

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]	Cincinnati [15000]	0.3 MI SW OF INT RAL&GERG	39-08-56.05 = 39.148903	084-32-46.93 = -84.546369
3160610	Highway agency district: 8	Owner City or Municipal Highway Agency [04]	Maintenance responsibility City or Municipal Highway Agency [04]		
Route #Num!	GERINGER	Toll On free road [3]	Features intersected MILL CREEK AT INCIN		
Design - main Steel [3]	Design - approach Steel continuous [4]	Kilometerpoint 0 km = 0.0 mi	Year built 1953	Year reconstructed N/A [0000]	
1	Truss - Thru [10]	3	Stringer/Multi-beam or girder [02]	Skew angle 70	Structure Flared
		Historical significance Bridge is not eligible for the NRHP. [5]			
Total length 94.8 m = 311.0 ft	Length of maximum span 43 m = 141.1 ft	Deck width, out-to-out 8.8 m = 28.9 ft	Bridge roadway width, curb-to-curb 7.3 m = 24.0 ft		
Inventory Route, Total Horizontal Clearance 7.3 m = 24.0 ft	Curb or sidewalk width - left 0.9 m = 3.0 ft	Curb or sidewalk width - right 0 m = 0.0 ft			
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Latex Concrete or similar additive [3]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 0.3 km = 0.2 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	20.9 metric ton = 23.0 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	35 metric ton = 38.5 tons
Bridge posting	Equal to or above legal loads [5]		Design Load	MS 18 / HS 20 [5]

Functional Details

Average Daily Traffic	1150	Average daily truck traffi	2	%	Year	1991	Future average daily traffic	1596	Year	2035
Road classification	Local (Urban) [19]		Lanes on structure	2		Approach roadway width	7.3 m = 24.0 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	4.34 m = 14.2 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	\$55,000	Roadway improvement cost	\$6,000						
	Length of structure improvement	30.5 m = 100.1 ft		Total project cost	\$75,000					
	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	Open, no restriction [A]	Appraisal ratings - structural	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructure	Good [7]	Appraisal ratings - roadway alignment	Better than present minimum criteria [7]
Condition ratings - substructure	Good [7]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Satisfactory [6]		
Scour	Countermeasures have been installed to mitigate an existing problem with scour. [7]		
Channel and channel protection	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	Better than present minimum criteria [7]	Status evaluation	
Pier or abutment protection		Sufficiency rating	63.1
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions			
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends	Inspected feature meets currently acceptable standards. [1]		
Inspection date	September 2013 [0913]	Designated inspection frequency	12 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	July 2012 [0712]
Other special inspection	Not needed [N]	Other special inspection date	