

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] Fayette County [149] Unknown [00000] 0.35 MI NW OF SH 159 29-57-16.93 = 29.954703 096-38-00.76 = -96.633544

130760AA0398005 Highway agency district 13 Owner County Highway Agency [02] Maintenance responsibility County Highway Agency [02]

Route 272 WILLOW SPRINGS RD Toll On free road [3] Features intersected CUMMINS CREEK

Design - main Steel [3] Design - approach Mixed types [20] Kilometerpoint 796.5 km = 493.8 mi

1 Truss - Thru [10] 2 Year built 1910 Year reconstructed N/A [0000]

Skew angle 0 Structure Flared

Historical significance Bridge is eligible for the NRHP. [2]

Total length 45.4 m = 149.0 ft Length of maximum span 30.2 m = 99.1 ft Deck width, out-to-out 4 m = 13.1 ft Bridge roadway width, curb-to-curb 3.6 m = 11.8 ft

Inventory Route, Total Horizontal Clearance 3.6 m = 11.8 ft Curb or sidewalk width - left 0 m = 0.0 ft Curb or sidewalk width - right 0 m = 0.0 ft

Deck structure type Open Grating [3]

Type of wearing surface Other [9]

Deck protection Unknown [8]

Type of membrane/wearing surface Unknown [8]

Weight Limits

Bypass, detour length 0.5 km = 0.3 mi Method to determine inventory rating Allowable Stress(AS) [2] Inventory rating 12.6 metric ton = 13.9 tons

Method to determine operating rating Allowable Stress(AS) [2] Operating rating 18 metric ton = 19.8 tons

Bridge posting Design Load

Functional Details

Average Daily Traffic	30	Average daily truck traffi	%	Year	2012	Future average daily traffic	80	Year	2034
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 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	3.88 m = 12.7 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	8000	Roadway improvement cost	2000			
	Length of structure improvement	54.6 m = 179.1 ft	Total project cost	10000			
	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	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Basically intolerable requiring high priority of corrective action [3]
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 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	Equal to present minimum criteria [6]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	19.2
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions			
Traffic safety features - approach guardrail			
Traffic safety features - approach guardrail ends			
Inspection date	July 2016 [0716]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	October 2016 [1016]
Other special inspection	Not needed [N]	Other special inspection date	