

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]	Coleman County [083]	Unknown [00000]	0.05 MI E OF SH 206	31-59-47.94 = 31.996650	099-13-50.83 = -99.230786
230420AA0498001	Highway agency district: 23	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 162		CR 162 (BAYOU ST)	Toll On free road [3]	Features intersected PECAN BAYOU	
Design - main	Steel [3]	Design - approach	Concrete [1]	Kilometerpoint	8 km = 5.0 mi
1	Truss - Thru [10]	22	Tee beam [04]	Year built	1922
				Year reconstructed	N/A [0000]
				Skew angle	0
				Structure Flared	
				Historical significance	Bridge is eligible for the NRHP. [2]
Total length	230.1 m = 755.0 ft	Length of maximum span	45.7 m = 149.9 ft	Deck width, out-to-out	5.5 m = 18.0 ft
Inventory Route, Total Horizontal Clearance	5.2 m = 17.1 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	Allowable Stress(AS) [2]	Inventory rating	13.6 metric ton = 15.0 tons
0.2 km = 0.1 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	30.8 metric ton = 33.9 tons
	Bridge posting	00.1 - 09.9 % below [4]	Design Load	

Functional Details

Average Daily Traffic	100	Average daily truck traffi	0	%	Year	2013	Future average daily traffic	150	Year	2033
Road classification	Local (Rural) [09]		Lanes on structure	1		Approach roadway width	4.9 m = 16.1 ft			
Type of service on bridge	Highway [1]		Direction of traffic	One lane bridge for 2 - way traffic [3]		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	5.28 m = 17.3 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	47000	Roadway improvement cost	12000
	Length of structure improvement	242.3 m = 795.0 ft	Total project cost	59000
	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

Meets minimum tolerable limits to be left in place as is [4]

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 corrective action [3]

Condition ratings - deck

Fair [5]

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

Better than present minimum criteria [7]

Status evaluation

Functionally obsolete [2]

Pier or abutment protection

Sufficiency rating

44.7

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

January 2017 [0117]

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