Accessing Bridge Information Through PonTex

Bridge Presentations

02/25/2011

PonTex

File Edit Bridge Route Reports Tools Help

Structure Number:

Programming | Review | Assignments | Users | Company | Contracts | Clearance | Bridge Entry

Bridge List | Identification | Geometry | Structure | Loading | Inventory Route | Intersecting Route | Inspection & Appraisal | Element Condition | Components

Dist: Co: Cont: Sect: Maint Sec: Clearance Struc List Sys: All Brdg Status: Active Reset Filter

Dist	Cnty	Maint Sect	Structure Number	Features Intersected	Facility Carried	Location	Last Insp Date
01	060	03	01-060-0-0136-03-019	BARNETT SLOUGH	SH 24	1.50 MI E OF HUNT C/L	01/25/2009
01	060	03	01-060-0-0136-03-021	JERNIGAN CRK REL NO 2	SH 24	3.80 MI NE OF HUNT C/L	02/14/2009
01	060	03	01-060-0-0136-03-022	JERNIGAN CRK REL NO 1	SH 24	3.90 MI NE OF HUNT C/L	02/14/2009
01	060	03	01-060-0-0136-03-023	JERNIGAN CREEK	SH 24	4.0 MI NE OF HUNT C/L	02/14/2009
01	060	03	01-060-0-0136-03-026	HONEY CREEK	SH 24	1.10 MI NE OF FM 2890	01/25/2009
01	060	03	01-060-0-0136-03-027	JOHNS CREEK	SH 24	7.60 MI NE OF HUNT C/L	02/14/2009
01	060	03	01-060-0-0136-03-028	DOCTORS CREEK	SH 24	1.60 MI SE OF FM 64	02/16/2009
01	060	03	01-060-0-0136-03-057	BARNETT CREEK	SH 24	0.90 MI NE OF HUNT C/L	01/24/2009
01	060	03	01-060-0-0136-03-083	DRAIN	SH 24	0.70 MI NW OF FM 64	01/26/2009
01	060	03	01-060-0-0136-04-058	BIG CREEK	SH 24 SB	0.3 MI. WEST OF FM 128	11/09/2009
01	060	03	01-060-0-0136-04-059	E FORK BIG CREEK	SH 24 SB	0.8 MI E JCT SH24&FM128	11/09/2009
01	060	03	01-060-0-0136-04-061	NORTH BRUSHY CREEK	SH 24 SB	2.0 MI SW OF SH 19	11/09/2009
01	060	03	01-060-0-0136-04-062	LAKE CREEK	SH 19 WB	0.40 MI SE OF SH 19	02/15/2009
01	060	03	01-060-0-0136-04-079	N SULPHUR RIVER RELIEF	SH 19 EB	0.50 MI S OF LAMAR C/L	02/15/2009
01	060	03	01-060-0-0136-04-101	LAKE CREEK	SH 19 EB	0.40 MI SE OF SH 19	02/15/2009
01	060	03	01-060-0-0136-04-102	N SULPHUR RIVER RELIEF	SH 19 WB	0.50 MI S OF LAMAR C/L	02/15/2009
01	060	03	01-060-0-0136-04-126	BIG CREEK	SH 24 NB	0.30 MI W OF FM 128	02/15/2009
01	060	03	01-060-0-0136-04-127	EAST FORK BIG CREEK	SH 24 NB	0.80 MI E OF FM 128	02/16/2009

Refresh List | New Bridge | Edit | Delete Bridge | Select All

52497 bridges retrieved. | TXDOT-CITRIX | PONTISPD | AKOWALI | BRG | 02 | 02-23-2011 13:22:16

PonTex

File Edit Bridge Route Reports Tools Help

Structure Number:

Programming | Review | Assignments | Users | Company | Contracts | Clearance | Bridge Entry

Bridge List | Identification | Geometry | Structure | Loading | Inventory Route | Intersecting Route | Inspection & Appraisal | Element Condition | Components

Dist: 06 Co: 186 Cont: 0140 Sect: 04 Maint Sec: Clearance Struc List Sys: All Brdg Status: Active Reset Filter

