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

Tennessee [47]	Davidson County [037]	Nashville-Davidson [5200	2 M E JCT SR6&SR45	36-18-45.54 = 36.312650	086-40-35.82 = -86.676617

19SR0450002	Highway agency district: 3	Owner: State Highway Agency [01]	Maintenance responsibility: State Highway Agency [01]		
Route: 45		FAU 45	Toll: On free road [3]	Features intersected: CUMBERLAND RIVER	

Design - main	Steel [3]	Design - approach	Prestressed concrete continuous [6]	Kilometerpoint	1490.3 km = 924.0 mi
3	Truss - Thru [10]	6	Box Beam or girders - Single or Spread [06]	Year built: 1928	Year reconstructed: 1969
				Skew angle: 0	Structure Flared:
				Historical significance	Historical significance is not determinable at this time. [4]

Total length	372.5 m = 1222.2 ft	Length of maximum span	98.5 m = 323.2 ft	Deck width, out-to-out	11.6 m = 38.1 ft	Bridge roadway width, curb-to-curb	11 m = 36.1 ft
Inventory Route, Total Horizontal Clearance	10.9 m = 35.8 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	Monolithic Concrete (concurrently placed with structural deck) [1]
Deck protection	Epoxy Coated Reinforcing [1]
Type of membrane/wearing surface	Built-up [1]

Weight Limits

Bypass, detour length	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	27.9 metric ton = 30.7 tons	
0.2 km = 0.1 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	46.8 metric ton = 51.5 tons	
	Bridge posting	Equal to or above legal loads [5]	Design Load	MS 18 / HS 20 [5]	

Functional Details

Average Daily Traffic	26250	Average daily truck traffi	4 %	Year	2012	Future average daily traffic	40320
Year	2033						

Road classification	Other Principal Arterial (Urban) [14]	Lanes on structure	2	Approach roadway width	10.4 m = 34.1 ft
Type of service on bridge	Highway [1]	Direction of traffic	1 - way traffic [1]	Bridge median	Open median [1]
Parallel structure designation	The left structure of parallel bridges. This structure carries traffic in the opposite direction. [L]				
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	5.34 m = 17.5 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

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	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	Equal to present minimum criteria [6]
Condition ratings - deck	Satisfactory [6]		

Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]
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	
Pier or abutment protection		Sufficiency rating	86.3

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 2011 [0311]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	July 2010 [0710]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	March 2011 [0311]
Other special inspection	Not needed [N]	Other special inspection date	