

HistoricBridges.org - National Bridge Inventory Data Sheet

2019 Inventory

The National Bridge Inventory contains data submitted by state transportation 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

Texas [48]	Palo Pinto County [363]	Unknown [00000]	2.2 MI N OF IH20	32-38-29.79 = 32.641608	098-06-01.01 = -98.100281
21820025002018	Highway agency district: 2	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 281	US 281	Toll On free road [3]	Features intersected	BRAZOS RIVER	
Design - main	Steel continuous [4]	Design - approach	Steel [3]	Kilometerpoint	4164.6 km = 2582.1 mi
3	Truss - Thru [10]	12	Stringer/Multi-beam or girder [02]	Year built	1939
				Year reconstructed	N/A [0000]
				Skew angle	0
				Structure Flared	
				Historical significance	Bridge is on the NRHP. [1]
Total length	346.9 m = 1138.2 ft	Length of maximum span	76.8 m = 252.0 ft	Deck width, out-to-out	8.8 m = 28.9 ft
Inventory Route, Total Horizontal Clearance	7.3 m = 24.0 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	Bituminous [6]				
Deck protection	Unknown [8]				
Type of membrane/wearing surface	Unknown [8]				

Weight Limits

Bypass, detour length	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	24.5 metric ton = 27.0 tons
3.7 km = 2.3 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	32.7 metric ton = 36.0 tons
	Bridge posting	Equal to or above legal loads [5]	Design Load	M 18 / H 20 [4]

Functional Details

Average Daily Traffic	3520	Average daily truck traffi	12	%	Year	2013	Future average daily traffic	4930	Year	2033
Road classification	Minor Arterial (Rural) [06]		Lanes on structure	2		Approach roadway width	10.4 m = 34.1 ft			
Type of service on bridge	Highway [1]		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						Minimum vertical clearance over bridge roadway	4.37 m = 14.3 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	2368000	Roadway improvement cost	1900000
	Length of structure improvement	358.1 m = 1174.9 ft	Total project cost	4864000
	Year of improvement cost estimate			
	Border bridge - state		Border bridge - percent responsibility of other state	
	Border bridge - structure number			

Inspection and Sufficiency

Structure status	Bridge closed to all traffic [K]	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	
Condition ratings - deck	Fair [5]		
Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]		
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	Superior to present desirable criteria [9]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	42.7
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 2017 [0317]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	September 2016 [0916]
Other special inspection	Not needed [N]	Other special inspection date	