Dist	Cnty	Maint Sect	Structure Number	Features Intersected	Facility Carried	Location	Last Insp Date
06	186	15	06-186-0-0140-04-030	DRAW	IH 10 N FR	5.50 MI W OF US 190	10/16/2010
06	186	15	06-186-0-0140-04-031	BRANCH OF FOUR MILE DRAW	IH 10 N FR	3.20 MI W OF US 190	10/15/2010
06	186	15	06-186-0-0140-04-032	DRAW	IH 10 NFR	2.85 MI W OF US 190	11/18/2009
06	186	15	06-186-0-0140-04-034	DRAW	IH 10 ML & N FR	1.50 MI W OF US 190	10/16/2010
06	186	15	06-186-0-0140-04-035	DRAW	IH 10 NFR	0.50 MI W OF US 190	11/23/2009
06	186	15	06-186-0-0140-04-036	DRAW	IH 10 SFR	0.45 MI E OF US 190	11/18/2009
06	186	15	06-186-0-0140-04-037	DRAW	IH 10 S FR	1.2 MI SE OF US 190	10/15/2010
06	186	15	06-186-0-0140-04-076	DRAW	IH 10 S FR	2.10 MI SE OF US 190	10/15/2010
06	186	15	06-186-0-0140-04-182	DRAW	IH 10 WB	0.40 MI NW OF US 190	06/02/2009
06	186	15	06-186-0-0140-04-183	DRAW	IH 10 EB	0.40 MI NW OF US 190	06/02/2009
06	186	15	06-186-0-0140-04-184	DRAW	IH 10	0.10 MI NW OF US 190	06/02/2009
06	186	15	06-186-0-0140-04-185	IH 10	US 190	US 190 @ IH 10	11/18/2010
06	186	15	06-186-0-0140-04-187	DRAW	IH 10 SFR	0.05 MI W OF US 190	06/02/2009
06	186	15	06-186-0-0140-04-188	DRAW	IH 10 WB	0.40 MI E OF US 190	06/03/2009
06	186	15	06-186-0-0140-04-189	DRAW	IH 10 EB	0.40 MI E OF US 190	06/02/2009
06	186	15	06-186-0-0140-04-190	DRAW	IH 10 WB	1.20 MI E OF US 190	11/18/2009
06	186	15	06-186-0-0140-04-191	DRAW	IH 10 EB	1.15 MI SE OF US 190	06/03/2009
06	186	15	06-186-0-0140-04-192	DRAW	IH 10 N REST AREA	1.50 MI SE OF US 190	06/03/2009

Refresh List | New Bridge | Edit | Delete Bridge | Select All

34 bridges retrieved. | TXDOT-CITRIX | PONTISPD | AKOWALI | BRG | 02 | 02-23-2011 13:53:21

PonTex

File Edit Bridge Route Reports Tools Help

Structure Number:

Programming | Review | Assignments | Users | Company | Contracts | Clearance | Bridge Entry

Bridge List | Identification | Geometry | Structure | Loading | Inventory Route | Intersecting Route | Inspection & Appraisal | Element Condition | Components

Dist: 06 **Co:** 186 **Cont:** 0140 **Sect:** 04 **Maint Sec:** **Clearance Struc List** **Sys:** All **Brdg Status:** Active Reset Filter

