

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]	Bexar County [029]	Unknown [37450]	0.02 MI E OF N PRESA	29-25-30.34 = 29.425094	098-29-19.19 = -98.488664
150150B08310001	Highway agency district 15	Owner City or Municipal Highway Agency [04]	Maintenance responsibility	City or Municipal Highway Agency [04]	
Route 0	CROCKETT ST	Toll On free road [3]	Features intersected	SAN ANTONIO RIVER	
Design - main 1	Steel [3] Truss - Thru [10]	Design - approach 0	Other [00]	Kilometerpoint 0.2 km = 0.1 mi	Year built #Num! Year reconstructed N/A [0000]
				Skew angle 0	Structure Flared
				Historical significance Bridge is eligible for the NRHP. [2]	
Total length	26.2 m = 86.0 ft	Length of maximum span	25.6 m = 84.0 ft	Deck width, out-to-out	9.1 m = 29.9 ft
Inventory Route, Total Horizontal Clearanc	6 m = 19.7 ft	Curb or sidewalk width - left	1.8 m = 5.9 ft	Curb or sidewalk width - right	1.8 m = 5.9 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 0.2 km = 0.1 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	12.6 metric ton = 13.9 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	20.7 metric ton = 22.8 tons
	Bridge posting	30.0 - 39.9 % below [1]	Design Load	

Functional Details

Average Daily Traffic	1760	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	6.1 m = 20.0 ft				
Type of service on bridge	Highway-pedestrian [5]		Direction of traffic	1 - way traffic [1]		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	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	3000	Roadway improvement cost	1000						
	Length of structure improvement	26.2 m = 86.0 ft		Total project cost	4000					
	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	<input type="text" value="New structure not yet open to traffic [G]"/>	Appraisal ratings - structural	<input type="text" value="Basically intolerable requiring high priority of corrective action [3]"/>
Condition ratings - superstructure	<input type="text" value="Serious [3]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present desirable criteria [8]"/>
Condition ratings - substructure	<input type="text" value="Good [7]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - deck	<input type="text" value="Satisfactory [6]"/>		
Scour	<input type="text" value="Countermeasures have been installed to mitigate an existing problem with scour. [7]"/>		
Channel and channel protection	<input type="text" value="Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition. [8]"/>		
Appraisal ratings - water adequacy	<input type="text" value="Superior to present desirable criteria [9]"/>	Status evaluation	<input type="text" value="Structurally deficient [1]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="20"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text"/>		
Traffic safety features - transitions	<input type="text"/>		
Traffic safety features - approach guardrail	<input type="text"/>		
Traffic safety features - approach guardrail ends	<input type="text"/>		
Inspection date	<input type="text" value="September 2015 [0915]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Every two years [Y24]"/>	Fracture critical inspection date	<input type="text" value="October 2014 [1014]"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>