

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]	Brown County [049]	Unknown [00000]	0.95 MI W OF SH 279	31-59-00.40 = 31.983444	099-08-54.89 = -99.148581
230250AA0114002	Highway agency district: 23	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 114	CR 114	Toll On free road [3]	Features intersected	TURKEY CREEK	
Design - main Steel [3]	Design - approach	Kilometerpoint 539 km = 334.2 mi	Year built 1936	Year reconstructed 2011	
1 Truss - Thru [10]	0 Other [00]	Skew angle 0	Structure Flared		
		Historical significance	Bridge is eligible for the NRHP. [2]		
Total length 40.2 m = 131.9 ft	Length of maximum span 39.6 m = 129.9 ft	Deck width, out-to-out 4.3 m = 14.1 ft	Bridge roadway width, curb-to-curb 4.2 m = 13.8 ft		
Inventory Route, Total Horizontal Clearance 4.2 m = 13.8 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	Not applicable (applies only to structures with no deck) [N]				
Deck protection	Not applicable (applies only to structures with no deck) [N]				
Type of membrane/wearing surface	Not applicable (applies only to structures with no deck) [N]				

Weight Limits

Bypass, detour length 2.4 km = 1.5 mi	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	12.7 metric ton = 14.0 tons
	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	21.8 metric ton = 24.0 tons
Bridge posting			Design Load	

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	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Satisfactory [6]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Good [7]		
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	Better than present minimum criteria [7]	Status evaluation	
Pier or abutment protection		Sufficiency rating	45.4
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	April 2017 [0417]	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	