

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

| | | | | | |
|--|--|---|--|----------------------------|------------------------------|
| Florida [12] | Hillsborough County [057] | Tampa [71000] | DOWNTOWN TAMPA | 27-57-16.19 = 27.954497 | 082-27-53.71 = -82.464919 |
| 105503 | Highway agency district: 7 | Owner City or Municipal Highway Agency [04] | Maintenance responsibility City or Municipal Highway Agency [04] | | |
| Route 0 | LAUREL STREET | Toll On free road [3] | Features intersected HILLSBOROUGH RIVER | | |
| Design - main Steel [3] | Design - approach Concrete [1] | Kilometerpoint 0 km = 0.0 mi | Year built 1926 | Year reconstructed 1969 | |
| 1 Movable - Bascule [16] | 10 Tee beam [04] | Skew angle 0 | Structure Flared | | |
| | | Historical significance | Bridge is possibly eligible for the NRHP. [3] | | |
| Total length 111.5 m = 365.8 ft | Length of maximum span 30.3 m = 99.4 ft | Deck width, out-to-out 18.4 m = 60.4 ft | Bridge roadway width, curb-to-curb 12 m = 39.4 ft | | |
| Inventory Route, Total Horizontal Clearance 12 m = 39.4 ft | Curb or sidewalk width - left 2.8 m = 9.2 ft | Curb or sidewalk width - right 2.8 m = 9.2 ft | | | |
| Deck structure type | Concrete Cast-in-Place [1] | | | | |
| Type of wearing surface | Bituminous [6] | | | | |
| Deck protection | | | | | |
| Type of membrane/wearing surface | | | | | |

Weight Limits

| | | | | |
|---------------------------------------|--------------------------------------|---------------------|-------------------|-----------------------------|
| Bypass, detour length 0.2 km = 0.1 mi | Method to determine inventory rating | Load Factor(LF) [1] | Inventory rating | 29.8 metric ton = 32.8 tons |
| | Method to determine operating rating | Load Factor(LF) [1] | Operating rating | 43.1 metric ton = 47.4 tons |
| Bridge posting | Equal to or above legal loads [5] | Design Load | M 13.5 / H 15 [2] | |

Functional Details

Average Daily Traffic Average daily truck traffi % Year Future average daily traffic Year

Road classification Lanes on structure Approach roadway width

Type of service on bridge Direction of traffic Bridge median

Parallel structure designation

Type of service under bridge Lanes under structure Navigation control

Navigation vertical clearanc Navigation horizontal clearance

Minimum navigation vertical clearance, vertical lift bridge Minimum vertical clearance over bridge roadway

Minimum lateral underclearance reference feature

Minimum lateral underclearance on right Minimum lateral underclearance on left

Minimum Vertical Underclearance Minimum vertical underclearance reference feature

Appraisal ratings - underclearances

Repair and Replacement Plans

Type of work to be performed

Work done by

Bridge improvement cost Roadway improvement cost

Length of structure improvement Total project cost

Year of improvement cost estimate

Border bridge - state Border bridge - percent responsibility of other state

Border bridge - structure number

Inspection and Sufficiency

| | | | |
|---|--|---------------------------------------|---|
| Structure status | Posted for other load-capacity restriction [R] | Appraisal ratings - structural | Somewhat better than minimum adequacy to tolerate being left in place as is [5] |
| Condition ratings - superstructure | Fair [5] | Appraisal ratings - roadway alignment | Equal to present desirable criteria [8] |
| Condition ratings - substructure | Fair [5] | Appraisal ratings - deck geometry | Meets minimum tolerable limits to be left in place as is [4] |
| Condition ratings - deck | Satisfactory [6] | | |
| Scour | Bridge is scour critical; bridge foundations determined to be unstable. [3] | | |
| Channel and channel protection | Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7] | | |
| Appraisal ratings - water adequacy | Better than present minimum criteria [7] | Status evaluation | |
| Pier or abutment protection | In place but in a deteriorated condition [3] | Sufficiency rating | 61.9 |
| Culverts | Not applicable. Used if structure is not a culvert. [N] | | |
| Traffic safety features - railings | | | |
| Traffic safety features - transitions | | | |
| Traffic safety features - approach guardrail | | | |
| Traffic safety features - approach guardrail ends | | | |
| Inspection date | March 2017 [0317] | Designated inspection frequency | 24 Months |
| Underwater inspection | Every two years [Y24] | Underwater inspection date | February 2017 [0217] |
| Fracture critical inspection | Every year [Y12] | Fracture critical inspection date | March 2018 [0318] |
| Other special inspection | Every year [Y12] | Other special inspection date | March 2018 [0318] |