

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]	Gonzales County [177]	Unknown [00000]	1.50 MI NE OF FM 2091	29-33-48.95 = 29.563597	097-32-36.37 = -97.543436
130900AA0232002	Highway agency district 13	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 232	CO RD 232	Toll On free road [3]	Features intersected	SAN MARCOS RIVER	
Design - main Steel [3]	Design - approach	Kilometerpoint 249.4 km = 154.6 mi	Year built 1915	Year reconstructed N/A [0000]	
1 Truss - Thru [10]	6 Mixed types [20]	Skew angle 0	Structure Flared		
		Historical significance	Bridge is eligible for the NRHP. [2]		
Total length 83.8 m = 274.9 ft	Length of maximum span 29.9 m = 98.1 ft	Deck width, out-to-out 4.9 m = 16.1 ft	Bridge roadway width, curb-to-curb 4.4 m = 14.4 ft		
Inventory Route, Total Horizontal Clearance 4.4 m = 14.4 ft	Curb or sidewalk width - left 0 m = 0.0 ft	Curb or sidewalk width - right 0 m = 0.0 ft			
Deck structure type	Wood or Timber [8]				
Type of wearing surface	Wood or Timber [7]				
Deck protection	Unknown [8]				
Type of membrane/wearing surface	Unknown [8]				

Weight Limits

Bypass, detour length 1.4 km = 0.9 mi	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	5.4 metric ton = 5.9 tons
	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	9 metric ton = 9.9 tons
	Bridge posting		Design Load	

Functional Details

Average Daily Traffic	40	Average daily truck traffi		%	Year	2013	Future average daily traffic	100	Year	2035
Road classification	Local (Rural) [09]		Lanes on structure	1	Approach roadway width	5.5 m = 18.0 ft				
Type of service on bridge	Highway [1]		Direction of traffic	One lane bridge for 2 - way traffic [3]		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	5.48 m = 18.0 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	15000	Roadway improvement cost	4000						
	Length of structure improvement	94.8 m = 311.0 ft		Total project cost	19000					
	Year of improvement cost estimate	2010								
	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

Basically intolerable requiring high priority of replacement [2]

Condition ratings - superstructure

Poor [4]

Appraisal ratings -
roadway alignment

Basically intolerable requiring high priority of corrective action [3]

Condition ratings - substructure

Poor [4]

Appraisal ratings -
deck geometry

Equal to present minimum criteria [6]

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

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

Status evaluation

Structurally deficient [1]

Pier or abutment protection

Sufficiency rating

19.6

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

December 2015 [1215]

Designated inspection frequency

24

Months

Underwater inspection

Not needed [N]

Underwater inspection date

Fracture critical inspection

Every year [Y12]

Fracture critical inspection date

March 2016 [0316]

Other special inspection

Not needed [N]

Other special inspection date