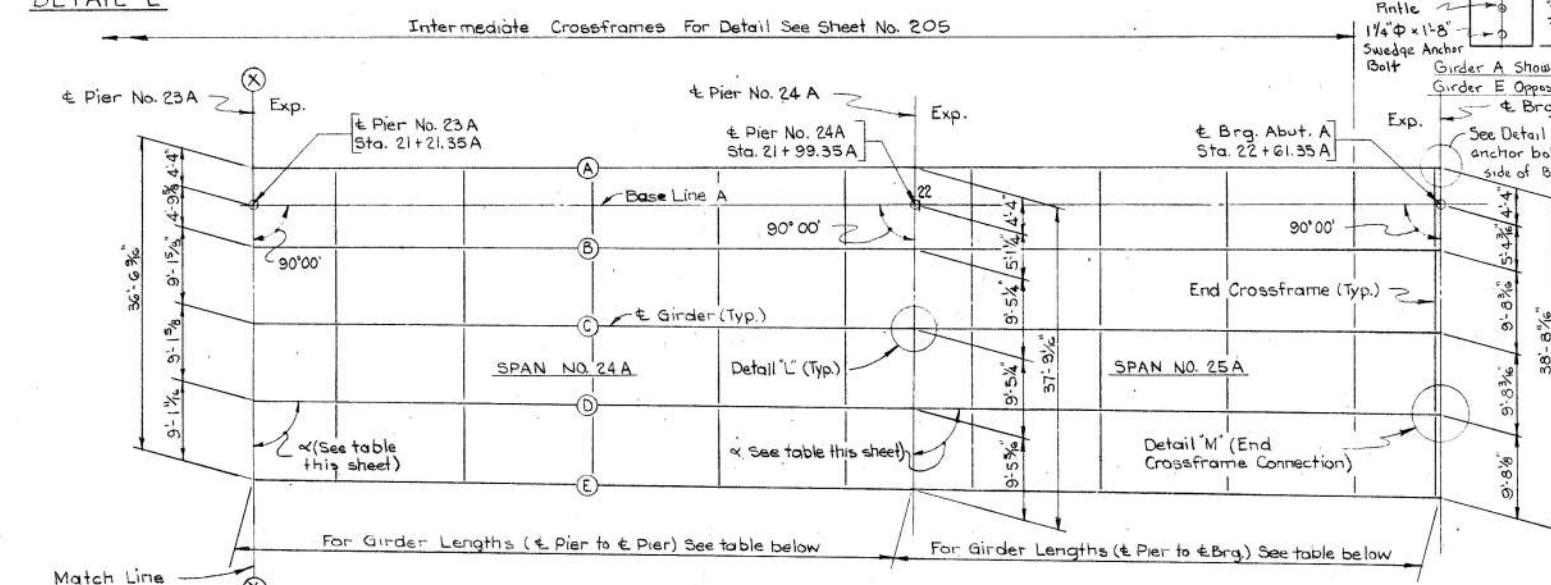
Note: ϕ 's of Piers No. 19A thru 24A and ϕ Brg. Abut. A are parallel

DEAD LOAD DEFLECTIONS												
Span No.	20A			21A			22A			23A		
Girder	A thru E	A thru E	A thru E	A thru E	A thru E	A thru E	A thru E	A thru E	A thru E	A thru E	A thru E	A thru E
Location	1/4	1/2	3/4	1/4	1/2	3/4	1/4	1/2	3/4	1/4	1/2	3/4
Deflection due to weight of steel	-	-	-	-	1/6	-	-	1/6	-	-	1/6	-
Deflection due to remaining Dead Load	1/8	1/8	1/6	1/4	3/8	1/4	3/8	3/8	3/8	5/8	3/8	1/4

Girders for Unit No. 6 shall not be cambered



DETAIL 'M'
(End Crossframe connection at Pier No. 19A, Span No. 20A)
(Rotate thru 180° for connection at Abut. A, Span No. 25A)



FRAMING PLAN UNIT NO. 6
(Spans No. 24A & No. 25A)

	Pier No. 19A	Pier No. 20A	Pier No. 21A	Pier No. 22A	Pier No. 23A	Pier No. 24A	Pier No. 25A
Span No.	20A	21A	22A	23A	24A	25A	
R100A	14" x 3/8"	14" x 1 1/2"	14" x 1"	14" x 1 1/2"	14" x 1 1/2"	14" x 1 1/2"	14" x 1 1/2"
Flg R's Girders A thru E	14" x 3/8"	14" x 1 1/2"	14" x 1"	14" x 1 1/2"	14" x 1 1/2"	14" x 1 1/2"	14" x 1 1/2"
Flg to Web Weld	1/4" Weld	5/16" Weld	3/8" Weld	5/16" Weld	3/8" Weld	5/16" Weld	5/16" Weld

TABLE OF FLANGE PLATES AND WELD SIZES

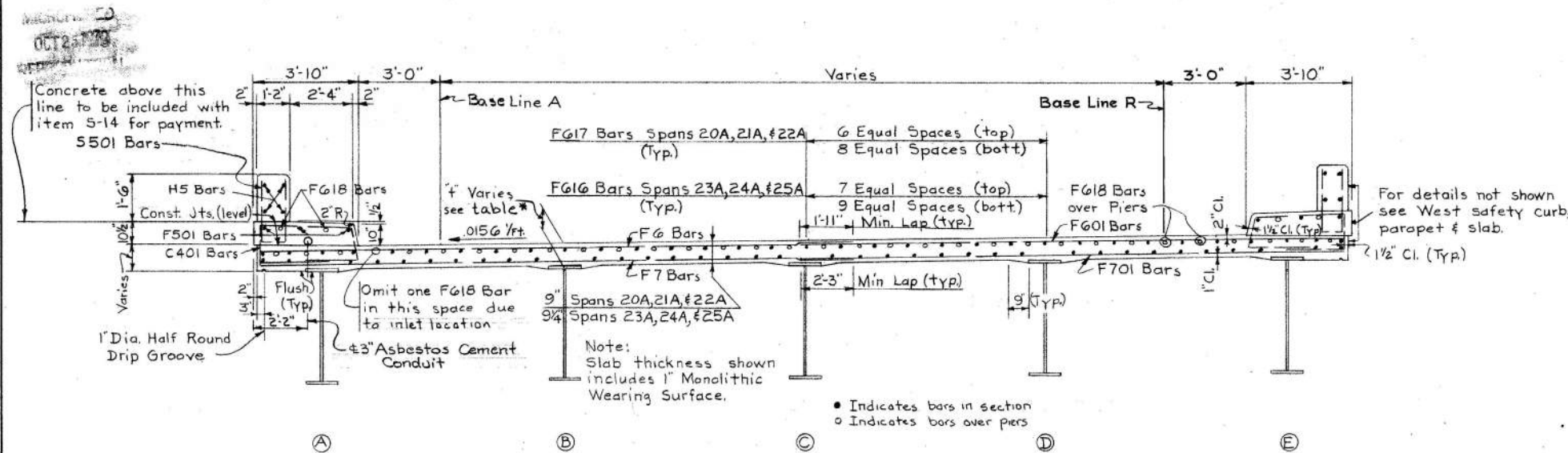
	End Brg. Stiff.	Intermediate Stiffeners	End Brg. Stiff.
Span No. 20A	45" Spacing (Max.)	48" Spacing (Max.)	42" Spacing (Max.)
Spans No. 21A thru No. 24A	36" Spacing (Max.)	45" Spacing (Max.)	36" Spacing (Max.)
Span No. 25A	36" Spacing (Max.)	48" Spacing (Max.)	42" Spacing (Max.)