Dist	Cnty	Maint Sect	Structure Number	Features Intersected	Facility Carried	Location	Last Insp Date	I
06	186	15	06-186-0-0140-04-030	DRAW	IH 10 N FR	5.50 MI W OF US 190	10/16/2010	03
06	186	15	06-186-0-0140-04-031	BRANCH OF FOUR MILE DRAW	IH 10 N FR	3.20 MI W OF US 190	10/15/2010	03
06	186	15	06-186-0-0140-04-032	DRAW	IH 10 NFR	2.85 MI W OF US 190	11/18/2009	03
06	186	15	06-186-0-0140-04-034	DRAW	IH 10 ML & N FR	1.50 MI W OF US 190	10/16/2010	03
06	186	15	06-186-0-0140-04-035	DRAW	IH 10 NFR	0.50 MI W OF US 190	11/23/2009	03
06	186	15	06-186-0-0140-04-036	DRAW	IH 10 SFR	0.45 MI E OF US 190	11/18/2009	03
06	186	15	06-186-0-0140-04-037	DRAW	IH 10 S FR	1.2 MI SE OF US 190	10/15/2010	03
06	186	15	06-186-0-0140-04-076	DRAW	IH 10 S FR	2.10 MI SE OF US 190	10/15/2010	03
06	186	15	06-186-0-0140-04-182	DRAW	IH 10 WB	0.40 MI NW OF US 190	06/02/2009	03
06	186	15	06-186-0-0140-04-183	DRAW	IH 10 EB	0.40 MI NW OF US 190	06/02/2009	03
06	186	15	06-186-0-0140-04-184	DRAW	IH 10	0.10 MI NW OF US 190	06/02/2009	03
06	186	15	06-186-0-0140-04-185	IH 10	US 190	US 190 @ IH 10	11/18/2010	03
06	186	15	06-186-0-0140-04-187	DRAW	IH 10 SFR	0.05 MI W OF US 190	06/02/2009	03
06	186	15	06-186-0-0140-04-188	DRAW	IH 10 WB	0.40 MI E OF US 190	06/03/2009	03
06	186	15	06-186-0-0140-04-189	DRAW	IH 10 EB	0.40 MI E OF US 190	06/02/2009	03
06	186	15	06-186-0-0140-04-190	DRAW	IH 10 WB	1.20 MI E OF US 190	11/18/2009	03
06	186	15	06-186-0-0140-04-191	DRAW	IH 10 EB	1.15 MI SE OF US 190	06/03/2009	03
06	186	15	06-186-0-0140-04-192	DRAW	IH 10 N REST AREA	1.50 MI SE OF US 190	06/03/2009	03

Refresh List | New Bridge | Edit | Delete Bridge | Select All

34 bridges retrieved. | TXDOT-CITRIX | PONTISPD | AKOWALI | BRG | 02 | 02-23-2011 13:54:22

PonTex

File Edit Bridge Route Reports Tools Help

Structure Number: 06-186-0-0140-04-185

Programming | Review | Assignments | Users | Company | Contracts | Clearance | Bridge Entry

Bridge List | Identification | Geometry | Structure | Loading | Inventory Route | Intersecting Route | Inspection & Appraisal | Element Condition | Components

Dist: **Co:** **Cont:** **Sect:** **Maint Sec:** ☐ **Clearance Struc List** **Sys:** All **Brdg Status:** Active Reset Filter

Dist	Cnty	Maint Sect	Structure Number	Features Intersected	Facility Carried	Location	Last Insp Date
01	060	03	01-060-0-0136-03-019	BARNETT SLOUGH	SH 24	1.50 MI E OF HUNT C/L	01/25/2009
01	060	03	01-060-0-0136-03-021	JERNIGAN CRK REL NO 2	SH 24	3.80 MI NE OF HUNT C/L	02/14/2009
01	060	03	01-060-0-0136-03-022	JERNIGAN CRK REL NO 1	SH 24	3.90 MI NE OF HUNT C/L	02/14/2009
01	060	03	01-060-0-0136-03-023	JERNIGAN CREEK	SH 24	4.0 MI NE OF HUNT C/L	02/14/2009
01	060	03	01-060-0-0136-03-026	HONEY CREEK	SH 24	1.10 MI NE OF FM 2890	01/25/2009
01	060	03	01-060-0-0136-03-027	JOHNS CREEK	SH 24	7.60 MI NE OF HUNT C/L	02/14/2009
01	060	03	01-060-0-0136-03-028	DOCTORS CREEK	SH 24	1.60 MI SE OF FM 64	02/16/2009
01	060	03	01-060-0-0136-03-057	BARNETT CREEK	SH 24	0.90 MI NE OF HUNT C/L	01/24/2009
01	060	03	01-060-0-0136-03-083	DRAIN	SH 24	0.70 MI NW OF FM 64	01/26/2009
01	060	03	01-060-0-0136-04-058	BIG CREEK	SH 24 SB	0.3 MI. WEST OF FM 128	11/09/2009
01	060	03	01-060-0-0136-04-059	E FORK BIG CREEK	SH 24 SB	0.8 MI E JCT SH24&FM128	11/09/2009
01	060	03	01-060-0-0136-04-061	NORTH BRUSHY CREEK	SH 24 SB	2.0 MI SW OF SH 19	11/09/2009
01	060	03	01-060-0-0136-04-062	LAKE CREEK	SH 19 WB	0.40 MI SE OF SH 19	02/15/2009
01	060	03	01-060-0-0136-04-079	N SULPHUR RIVER RELIEF	SH 19 EB	0.50 MI S OF LAMAR C/L	02/15/2009
01	060	03	01-060-0-0136-04-101	LAKE CREEK	SH 19 EB	0.40 MI SE OF SH 19	02/15/2009
01	060	03	01-060-0-0136-04-102	N SULPHUR RIVER RELIEF	SH 19 WB	0.50 MI S OF LAMAR C/L	02/15/2009
01	060	03	01-060-0-0136-04-126	BIG CREEK	SH 24 NB	0.30 MI W OF FM 128	02/15/2009
01	060	03	01-060-0-0136-04-127	EAST FORK BIG CREEK	SH 24 NB	0.80 MI E OF FM 128	02/16/2009

