# HistoricBridges.org - National Bridge Inventory Data Sheet

**2019 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] | Manatee County [081] | Bradenton [07950] | 0.5MI W OF BUS US 41 | 27-29-35.91 = 27.493308 | 082-34-45.36 = -82.579267 |

135250 | Highway agency district: 1 | Owner: City or Municipal Highway Agency [04] | Maintenance responsibility: City or Municipal Highway Agency [04]

Route: 0 | 7TH AVE WEST | Toll: On free road [3] | Features intersected: WARES CREEK

Design - main: Steel continuous [4] | 3 | Stringer/Multi-beam or girder [02]

Design - approach: 0 | Other [00]

Kilometerpoint: 0 km = 0.0 mi

Year built: 1949 | Year reconstructed: N/A [0000]

Skew angle: 0 | Structure Flared:

Historical significance: Bridge is not eligible for the NRHP. [5]

Total length: 19.2 m = 63.0 ft | Length of maximum span: 9.8 m = 32.2 ft | Deck width, out-to-out: 10.7 m = 35.1 ft | Bridge roadway width, curb-to-curb: 7.5 m = 24.6 ft

Inventory Route, Total Horizontal Clearance: 10.2 m = 33.5 ft | Curb or sidewalk width - left: 1.4 m = 4.6 ft | Curb or sidewalk width - right: 1.4 m = 4.6 ft

Deck structure type: Concrete Cast-in-Place [1]

Type of wearing surface: Bituminous [6]

Deck protection: Unknown [8]

Type of membrane/wearing surface: Unknown [8]

## Weight Limits

Bypass, detour length: 0.3 km = 0.2 mi

Method to determine inventory rating: Load Factor(LF) [1] | Inventory rating: 65.7 metric ton = 72.3 tons

Method to determine operating rating: Load Factor(LF) [1] | Operating rating: 99.9 metric ton = 109.9 tons

Bridge posting: Equal to or above legal loads [5] | Design Load: M 13.5 / H 15 [2]

## Functional Details

Average Daily Traffic: 1240
Average daily truck traffi: 3 %
Year: 2016
Future average daily traffic: 2151
Year: 2038

Road classification: Local (Urban) [19]
Lanes on structure: 2
Approach roadway width: 7.5 m = 24.6 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: 0 m = 0.0 ft
Minimum vertical clearance over bridge roadway: 99.99 m = 328.1 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: 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] |
| Condition ratings - superstructure | Fair [5] |
| Condition ratings - substructure | Satisfactory [6] |
| Condition ratings - deck | Satisfactory [6] |
| Appraisal ratings - structural | Somewhat better than minimum adequacy to tolerate being left in place as is [5] |
| Appraisal ratings - roadway alignment | Equal to present minimum criteria [6] |
| Appraisal ratings - deck geometry | Meets minimum tolerable limits to be left in place as is [4] |
| Scour | Bridge is scour critical; bridge foundations determined to be unstable. [3] |
| 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 | 73 |
| Culverts | Not applicable. Used if structure is not a culvert. [N] |
| Traffic safety features - railings | |
| Traffic safety features - transitions | Not applicable or a safety feature is not required. [N] |
| Traffic safety features - approach guardrail | Not applicable or a safety feature is not required. [N] |
| Traffic safety features - approach guardrail ends | Not applicable or a safety feature is not required. [N] |
| Inspection date | April 2018 [0418] |
| Designated inspection frequency | 24 Months |
| Underwater inspection | Unknown [Y23] |
| Underwater inspection date | April 2018 [0418] |
| Fracture critical inspection | Not needed [N] |
| Fracture critical inspection date | |
| Other special inspection | Not needed [N] |
| Other special inspection date | |