Note: Adjust intermediate stiffener spacing to conform to intermediate crossframe spacing

INTERMEDIATE STIFFENER SPACING

HAZELET & ERDAL CONSULTING ENGINEERS CINCINNATI, OHIO					
STRUCTURAL STEEL DETAILS UNIT NO. 6.					
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
M.K.K.	J.C.	J.H.O.	7/27/60	10-14-60	
2-15-60	5-1-60				

HAM-25-0.04

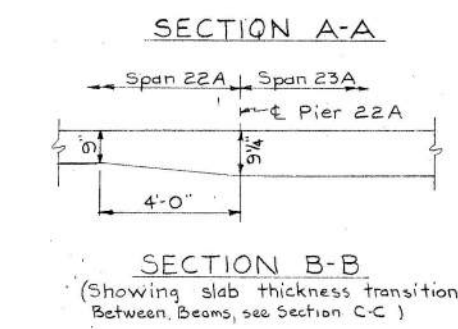
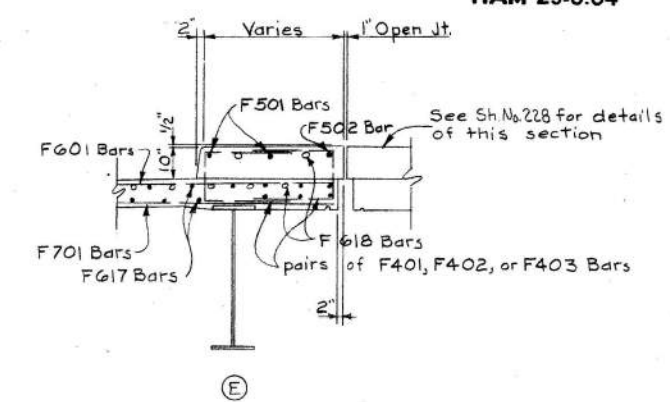
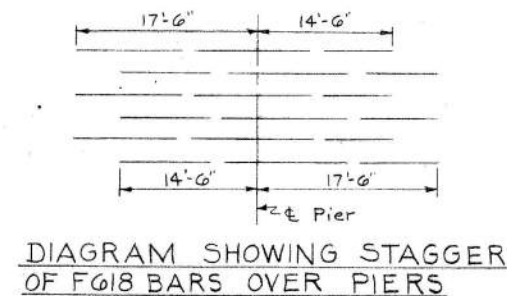


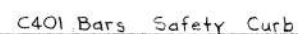
*This is a nominal dimension. The quantity of deck concrete to be paid for shall be based on this dimension, even though deviation from it may be necessary because the top flange of the beam may not have the exact camber or conformation required to place it parallel to the finished grade.

SLAB THICKNESS "t" (in.)					
Location	GIRDER	A	B	C	D
SPAN 20A	1/4 Pt.	10 3/4	10 1/4		
SPAN 20A	3/4 Pt.	10 7/8	10 3/8		
SPAN 21A	1/4 Pt.	10 3/4	10 1/4		
SPAN 21A	3/4 Pt.	10 7/8	10 3/8		
SPAN 22A	1/4 Pt.	10 3/4	10 1/4		
SPAN 22A	3/4 Pt.	10 7/8	10 3/8		
SPAN 23A	1/4 Pt.	10 3/4	10 1/4		
SPAN 23A	3/4 Pt.	10 7/8	10 3/8		
SPAN 24A	1/4 Pt.	10 3/4	10 1/4		
SPAN 24A	3/4 Pt.	10 7/8	10 3/8		
SPAN 25A	1/4 Pt.	10 3/4	10 1/4		
SPAN 25A	3/4 Pt.	10 7/8	10 3/8		
Abut. A		10 3/4	10 1/4		

Note: t is measured from top of slab to bottom of flange plate along & girder. "t" values shall be adjusted as required if actual camber varies from values shown on Sh. No. 168 to 203 or if camber exists where no camber is specified.

NOTE:
For end finish details see sheet No. 207 to 215
For drainage details see sheet No. 246 to 249
For lighting details see sheet No. 265
For railing details and spacing of bars in parapet see sheet No. 252 to 263
Work this sheet with Sheet No. 226
Longitudinal bars are placed parallel to the curvature of the roadway.
Field bend or cut longitudinal bars where necessary to miss inlets.
For detail of conduit at expansion joint see Sh. No. 264





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CONSULTING ENGINEERS
CINCINNATI, OHIO

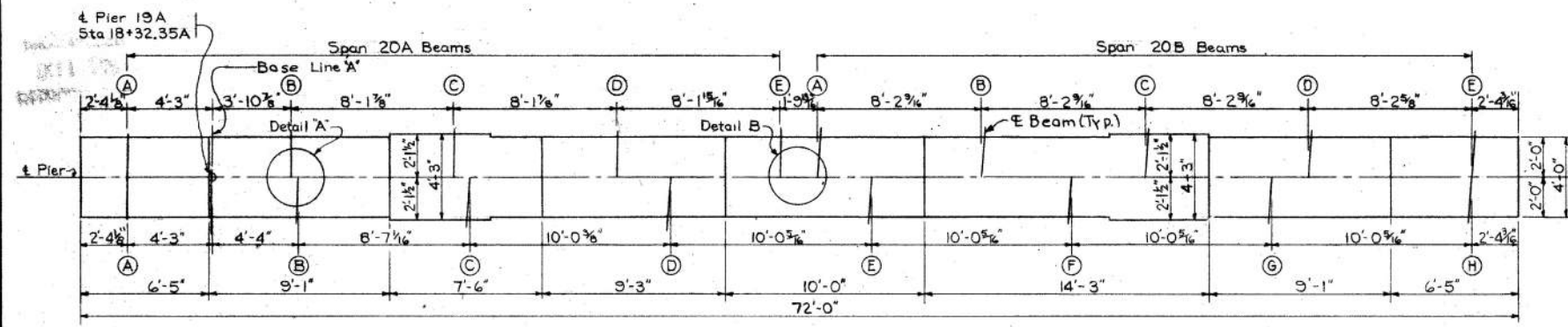
SUPERSTRUCTURE DETAILS
UNIT NO. 6.