Refresh List | New Bridge | Edit | Delete Bridge | Select All

nvf_set_bridge_protection: BRG | TXDOT-CITRIX | PONTISPD | AKOWALI | BRG | 02 | 02-23-2011 13:44:37

PonTex

File Edit Bridge Route Inspection Reports Tools Help

Structure Number: 06-186-0-0140-04-185 **Find Item:** 002.0 District

Programming | Review | Assignments | Users | Company | Contracts | Clearance | Bridge Entry

Bridge List | Identification | Geometry | Structure | Loading | Inventory Route | Intersecting Route | **Inspection & Appraisal** | Element Condition | Components

11/18/2010 (A) Attachment(s) Exist

Schedule:

	Required Y / N:	Frequency:		Last Date:	
Routine Inspection:		(91): 12	mos	(90): 11/18/2010	mm/dd/yyyy
Fracture Critical Inspection / Req (92.1.1):	N-No	(92.1.2):	mos	(93.1):	mmyyyy
Underwater Inspection / Req (92.2.1):	N-No	(92.2.2):	mos	(93.2):	mmyyyy
Other Special Inspection / Req (92.3.1):	N-No	(92.3.2):	mos	(93.3):	mmyyyy

Special Flags:

Underwater Inspection (88.1): N-Underwater inspec
Fracture Critical Areas (88.2): NN-Structure without
Steel Type (88.3): N-Structure does not
Year Steel Painted (88.4):

Condition Ratings:

Deck Condition (58): 7-GOOD CONDITION
Superstructure Condition (59): 6-SATISFACTORY CONDITION
Substructure Condition (60): 7-GOOD CONDITION
Channel Condition (61): N-NOT APPLICABLE
Culvert Condition (62): N-NOT APPLICABLE

Appraisal Ratings - Entered:

Traffic Safety Bridge Railings (36.1): 1-Meet Current Accepta
Traffic Safety Transitions (36.2): 0-Does Not Meet Curre
Traffic Safety Approach Guardrail (36.3): 0-Does Not Meet Curre
Traffic Safety Approach Guardrail Ends (36.4): 0-Does Not Meet Curre
Roadway Approach Condition (65): 7-GOOD CONDITION
Waterway Adequacy (71): N-Not Applicable
Approach Roadway Alignment (72): 8-No Speed Reduction
Pier or Abatement Protection (111): Blank-Not Applicable
Scour Critical (113): N-Bridge Not Over Wat
Scour Plans of Action / Unknown Foundations (113.1): Blank-Not Applicable
Over Height Damage (128): Y-Damage to beam(s)

Appraisal Ratings - Calculated:

Structure Evaluation (67): 6-Meets Present Minimum 6
Deck Geometry (68): 9-Exceeds Present Desira 9
Vertical and Horizontal Underclearances (69): 6-Meets Present Minimum 6
Structurally Deficient /Functionally Obsolete (120):
Sufficiency Rating (121): 96.8

Routine Inspection					Approved		
06-186-0-0140-04-185	0014	RT	1	0	A	D	Joe S. Starkey, P.E.

