

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] | San Saba County [411] | Unknown [00000] | 0.25 MI E OF N LIVE OAK | 31-12-07.42 = 31.202061 | 098-42-45.67 = -98.712686 |
| 232060AA0190001 | Highway agency district: 23 | Owner County Highway Agency [02] | Maintenance responsibility | County Highway Agency [02] | |
| Route 110 | CR 110 | Toll On free road [3] | Features intersected | SAN SABA RIVER | |
| Design - main Steel [3] | Design - approach Concrete continuous [2] | Kilometerpoint 40.2 km = 24.9 mi | Year built 1939 | Year reconstructed 2011 | |
| 1 Truss - Thru [10] | 4 Slab [01] | Skew angle 0 | Structure Flared | | |
| | | Historical significance | Bridge is eligible for the NRHP. [2] | | |
| Total length 66.4 m = 217.9 ft | Length of maximum span 38.1 m = 125.0 ft | Deck width, out-to-out 5.8 m = 19.0 ft | Bridge roadway width, curb-to-curb 5.4 m = 17.7 ft | | |
| Inventory Route, Total Horizontal Clearance 5.4 m = 17.7 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 | Monolithic Concrete (concurrently placed with structural deck) [1] | | | | |
| Deck protection | Unknown [8] | | | | |
| Type of membrane/wearing surface | Unknown [8] | | | | |

Weight Limits

| | | | | |
|---------------------------------------|--------------------------------------|---------------------|-------------------|-----------------------------|
| Bypass, detour length 0.2 km = 0.1 mi | Method to determine inventory rating | Load Factor(LF) [1] | Inventory rating | 20 metric ton = 22.0 tons |
| | 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 13.5 / H 15 [2] | |

Functional Details

Average Daily Traffic Average daily truck traffi % Year Future average daily traffic Year

Road classification Lanes on structure Approach roadway width

Type of service on bridge Direction of traffic Bridge median

Parallel structure designation

Type of service under bridge Lanes under structure Navigation control

Navigation vertical clearanc Navigation horizontal clearance

Minimum navigation vertical clearance, vertical lift bridge Minimum vertical clearance over bridge roadway

Minimum lateral underclearance reference feature

Minimum lateral underclearance on right Minimum lateral underclearance on left

Minimum Vertical Underclearance Minimum vertical underclearance reference feature

Appraisal ratings - underclearances

Repair and Replacement Plans

Type of work to be performed

Work done by

Bridge improvement cost Roadway improvement cost

Length of structure improvement Total project cost

Year of improvement cost estimate

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 | Good [7] | Appraisal ratings - roadway alignment | Somewhat better than minimum adequacy to tolerate being left in place as is [5] |
| Condition ratings - substructure | Good [7] | 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 | Somewhat better than minimum adequacy to tolerate being left in place as is [5] | Status evaluation | |
| Pier or abutment protection | | Sufficiency rating | 56.7 |
| Culverts | Not applicable. Used if structure is not a culvert. [N] | | |
| Traffic safety features - railings | | | |
| Traffic safety features - transitions | Inspected feature meets currently acceptable standards. [1] | | |
| Traffic safety features - approach guardrail | Inspected feature meets currently acceptable standards. [1] | | |
| Traffic safety features - approach guardrail ends | Inspected feature meets currently acceptable standards. [1] | | |
| Inspection date | December 2018 [1218] | Designated inspection frequency | 24 Months |
| Underwater inspection | Not needed [N] | Underwater inspection date | |
| Fracture critical inspection | Every two years [Y24] | Fracture critical inspection date | July 2017 [0717] |
| Other special inspection | Not needed [N] | Other special inspection date | |