TABLE OF CHORD LENGTHS		
	W. CURB	W. FASCIA
SPAN 20A	55'-0"	55'-0"
SPAN 21A	78'-0"	78'-0"

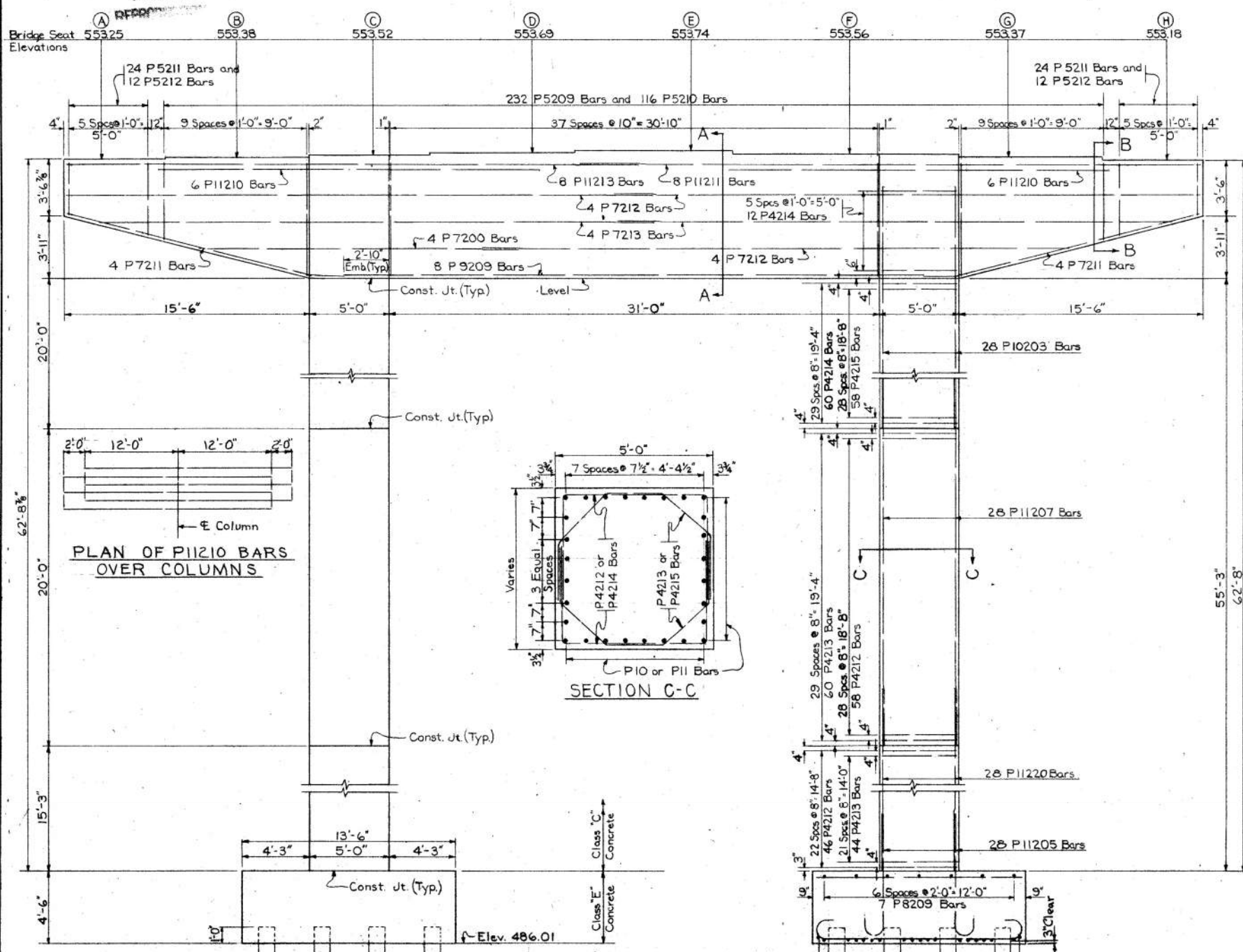
* This point is radially opposite PT 19+55.25A

DESIGNED	DRAWN T.E.M. 3-29-60	TRACED	CHECKED W.W.C. 8-10-60	REVIEWED DATE W.A.Z. 10-6-60	REV
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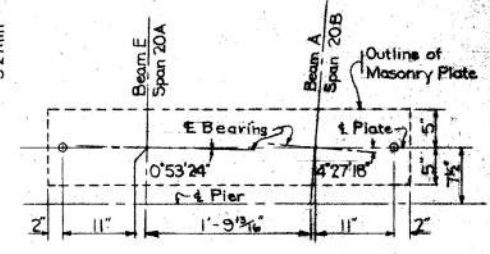
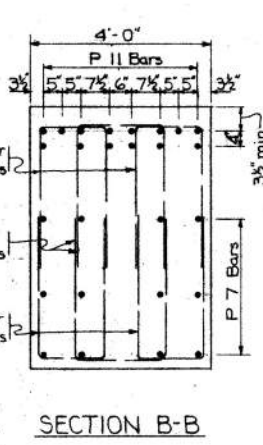
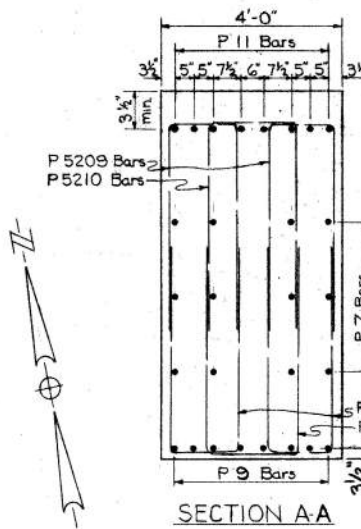
HAM-25-0.04



