

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
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Basic Information

Texas [48]	Bexar County [029]	Unknown [37450]	0.2 MI S OF HILDEBRAND	29-27-47.84 = 29.463289	098-28-08.72 = -98.469089
150150B03825002	Highway agency district 15	Owner City or Municipal Highway Agency [04]	Maintenance responsibility	City or Municipal Highway Agency [04]	
Route 0	BRACKENRIDGE RD	Toll On free road [3]	Features intersected	SAN ANTONIO RIVER	
Design - main 1	Steel [3] Truss - Thru [10]	Design - approach 0	Other [00]	Kilometerpoint 32.2 km = 20.0 mi	Year built #Num! Year reconstructed N/A [0000]
				Skew angle 0	Structure Flared
				Historical significance Bridge is on the NRHP. [1]	
Total length	29 m = 95.1 ft	Length of maximum span	28.3 m = 92.9 ft	Deck width, out-to-out	9.1 m = 29.9 ft
Inventory Route, Total Horizontal Clearanc	8.6 m = 28.2 ft	Curb or sidewalk width - left	2.5 m = 8.2 ft	Curb or sidewalk width - right	2.5 m = 8.2 ft
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Monolithic Concrete (concurrently placed with structural deck) [1]				
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	Allowable Stress(AS) [2]	Inventory rating	9 metric ton = 9.9 tons
	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	14.4 metric ton = 15.8 tons
	Bridge posting		Design Load	

Functional Details

Average Daily Traffic	1630	Average daily truck traffi		%	Year	2011	Future average daily traffic	2000	Year	2034
Road classification	Local (Urban) [19]	Lanes on structure	2	Approach roadway width	9.1 m = 29.9 ft					
Type of service on bridge	Highway-pedestrian [5]	Direction of traffic	2 - way traffic [2]		Bridge median					
Parallel structure designatio	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			Minimum vertical clearance over bridge roadway	4.41 m = 14.5 ft						
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]									
Minimum lateral underclearance on right	99.9 = Unlimited			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	Work to be done by contract [1]								
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	12000	Roadway improvement cost	3000						
	Length of structure improvement	37.2 m = 122.1 ft		Total project cost	15000					
	Year of improvement cost estimate	2009								
	Border bridge - state				Border bridge - percent responsibility of other state					
	Border bridge - structure number									

Inspection and Sufficiency

Structure status	Posted for load [P]	Appraisal ratings - structural	Basically intolerable requiring high priority of replacement [2]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Good [7]	Appraisal ratings - deck geometry	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - deck	Satisfactory [6]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]		
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	Meets minimum tolerable limits to be left in place as is [4]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	37.9
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	November 2015 [1115]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	October 2016 [1016]
Other special inspection	Not needed [N]	Other special inspection date	