

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]	Dallas County [113]	Unknown [10850]	0.4 MI W INDUSTRIAL BLVD	32-46-45 = 32.779167	096-49-31 = - 96.825278
1805709C5810007	Highway agency district: 18	Owner City or Municipal Highway Agency [04]	Maintenance responsibility City or Municipal Highway Agency [04]		
Route #Num!		CONTINENTAL AVENUE	Toll On free road [3]	Features intersected TRINITY RIVER	
Design - main	Steel continuous [4]	Design - approach		Kilometerpoint 1063.5 km = 659.4 mi	
3	Stringer/Multi-beam or girder [02]	41	Mixed types [20]	Year built 1930	Year reconstructed N/A [0000]
				Skew angle 0	Structure Flared
				Historical significance	Historical significance is not determinable at this time. [4]
Total length	646.2 m = 2120.2 ft	Length of maximum span	36.6 m = 120.1 ft	Deck width, out-to-out	15.8 m = 51.8 ft
				Bridge roadway width, curb-to-curb	12 m = 39.4 ft
Inventory Route, Total Horizontal Clearance	11.9 m = 39.0 ft	Curb or sidewalk width - left	1.5 m = 4.9 ft	Curb or sidewalk width - right	1.5 m = 4.9 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	Allowable Stress(AS) [2]	Inventory rating	24.5 metric ton = 27.0 tons
0.3 km = 0.2 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	32.7 metric ton = 36.0 tons
	Bridge posting	Equal to or above legal loads [5]	Design Load	

Functional Details

Average Daily Traffic	17900	Average daily truck traffi	%	Year	2007	Future average daily traffic	29508	Year	2028
Road classification	Minor Arterial (Urban) [16]	Lanes on structure	4	Approach roadway width	11.9 m = 39.0 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	99.99 m = 328.1 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]					
Other structural work, including hydraulic replacements. [38]	Bridge improvement cost	165000	Roadway improvement cost	41000			
	Length of structure improvement	646.2 m = 2120.2 ft		Total project cost	206000		
	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

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

Basically intolerable requiring high priority of replacement [2]

Condition ratings - deck

Satisfactory [6]

Scour

Bridge foundations determined to be stable for assessed or calculated scour condition. [5]

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

55.3

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

August 2009 [0809]

Designated inspection frequency

24

Months

Underwater inspection

Not needed [N]

Underwater inspection date

Fracture critical inspection

Not needed [N]

Fracture critical inspection date

Other special inspection

Not needed [N]

Other special inspection date