

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.  
 Form Interface Design: www.historicbridges.org. Data Conversion Assistance By www.bridgehunter.com. None of the involved parties make any guarantee of accuracy.

**Basic Information**

Ohio [39]	Hamilton County [061]	Lockland [44366]	NO DATA	39-13-26.33 = 39.223981	084-26-56.26 = -84.448961
3137600	Highway agency district: 8	Owner: County Highway Agency [02]	Maintenance responsibility: County Highway Agency [02]		
Route #Num!	BENSON AVENUE		Toll: On free road [3]	Features intersected: EAST FORK OF MILL CREEK	
Design - main: Concrete [1]	Design - approach: [ ]	Kilometerpoint: 0 km = 0.0 mi	Year built: 1909	Year reconstructed: 1992	
1	Arch - Thru [12]	0	Other [00]	Skew angle: 0	Structure Flared: [ ]
				Historical significance: Bridge is eligible for the NRHP. [2]	
Total length: 30.5 m = 100.1 ft	Length of maximum span: 22.9 m = 75.1 ft	Deck width, out-to-out: 9.4 m = 30.8 ft	Bridge roadway width, curb-to-curb: 9.4 m = 30.8 ft		
Inventory Route, Total Horizontal Clearance: 9.5 m = 31.2 ft	Curb or sidewalk width - left: 1.8 m = 5.9 ft	Curb or sidewalk width - right: 1.8 m = 5.9 ft			
Deck structure type:	Concrete Cast-in-Place [1]				
Type of wearing surface:	Integral Concrete (separate non-modified layer of concrete added to structural deck) [2]				
Deck protection:	Epoxy Coated Reinforcing [1]				
Type of membrane/wearing surface:	Other [9]				

**Weight Limits**

Bypass, detour length: 0.6 km = 0.4 mi	Method to determine inventory rating: Load Factor(LF) [1]	Inventory rating: 36.6 metric ton = 40.3 tons
	Method to determine operating rating: Load Factor(LF) [1]	Operating rating: 61.2 metric ton = 67.3 tons
Bridge posting: Equal to or above legal loads [5]	Design Load: MS 18+Mod / HS 20+Mod [6]	

### Functional Details

Average Daily Traffic	6500	Average daily truck traffi	0	%	Year	1975	Future average daily traffic	9022	Year	2034
Road classification	Collector (Urban) [17]	Lanes on structure	2	Approach roadway width	10.1 m = 33.1 ft					
Type of service on bridge	Highway-pedestrian [5]	Direction of traffic	2 - way traffic [2]			Bridge median				
Parallel structure designation	No parallel structure exists. [N]									
Type of service under bridge	Waterway [5]	Lanes under structure	0	Navigation control						
Navigation vertical clearanc	0 = N/A		Navigation horizontal clearance	0 = N/A						
Minimum navigation vertical clearance, vertical lift bridge			Minimum vertical clearance over bridge roadway	99.99 m = 328.1 ft						
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]									
Minimum lateral underclearance on right	0 = N/A			Minimum lateral underclearance on left	0 = N/A					
Minimum Vertical Underclearance	0 = N/A		Minimum vertical underclearance reference feature	Feature not a highway or railroad [N]						
Appraisal ratings - underclearances	N/A [N]									

### Repair and Replacement Plans

Type of work to be performed	Work done by	Work to be done by contract [1]								
Other structural work, including hydraulic replacements. [38]	Bridge improvement cost	\$38,416,000	Roadway improvement cost	\$1,000						
	Length of structure improvement	30.5 m = 100.1 ft		Total project cost	\$38,417,000					
	Year of improvement cost estimate	2006								
	Border bridge - state				Border bridge - percent responsibility of other state					
	Border bridge - structure number									

## Inspection and Sufficiency

Structure status	<input type="text" value="Open, no restriction [A]"/>	Appraisal ratings - structural	<input type="text" value="Equal to present minimum criteria [6]"/>
Condition ratings - superstructure	<input type="text" value="Good [7]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - substructure	<input type="text" value="Satisfactory [6]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of corrective action [3]"/>
Condition ratings - deck	<input type="text" value="Good [7]"/>		
Scour	<input type="text" value="Bridge foundations determined to be stable for assessed or calculated scour condition. [5]"/>		
Channel and channel protection	<input type="text" value="Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. [6]"/>		
Appraisal ratings - water adequacy	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>	Status evaluation	<input type="text" value="Functionally obsolete [2]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="71.6"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - transitions	<input type="text" value="Not applicable or a safety feature is not required. [N]"/>		
Traffic safety features - approach guardrail	<input type="text" value="Not applicable or a safety feature is not required. [N]"/>		
Traffic safety features - approach guardrail ends	<input type="text" value="Not applicable or a safety feature is not required. [N]"/>		
Inspection date	<input type="text" value="March 2013 [0313]"/>	Designated inspection frequency	<input type="text" value="12"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Not needed [N]"/>	Fracture critical inspection date	<input type="text"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>