Insp Cmt | Print | Insp Attach | Chng Log

nvf_set_bridge_protection: BRG | TXDOT-CITRIX | PONTISPD | AKOWALI | BRG | 02 | 02-23-2011 13:42:56

PonTex - Inspection Attachments for Structure: 06-186-0-0140-04-185 0014-RT-1-0

06-186-0140-04-185 Appraisal.pdf
06-186-0140-04-185 Follow Up.pdf
06-186-0140-04-185 Inspection.pdf
06-186-0140-04-185 Photos.pdf

Attachment Count: 4

Detail Notes:

Refresh List

Save Notes | Delete | Load | Display | Rename | Export | Export All

Bridge Inspection Record

Modified (12-5-2000)
for Microsoft Word 7.0, WIN95 & NT

District: 06 County: 186 Cont-Sec: 0140-04 Structure: 185 Route: US 190
Description: 4 Continuous Span PS Concrete I-Beam Bridge ~ 13 degree RFS
Feature Crossed: IH 10 Inspector's Signature: J. S. Starkey, P.E. Date: 11/18/2010
Company Name: Rio Engineering, Inc., Texas Registered Engineering Firm F-5556

N- Not applicable
9- Excellent condition
8- Very good condition - no problems noted
7- Good condition - some minor problems
6- Satisfactory condition - minor deterioration of structural elements (limited)
5- Fair condition - minor deterioration of structural elements (extensive)
4 Poor condition - deterioration significantly affects structural capacity
3- Serious condition - deterioration seriously affects structural capacity
2- Critical condition -bridge should be closed until repaired
1- Failing condition - bridge closed but repairable
0 Failed condition - bridge closed and beyond repair

Enter a rating for each element of each component. The rating should equal or exceed the minimum rating listed to the left of each element. Component ratings should equal the lowest rating of any element of the component. Fully supportive comments are to be made hereon or on attachments for all ratings of 7 or below.

Min.	Deck (Item 58)		Rating	
1	Deck -Rating	Concrete	7	1
6	Wearing Surface	Seal Coat	7	2
6	Joints, Expansion, Open		N	
6	Joints, Expansion, Sealed		7	3
6	Joints, Other		N	
6	Drainage System		8	
6	Curbs, Sidewalks & Parapets		N	
6	Median Barrier		N	
6	Railings	T201	7	4
7	Railing Protective Coating		8	
7	Delineation (curve Markers)		N	
	Other		N	

Min.	Superstructure (Item 59)		Rating	
0	Main Members - Steel		N	
0	Main Members - Concrete	PS I-Beams	6	1
0	Main Members - Timber		N	
0	Main Members - Connections		N	
1	Floor System Members		N	
1	Floor System Connections		N	
5	Secondary Members	Concrete Diaphragms	7	1
5	Secondary Members Connections	Bolts	8	
6	Expansion Bearings	Elastomeric	6	1
6	Fixed Bearings		N	
6	Steel Protective Coating		N	
	Other		N	
	Component Rating		6	

Comments:

1. Deck surface is not visible. Deck soffit has hairline (< 1/16" wide) transverse cracks. Deck overhangs have delaminations at the NE abutment. Total area ~ 4 SF.

2. Pavement has minor rutting and flushing.

3. Joint headers at both abutments have minor edge spalls and cracks. More extensive at the SW abutment. Joint seals have isolated failures and debonding.

4. Bridge rails have a few small delaminations due to corrosion of low cover rebar. Total area ~ 10 SF.

Comments:

1. The NW exterior beam over IH 10 EB has multiple spalls from overheight impact. Spall over the inside shoulder has one exposed and severed prestressing strand (see photo). Total area of spalled beam concrete from overheight impact is ~ 10 SF. Ends of beams 1, 2 and 4 at the SW abutment have ~ 1 SF spalls with exposed and corroded prestressing strands and stirrups (see photo). The SW span has ~ 1 3/4" lateral displacement to the NW (see photo). Lateral displacement of the span has caused excessive shear deformation and isolated deterioration in the SW abutment bearing pads (see photos) and spalling and cracking in the Bent 2 continuity diaphragms (see photos). The NE span also has slight lateral displacement of ~ 1/4" (see photo) with subsequent slight shear deformation of the NE abutment bearing pads (see photo).

CONTINUED UNDER ITEM 62 CULVERT:

District: 06 County: 186 Cont-Sec: 0140-04 Structure: 185 Route: US 190

Substructure (Item 60)

Min.			Rating	
0	Abutment Caps	Concrete	7	1
0	Above Ground		N	
0	Below Ground or Foundation		8	
5	Backwalls & Wingwalls	Concrete	7	1
0	Intermediate Supports			
	Caps - Concrete		7	2
	Caps - Steel		N	
	Caps - Timber		N	
	Above Ground - Concrete	Columns	7	3
	Above Ground - Steel		N	
	Above Ground -Timber		N	
	Above Ground - Masonry		N	
	Below Ground or Foundation		8	
5	Collision Protection System		N	
6	Steel Protective Coating		N	
	Component Rating		7	

Comments:

1. Abutment caps and backwalls have a few hairline vertical cracks. Backwalls have isolated insignificant spalls. The West wingwall has an ~ 1 SF spall due to lateral movement of the SW span. No exposed rebar.