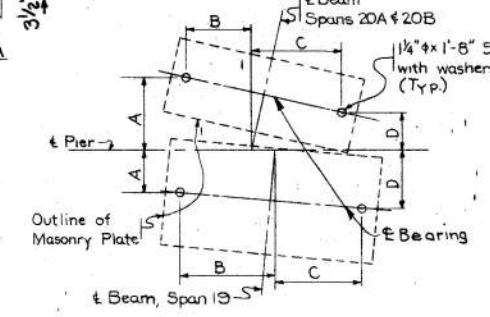
CAP PLAN



ELEVATION

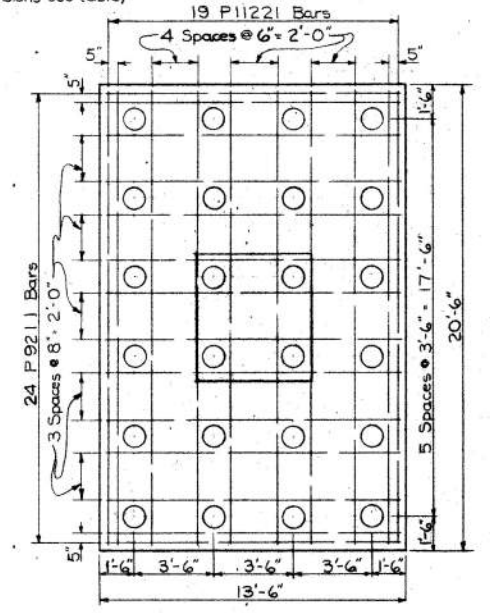
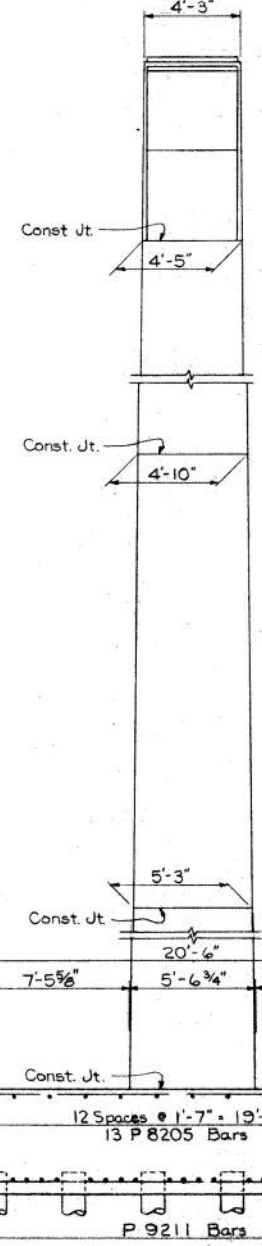


DETAIL B



DETAIL A
(For dimensions see table)

DIMENSIONS				
Beam	Span No.	A	B	C
A	19	7 1/4"	12 1/8"	11 3/8"
B	19	7"	12 5/8"	11 3/8"
C-H	19	6 5/8"	12 1/2"	11 3/8"
A-B	20A	7 3/4"	10 1/2"	10 3/4"
C	20A	7 5/8"	10 1/2"	10 3/4"
D	20A	7 3/4"	10 3/8"	10 3/4"
B-E	20B	8 5/8"	9 3/4"	11 1/4"



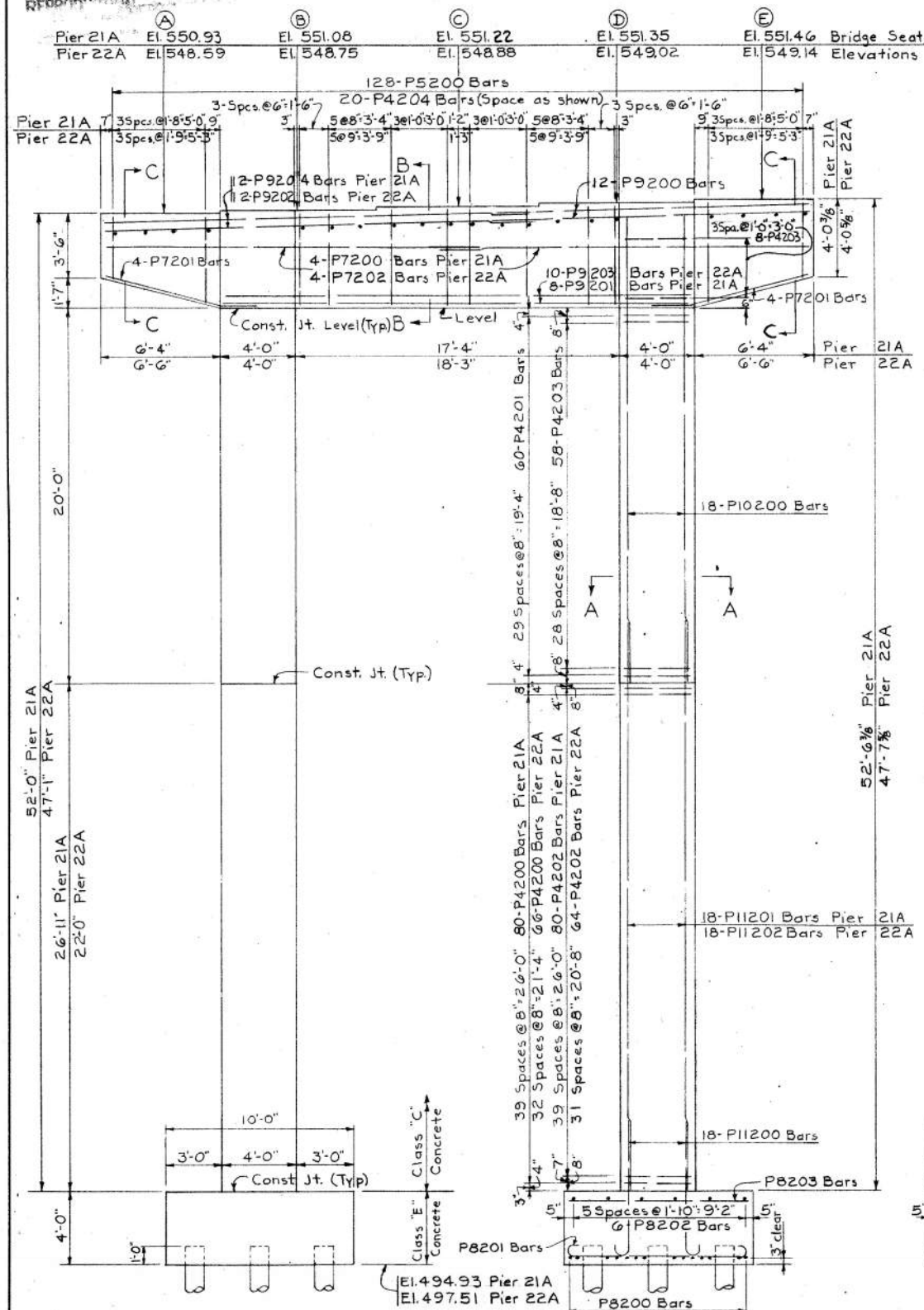
FOOTING PLAN
(Bottom Reinforcement Shown)

Note: Dimensions and Reinforcement for footings and columns are typical.
For connection of downspouts to Pier see Sh. No. 266 to 269

Notes:
All piles shall be 12" cast in place reinforced concrete and shall be driven to a minimum bearing capacity of 40 tons per pile. Special care shall be taken in placing steel in the cap so that it will not interfere with the masonry plate anchor bolts.

