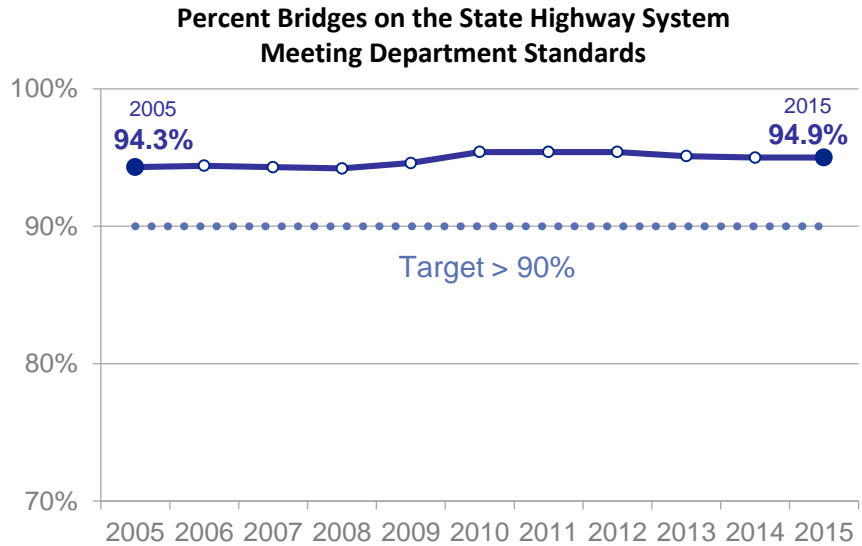


BRIDGE CONDITION



Ninety percent or more of the bridges on the State Highway System (SHS) have met FDOT’s standard since 1996.



TARGET: FDOT’s primary bridge target is to have 90 percent of its bridges achieve a National Bridge Inventory (NBI) rating of 6 or higher. An NBI rating of 6 or 7 means that a bridge is in good condition.

PROGRESS: 95 percent of all FDOT-maintained bridges meet standards, exceeding FDOT’s target of 90 percent, meaning the vast majority of Florida bridges do not show evidence of structural deterioration nor are limited by weight restrictions.

KEY STRATEGIES: FDOT will strive to achieve its bridge condition performance target through these actions:

- Include projects for all FDOT-maintained bridges needing repair in the Work Program within 12 months of deficiency identification.
- Replace or repair all structurally deficient FDOT-maintained bridges and those bridges posted for weight restriction within six years of deficiency identification.
- Replace all other FDOT-maintained bridges designated for replacement within nine years of deficiency identification.

- Coordinate with FDOT's Motor Carrier Size and Weight Office and Florida Highway Patrol's Office of Commercial Vehicle Enforcement to reduce the illegal operation of commercial motor vehicles exceeding weight limits on Florida's public roads and bridges.
- Continue to monitor bridges scheduled to be replaced and make interim repairs, as necessary, to safeguard the traveling public.

CONTEXT: FDOT takes a proactive approach to bridge maintenance, which has proven to be cost-effective. Preventative maintenance and repairs are performed prior to bridges deteriorating to a level that would require a much higher repair cost. This helps to ensure that FDOT-maintained bridges meet or exceed their life expectancy, resulting in a lower frequency of replacements due to bridge condition.

DETAILS: In 2015, FDOT had maintenance responsibility for 6,814 bridges including other bridges owned by other state and local government jurisdictions. Each bridge's current condition is compared with the condition from its prior inspection. Bridges are inspected at least once every two years to assess conditions and to identify those structures that require further maintenance, rehabilitation, or replacement. In addition, special inspections are conducted after major weather events, such as floods and hurricanes.

Since FDOT's bridge inspection program began in 1970, there has been a steady improvement in bridge conditions on the State Highway System due to an aggressive maintenance and construction program.