

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
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Basic Information

Texas [48]	Hockley County [219]	Unknown [00000]	5.8 MI W OF FM 933	32-07-26.91 = 32.124142	097-29-27.97 = -97.491103
91100051902005	Highway agency district: 9	Owner State Highway Agency [01]	Maintenance responsibility State Highway Agency [01]		
Route 174	SH 174	Toll On free road [3]	Features intersected BRAZOS RIVER		
Design - main Steel continuous [4]	Design - approach Steel continuous [4]	Kilometerpoint 1634.1 km = 1013.1 mi	Year built 1950	Year reconstructed N/A [0000]	
3	Truss - Deck [09]	9	Stringer/Multi-beam or girder [02]	Skew angle 0	Structure Flared
		Historical significance Bridge is eligible for the NRHP. [2]			
Total length 394.4 m = 1294.0 ft	Length of maximum span 61.3 m = 201.1 ft	Deck width, out-to-out 8.9 m = 29.2 ft	Bridge roadway width, curb-to-curb 7.8 m = 25.6 ft		
Inventory Route, Total Horizontal Clearance 7.8 m = 25.6 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 6.4 km = 4.0 mi	Method to determine inventory rating No rating analysis or evaluation perfor	Inventory rating 24.5 metric ton = 27.0 tons
	Method to determine operating rating No rating analysis or evaluation perfor	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	2640	Average daily truck traffi	17	%	Year	2013	Future average daily traffic	3700	Year	2033
Road classification	Minor Arterial (Rural) [06]	Lanes on structure	2	Approach roadway width	9.1 m = 29.9 ft					
Type of service on bridge	Highway [1]	Direction of traffic	2 - way traffic [2]		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	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]								
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	5000000	Roadway improvement cost	1200000						
	Length of structure improvement	493.5 m = 1619.2 ft		Total project cost	8000000					
	Year of improvement cost estimate									
	Border bridge - state				Border bridge - percent responsibility of other state					
	Border bridge - structure number									

Inspection and Sufficiency

Structure status	Open, no restriction [A]	Appraisal ratings - structural	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructure	Satisfactory [6]	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 replacement [2]
Condition ratings - deck	Satisfactory [6]		
Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]		
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	Equal to present minimum criteria [6]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection	Navigation protection not required [1]	Sufficiency rating	48.7
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	Inspected feature meets currently acceptable standards. [1]		
Inspection date	January 2017 [0117]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	May 2014 [0514]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	August 2017 [0817]
Other special inspection	Not needed [N]	Other special inspection date	