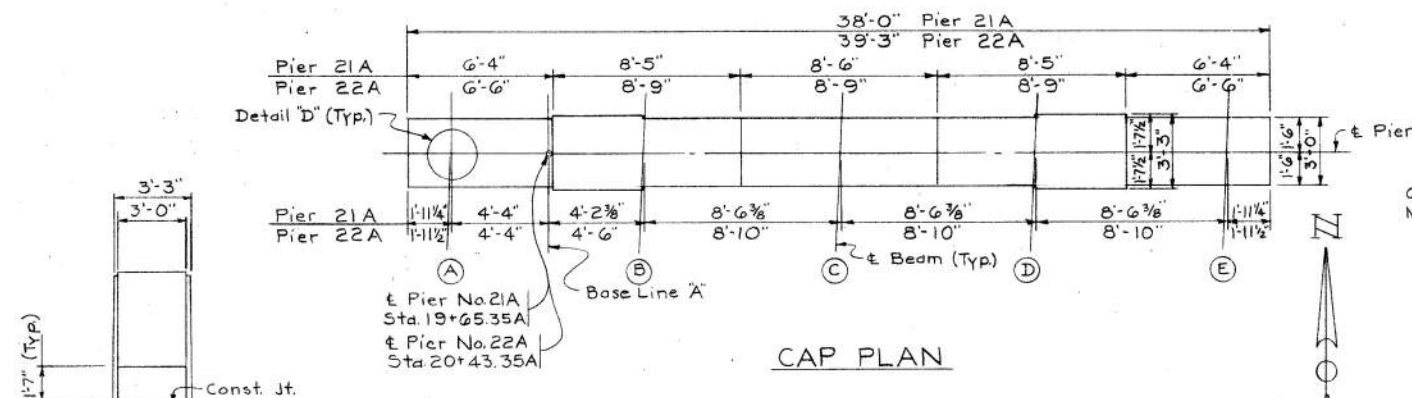
HAZELT & BIRDAL CONSULTING ENGINEERS CINCINNATI, OHIO					
PIER NO 19A					
DESIGNED M.K.K.	DRAWN T.R.G.	TRACED W.J.C.	CHECKED J.B.29.30	REVIEWED DATE 7-16-60	REVIEWED

HAM-25-0.04

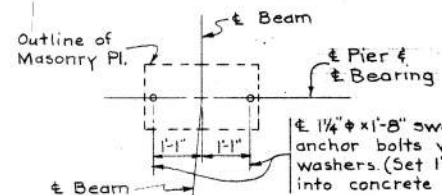


Reinforcement and dimensions for columns and footings are typical.

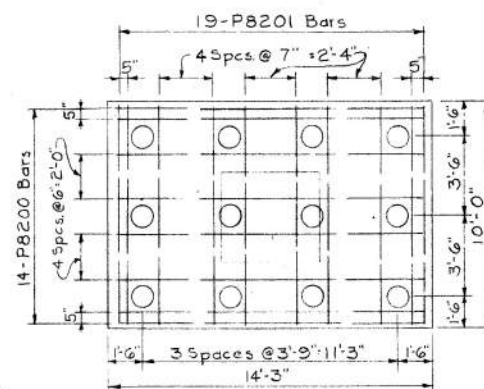
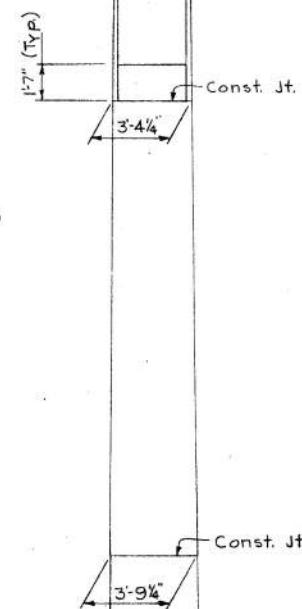
ELEVATION



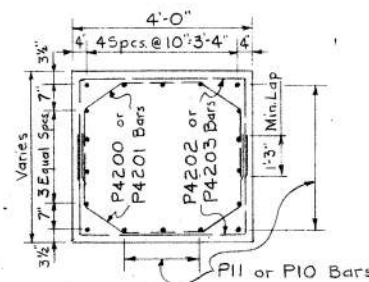
CAP PLAN



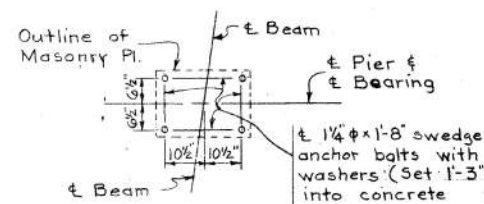
DETAIL "D"
(Pier 21A)



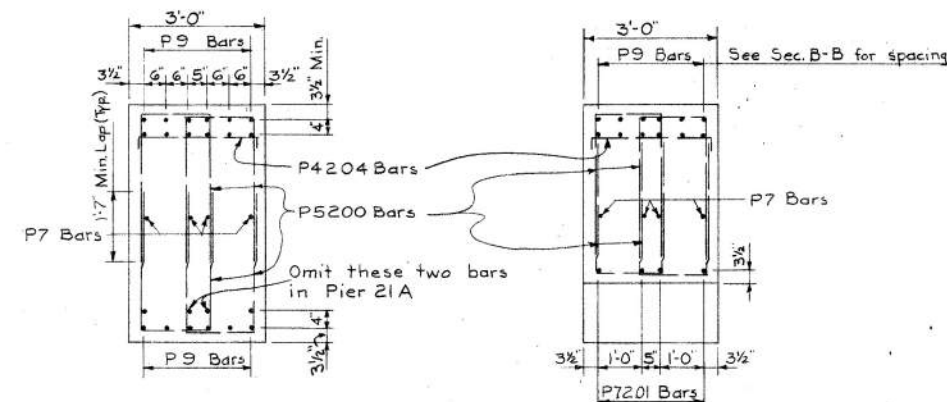
FOOTING PLAN
(Bottom Reinforcement Shown)



SECTION A-A



DETAIL "D"
(Pier 22A)



SECTION B-B

SECTION C-C

Notes:
All piles shall be 12" ϕ cast-in-place reinforced concrete and shall be driven to a minimum bearing capacity of 40 tons per pile.

Special care shall be taken in placing steel in the pier cap so that it will not interfere with the masonry plate anchor bolts.

