

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]	3.60 MI SW OF US 283	31-27-45.81 = 31.462725	099-25-20.02 = -99.422228
230420AA0294001	Highway agency district: 23	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 220	CR 220	Toll On free road [3]	Features intersected	COLORADO RIVER	
Design - main Steel [3]	Design - approach Steel [3]	Kilometerpoint 0 km = 0.0 mi	Year built #Num!	Year reconstructed 2011	
1 Truss - Thru [10]	5 Truss - Thru [10]	Skew angle 0	Structure Flared		
		Historical significance	Bridge is eligible for the NRHP. [2]		
Total length 212.8 m = 698.2 ft	Length of maximum span 51.8 m = 170.0 ft	Deck width, out-to-out 4.8 m = 15.7 ft	Bridge roadway width, curb-to-curb	4.5 m = 14.8 ft	
Inventory Route, Total Horizontal Clearance 4.5 m = 14.8 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	Other [9]				
Deck protection	Unknown [8]				
Type of membrane/wearing surface	Unknown [8]				

Weight Limits

Bypass, detour length 2.4 km = 1.5 mi	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	9.1 metric ton = 10.0 tons
	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	14.5 metric ton = 16.0 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	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - deck	Very Good [8]		
Scour	Bridge is scour critical; field review indicates that failure of piers/abutments is imminent. [1]		
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	21.2
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions			
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	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	August 2016 [0816]
Other special inspection	Not needed [N]	Other special inspection date	