HistoricBridges.org - National Bridge Inventory Data Sheet

2016 Inventory

The National Bridge Inventory contains data submitted by state transportion 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

District of Columbia [	District of Columbia [001]	Unknown [00000]	14TH ST OVER POTOMAC R SW	38-52-41.06 = 38.878072	077-02-14.75 = -77.037431

#Num!	Highway agency district: 1	Owner	State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]

Route	395	14TH STREET, NB	Toll	On free road [3]	Features intersected	POTOMAC RIVER & OHIO

Design - main	Steel continuous [4]	Design - approach	Steel continuous [4]	Kilometerpoint	0 km = 0.0 mi
1	Stringer/Multi-beam or girder [02]	15	Stringer/Multi-beam or girder [02]	Year built 1950	Year reconstructed 2010
				Skew angle 0	Structure Flared
				Historical significance	Bridge is not eligible for the NRHP. [5]

Total length	741.9 m = 2434.2 ft	Length of maximum span	53.3 m = 174.9 ft	Deck width, out-to-out	23.8 m = 78.1 ft	Bridge roadway width, curb-to-curb	18.9 m = 62.0 ft
Inventory Route, Total Horizontal Clearance	18.9 m = 62.0 ft	Curb or sidewalk width - left	0 m = 0.0 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	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	29 metric ton = 31.9 tons
0.5 km = 0.3 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	49 metric ton = 53.9 tons
	Bridge posting	Equal to or above legal loads [5]	Design Load	MS 18 / HS 20 [5]

Functional Details

Average Daily Traffic	93100	Average daily truck traffi	4 %	Year	2007	Future average daily traffic	111800
Year	2027						
Road classification	Principal Arterial - Interstate (Urban) [11]	Lanes on structure	4	Approach roadway width	18.9 m = 62.0 ft		
Type of service on bridge	Highway [1]	Direction of traffic	1 - way traffic [1]	Bridge median			
Parallel structure designation	No parallel structure exists. [N]						
Type of service under bridge	Highway-waterway [6]	Lanes under structure	2	Navigation control			
Navigation vertical clearanc	9 m = 29.5 ft	Navigation horizontal clearance	32 m = 105.0 ft				
Minimum navigation vertical clearance, vertical lift bridge	0 m = 0.0 ft	Minimum vertical clearance over bridge roadway	99.99 m = 328.1 ft				
Minimum lateral underclearance reference feature	Highway beneath structure [H]						
Minimum lateral underclearance on right	3 m = 9.8 ft	Minimum lateral underclearance on left	99.8 m = 327.4 ft				
Minimum Vertical Underclearance	4.22 m = 13.8 ft	Minimum vertical underclearance reference feature	Highway beneath structure [H]				
Appraisal ratings - underclearances	Basically intolerable requiring high priority of corrrective action [3]						

Repair and Replacement Plans

Type of work to be performed

Work done by

Bridge improvement cost	0	Roadway improvement cost	0
Length of structure improvement	0 m = 0.0 ft	Total project cost	0
Year of improvement cost estimate			
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	Equal to present minimum criteria [6]
Condition ratings - superstructure	Satisfactory [6]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Satisfactory [6]		

Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]
Channel and channel protection	Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]

Appraisal ratings - water adequacy	Superior to present desirable criteria [9]	Status evaluation	
Pier or abutment protection	In place and functioning [2]	Sufficiency rating	77

Culverts	Not applicable. Used if structure is not a culvert. [N]

Traffic safety features - railings	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - transitions	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - approach guardrail	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - approach guardrail ends	Inpected feature meets currently acceptable standards. [1]

Inspection date	May 2015 [0515]	Designated inspection frequency	24	Months

Underwater inspection	Unknown [Y60]	Underwater inspection date	May 2013 [0513]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	May 2015 [0515]
Other special inspection	Not needed [N]	Other special inspection date	