Dimensions, reinforcing, and piling, typ. for both piers
unless noted otherwise

For connection of downspouts to Piers see Sh. No. 266 to 269

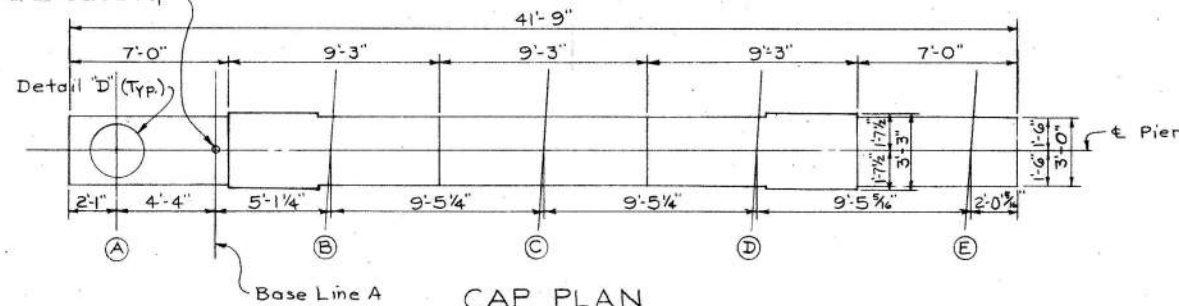
For installation of electrical ground wires in Pier No. 22A see Sh. No 265

**HAZELET & ERDAL
CONSULTING ENGINEERS
CINCINNATI, OHIO**

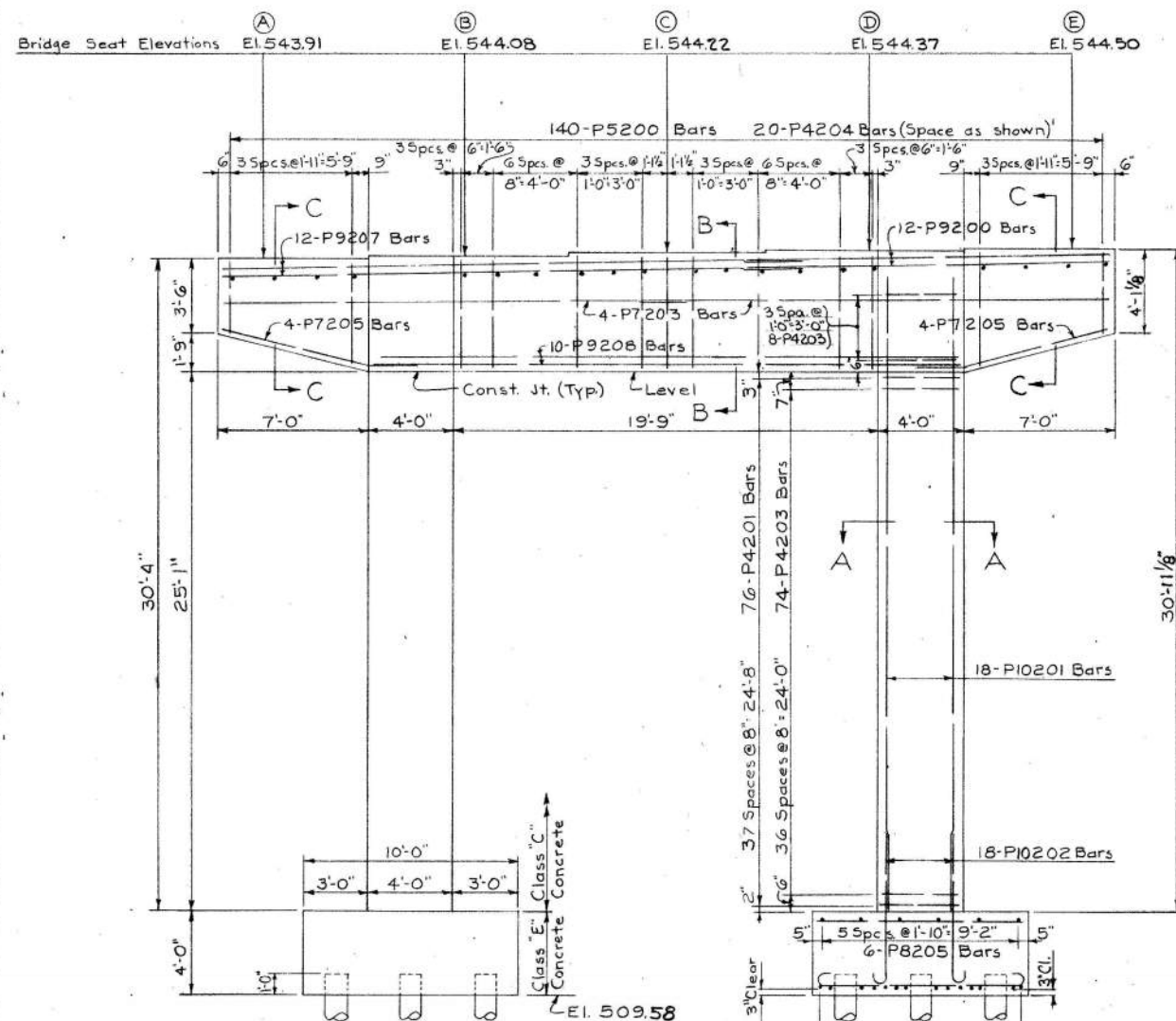
PIERS NO 21A & 22A

DESIGNED E.S.S.	DRAWN T.E.M. 5-2-60	TRACED	CHECKED W.W.C. 5-11-60	REVIEWED DATE W.A.B. 9-16-60	REVIS
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± Pier No. 24 A
Sta. 21+99.35 A

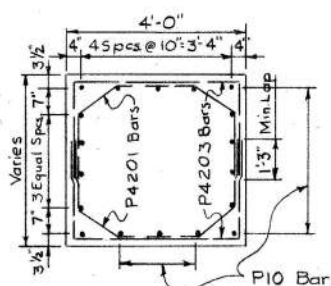


CAP PLAN

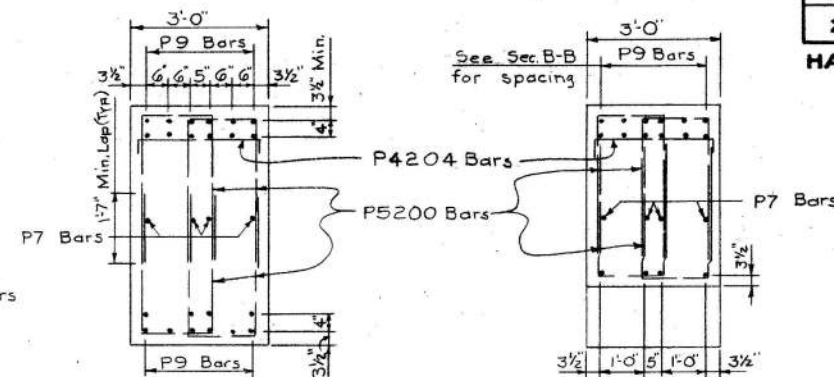


ELEVATION

Reinforcement and dimensions for columns and footings are typical.

