HistoricBridges.org - National Bridge Inventory Data Sheet

2013 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

Florida [12]	Duval County [031]	Jacksonville [35000]	SR-5 OVER ST. JOHNS RIVER	30-19-19.56 = 30.322100	081-39-31.07 = -81.658631

720022	Highway agency district: 2	Owner: State Highway Agency [01]	Maintenance responsibility: State Highway Agency [01]		

Route: 1		US-1 (MAIN ST.)	Toll: On free road [3]	Features intersected: ST. JOHNS RIVER	

Design - main: Steel [3]		Design - approach: Steel [3]		Kilometerpoint: 2993.5 km = 1856.0 mi	
3	Movable - Lift [15]	14	Stringer/Multi-beam or girder [02]	Year built: 1941	Year reconstructed: N/A [0000]
				Skew angle: 0	Structure Flared: Yes, flared [1]
				Historical significance: Bridge is eligible for the NRHP. [2]	

Total length: 512.1 m = 1680.2 ft	Length of maximum span: 111.3 m = 365.2 ft	Deck width, out-to-out: 13.5 m = 44.3 ft	Bridge roadway width, curb-to-curb: 12.8 m = 42.0 ft
Inventory Route, Total Horizontal Clearance: 12.8 m = 42.0 ft	Curb or sidewalk width - left: 2.1 m = 6.9 ft	Curb or sidewalk width - right: 2.1 m = 6.9 ft
Deck structure type: Open Grating [3]			
Type of wearing surface:			
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: 22.9 metric ton = 25.2 tons		
	Method to determine operating rating: Load Factor(LF) [1]		Operating rating: 38.2 metric ton = 42.0 tons		
	Bridge posting: Equal to or above legal loads [5]		Design Load: M 18 / H 20 [4]		

Functional Details

Average Daily Traffic	30500	Average daily truck traffi	2 %	Year	2011	Future average daily traffic	52918	Year	2033

Road classification	Other Principal Arterial (Urban) [14]	Lanes on structure	4	Approach roadway width	17 m = 55.8 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 control on waterway (bridge permit required). [1]
Navigation vertical clearanc	41.1 m = 134.8 ft	Navigation horizontal clearance	106.7 m = 350.1 ft		
Minimum navigation vertical clearance, vertical lift bridge	12.1 m = 39.7 ft	Minimum vertical clearance over bridge roadway	4.75 m = 15.6 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

Other structural work, including hydraulic replacements. [38]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	100000	Roadway improvement cost	0
Length of structure improvement	512.1 m = 1680.2 ft	Total project cost	100000
Year of improvement cost estimate	2005		
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	Fair [5]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
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	Equal to present desirable criteria [8]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection	In place and functioning [2]	Sufficiency rating	44.5
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	September 2012 [0912]	Designated inspection frequency	24	Months
Underwater inspection	Every two years [Y24]	Underwater inspection date	September 2012 [0912]	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	September 2012 [0912]	
Other special inspection	Every year [Y12]	Other special inspection date	September 2012 [0912]	