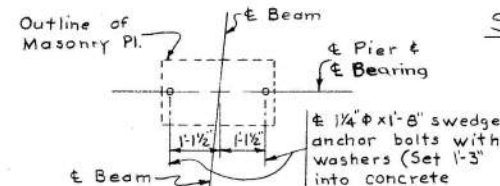


SECTION A-A

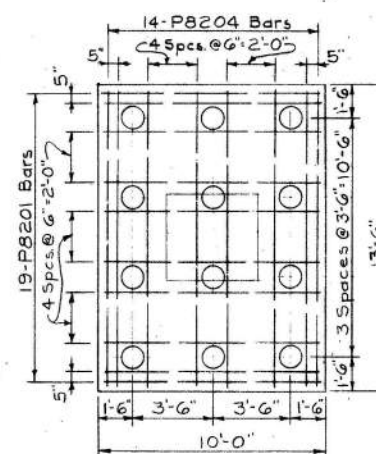
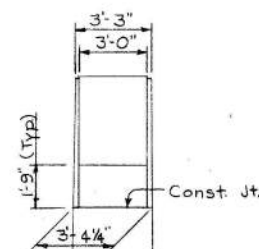


SECTION B-B

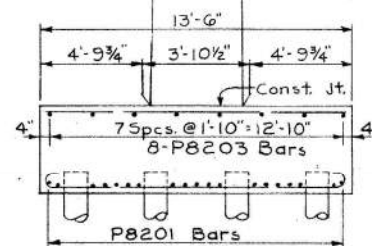
SECTION C-C



DETAIL "D"



FOOTING PLAN
(Bottom Reinforcement Shown)



END ELEVATION

Notes:
All piles shall be 12" cast-in-place reinforced concrete and shall be driven to a minimum bearing capacity of 40 tons per pile.

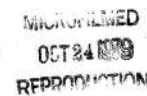
Special care shall be taken in placing steel in the pier cap so that it will not interfere with the masonry plate anchor bolts.

For connection of downspout to Pier see Sh. No. 266 to 269

HAZELET & ERDAL
CONSULTING ENGINEERS
CINCINNATI, OHIO

PIER NO 24A

Concrete above this line to be included with Item S-14 for payment.



Bridge Seat Elev. 542.65 542.82 542.98 543.13 543.26

Along face of backwall 3'-10" 3'-0" 33'-0 3/8" 3'-10"

Base Line A at face of backwall

Note: Top of backwall elevations shown are at the near face of backwall.

Contraction Jt. in Wall only 1A505 (F.F.)

Elev. 549.51 Elev. 548.63 Elev. 548.68

Elev. 550.06 Elev. 549.19 10" (Typ.)

3" Asbestos Cement Conduit (See Sec. B.B.)

Concrete above bridge seat construction joint shall not be placed until after superstructure steel is in place.

Bottom limit of Porous Backfill Elev. 539.83

6" Weephole. Space to miss rein. steel (Typ.)

1A502 (Typ.) 5 Equal Spa.

2A506 @ Equal Spa. (Ea. Fa.) 4A506 Bars 2A505 @ Equal Spa. (Ea. Fa.) 4A505 Bars 7A526 Bars (F.F.) Space to match F.F. Bars in stem and bars in fillet (Typ. both sides)

2A506 @ Equal Spa. (Ea. Fa.) 4 Spaces @ 8'-7" ± 2A505 @ Equal Spa. (Ea. Fa.)

2'-8" 11 A508 @ 2'-0" ± 6 (Ea. Fa.) 2'-0" 9 A509 @ 2'-0" ± 6 (Ea. Fa.)

Elev. 535.75

(Typical)

RAILING & END FINISH NOT SHOWN

FOOTING PLAN

Indicates Battered Pile

90°-53'-24" Pile Spacing

Contraction Jt (Wall only). For detail see Sh. No. III

Brg. Abut. A Sta. 22+61.35 A Min. Lap 1'-7"

The embankment shall be placed and compacted up to the Finished spill-thru slope and to the level of the subgrade for a distance of 200 feet back of the abutment, after which excavation shall be made for the abutment and for the earth bench.

Base Line A

2'-0" Fillet - stop 1' Below Appr. Slab Notch (Typ.)

1'-0" Fillet (Typ.)

4 A501 @ 1.9" x 6" (Top & Bottom)

1 A502 (Bottom)

4 A503 @ 2'-0" (Top)

6 A502 @ 1'-6" (Bottom)

4 A504 @ 1.9" x 6" (Top & Bottom)

4 A502 @ 1'-6" (Bottom)

2 A503 @ 2'-0" (Top)

6 Spaces @ 6'-6" = 39'-0"

39'-2 3/8"

1'-6 3/8"

1'-0"

5'-9"

3'-9"

1'-0"

3'-9"

1'-6"

9'-2"

6'-4"

1'-4"

14'-0"

12'-0"

1'-0"

1'-6"

5'-9"

2'-6"

1'-6"

1'-9"

3'-5"

8'-3"

13'-1 1/2"

12'-0"

1'-0"

1'-6"

2'-6"

1'-9"

4 A501 @ 1.9" x 6" (Top & Bottom)

1 A502 (Bottom)

4 A503 @ 2'-0" (Top)

6 A502 @ 1'-6" (Bottom)

4 A504 @ 1.9" x 6" (Top & Bottom)

4 A502 @ 1'-6" (Bottom)

2 A503 @ 2'-0" (Top)

6 Spaces @ 6'-6" = 39'-0"

39'-2 3/8"

1'-6 3/8"

1'-0"

5'-9"

3'-9"

1'-0"

3'-9"

1'-6"

9'-2"

6'-4"

1'-4"

14'-0"

12'-0"

1'-0"

1'-6"

5'-9"

2'-6"

1'-6"

1'-9"

3'-5"

8'-3"

13'-1 1/2"

12'-0"

1'-0"

1'-6"

2'-6"

1'-9"

4 A501 @ 1.9" x 6" (Top & Bottom)

1 A502 (Bottom)

4 A503 @ 2'-0" (Top)

6 A502 @ 1'-6" (Bottom)

4 A504 @ 1.9" x 6" (Top & Bottom)

4 A502 @ 1'-6" (Bottom)

2 A503 @ 2'-0" (Top)

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1'-6 3/8"

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1'-4"

14'-0"

12'-0"

1'-0"

1'-6"

5'-9"

2'-6"

1'-6"

1'-9"

3'-5"

8'-3"

13'-1 1/2"

12'-0"

1'-0"

1'-6"

2'-6"

1'-9"

4 A501 @ 1.9" x 6" (Top & Bottom)

1 A502 (Bottom)

4 A503 @ 2'-0" (Top)

6 A502 @ 1'-6" (Bottom)

4 A504 @ 1.9" x 6" (Top & Bottom)

4 A502 @ 1'-6" (Bottom)

2 A503 @ 2'-0" (Top)

6 Spaces @ 6'-6" = 39'-0"

39'-2 3/8"

1'-6 3/8"

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1'-4"

14'-0"

12'-0"

1'-0"

1'-6"

5'-9"

2'-6"

1'-6"

1'-9"

3'-5"

8'-3"

13'-1 1/2"

12'-0"

1'-0"

1'-6"

2'-6"

1'-9"

4 A501 @ 1.9" x 6" (Top & Bottom)

1 A502 (Bottom)

4 A503 @ 2'-0" (Top)

6 A502 @ 1'-6" (Bottom)

4 A504 @ 1.9" x 6" (Top & Bottom)

4 A502 @ 1'-6" (Bottom)

2 A503 @ 2'-0" (Top)

6 Spaces @ 6'-6" = 39'-0"

39'-2 3/8"

1'-6 3/8"

1'-0"

5'-9"

3'-9"

1'-0"

3'-9"

1'-6"

9'-2"

6'-4"

1'-4"

14'-0"

12'-0"

1'-0"

1'-6"

5'-9"

2'-6"

1'-6"

1'-9"

3'-5"

8'-3"

13'-1 1/2"

12'-0"

1'-0"

1'-6"

2'-6"

1'-9"

4 A501 @ 1.9" x 6" (Top & Bottom)

1 A502 (Bottom)

4 A503 @ 2'-0" (Top)

6 A502 @ 1'-6" (Bottom)

4 A504 @ 1.9" x 6" (Top & Bottom)

4 A502 @ 1'-6" (Bottom)

2 A503 @ 2'-0" (Top)

6 Spaces @ 6'-6" = 39'-0"

39'-2 3/8"

1'-6 3/8"

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1'-6"

9'-2"

6'-4"

1'-4"

14'-0"

12'-0"

1'-0"

1'-6"

5'-9"

2'-6"

1'-6"

1'-9"

3'-5"

8'-3"

13'-1 1/2"

12'-0"

1'-0"

1'-6"

2'-6"

1'-9"

4 A501 @ 1.9" x 6" (Top & Bottom)

1 A502 (Bottom)

4 A503 @ 2'-0" (Top)

6 A502 @ 1'-6" (Bottom)

4 A504 @ 1.9" x 6" (Top & Bottom)

4 A502 @ 1'-6" (Bottom)

2 A503 @ 2'-0" (Top)

6 Spaces @ 6'-6" = 39'-0"

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1'-4"

14'-0"

12'-0"

1'-0"

1'-6"

5'-9"

2'-6"

1'-6"

1'-9"

3'-5"

8'-3"

13'-1 1/2"

12'-0"

1'-0"

1'-6"

2'-6"

1'-9"

4 A501 @ 1.9" x 6" (Top & Bottom)

1 A502 (Bottom)

4 A503 @ 2'-0" (Top)

6 A502 @ 1'-6" (Bottom)

4 A504 @ 1.9" x 6" (Top & Bottom)

4 A502 @ 1'-6" (Bottom)

2 A503 @ 2'-0" (Top)

6 Spaces @ 6'-6" = 39'-0"

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1'-6 3/8"

1'-0"

5'-9"

3'-9"

1'-0"

3'-9"

1'-6"

9'-2"

6'-4"

1'-4"

14'-0"

12'-0"

1'-0"

1'-6"

5'-9"

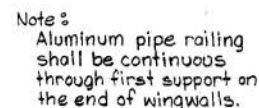
2'-6"

1'-6"

1'-9"

3'-5"

8'-



DETAIL B

Diagram showing a cross-section of a parapet wall. The wall has a total height of 8' and a thickness of 8". The top of the wall is labeled "Top". The bottom of the wall is labeled "Level". The wall is constructed with two layers of reinforcement: 2# Light (top layer) and 2# (bottom layer). A construction joint is shown at the bottom of the wall, labeled "Construction Joint". The top of the wingwall is labeled "Top of wingwall".

19'-6"

Fa. of Abut. Backwall

Light Standard

4'-6"

5'-2"

1'-6"

1'-6"

5'-2"

num Railing - Type A

Detail B

W.W.
W.W.

Light Standard

Parapet

1'-8"

2'-0"

Handhole

10' x 18" opening

Erhart (E1840) Frame and Cover or equal.

3" asbestos cement cond.

For location see Sh. 265

Standard bolts

3" dia.

[illegible]

Outline of Masonry Plate

Level

$2'-0"$

$2'-0"$

$1'-0"$

$1'-0"$

ϕ Bearing

Slope $\frac{3}{4}$ ft

Slope $\frac{3}{4}$ ft

$11"$

$11"$

$11"$

$11"$

90°

ϕ Beam

$1\frac{1}{4}\phi \times 1'-8"$ SW Bolts with

Beam	Angle "A"	Dim. "B"
A	90°	0
B	89°-46'-39"	1/16"
C	89°-33'-18"	1/16"
D	89°-19'-56"	1/8"
E	89°-06'-36"	3/16"

Note:
Omit anchor bolt
on fascia side of
Bm. A and Bm. E.

ABUTMENT A

DESIGNED AGH	DRAWN AGH 3-24-60	TRACED	CHECKED JVK 5-29-60	REVIEWED H.A. Z. 9-9-60	DATE	REVISE
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Appendix B- AssetWise Bridge Inspection Report

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

Structure Number: 3108791
Facility Carried: SB IR 75

[illegible]

Structure Number: 3108791

Facility Carried: SB IR 75

[illegible]

Structure Number: 3108791

Facility Carried: SB IR 75

[illegible]

Inspector: Compton-Troesch,Kyle **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 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 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.

Inspector: Compton-Troesch, Kyle
Inspection Date: 09/10/2025

Structure Number: 3108791
Facility Carried: SB IR 75

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.

Inspector: Compton-Troesch, Kyle
Inspection Date: 09/10/2025

Structure Number: 3108791
Facility Carried: SB IR 75

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

Inspector: Compton-Troesch, Kyle
Inspection Date: 09/10/2025
N/A

Structure Number: 3108791
Facility Carried: SB IR 75

Channel

N/A

Scour

N/A