2. Interior bent caps have hairline flexure and shear cracks.

3. Columns have a few hairline flexure (horizontal) cracks.

Channel (Item 61)

Min.		Rating
0	Channel Banks	N
0	Channel Bed	N
5	Rip Rap, Toe Walls & Aprons	N
5	Dikes	N
5	Jetties	N
5	Other	N
	Component Rating	N

Comments:

Culvert (Item 62)

Min.		Rating
0	Top Slabs	N
0	Bottom Slabs or Footing	N
0	Abutments & Intermediate Supports	N
5	Headwalls & Wingwalls	N
	Other	N
	Component Rating	N

Comments: ITEM 59 SUPERSTRUCTURE CONTINUED:

1 (cont). Lateral displacement of 1" at the SW abutment was first reported in the 1990 inspection. Measurements of the displacement at the SW abutment have not changed significantly since the 1998 inspection. Displacement and distress was most likely caused by improper provision for expansion of the skewed continuous unit or by interference of expansion by debris filled joints prior to joint retrofit.

Approaches (Item 65)

Min.			Rating	
0	Embankments		8	
4	Embankment Retaining Walls		N	
5	Slope Protection		7	1
5	Roadway	Seal Coat	7	2
6	Relief Joints		N	
6	Drainage		8	
6	Guardfence	Obsolete MBGF	8	
7	Delineation		8	
7	Sight Distance		8	
	Other		N	
	Component Rating		7	

Comments:

1. Riprap has a few small spalls at corners. South drain is separated from the wingwall ~ 1".

2. Pavement has minor flushing and rutting.

Miscellaneous

Min.		Rating	
7	Signs	8	1
7	Illumination	N	
7	Warning Devices	N	
7	Utility Lines	N	
	Other	N	

Comments:

1. Vertical Clearance Signs:
   16'-4" over IH 10 EB
   17'-8" over IH 10 WB

PonTex - Inspection Attachments for Structure: 06-186-0-0140-04-185 0014-RT-1-0

06-186-0140-04-185 Appraisal.pdf
06-186-0140-04-185 Follow Up.pdf
06-186-0140-04-185 Inspection.pdf
06-186-0140-04-185 Photos.pdf

Attachment Count: 4

Detail Notes:

Refresh List

Save Notes | Delete | Load | Display | Rename | Export | Export All

Bridge Appraisal Worksheet

District: 06 County: 186 Cont-Sec: 0140 - 04 Structure: 185 Route: US 190
Description: 4 Span Continuous PS Concrete I-Beam Bridge
Feat-Xed: IH 10 Inspector's Signature: J.S. Starkey, P.E. Date: 11/18/10
Firm Name: Rio Engineering, Inc.

TRAFFIC SAFETY FEATURES (ITEM 36)

Bridge Railing (1st Digit)
Type T201, Concrete Parapet Rail
Rating **1**

Transition (2nd Digit)
Flexbeam Not Nested, Steel Blockouts
Rating **0**

Approach Guardrail (3rd Digit)
Steel Blockouts
Rating **0**

Guardrail Terminal (4th Digit)
Terminals do not meet current standards.
Rating **0**

STRUCTURAL EVALUATION (ITEM 67)

Non-Culvert:
(Item 59) Superstructure = 6
(Item 60) Substructure = 7

Culvert Only:
(Item 62) Culvert = N **6**

ADT = 960

Inventory Rating = HS 20 **8**

Rating **6**

DECK GEOMETRY (ITEM 68)

2 Lanes 2-Way Traffic
Roadway Width (Item 51) = 40.6 FT (Table 2A) **9**

Designated Level of Service (Item 5.3) = 1

Functional Classification (Item 26) = 03
Arterial (Rural or Urban)

Vertical Clearance (Item 53) = 99' - 99"
(Table 2E) **9**

Rating **9**

UNDERCLEARANCES (ITEM 69)

Controlled Access Lanes or Connectors
Minimum Vertical
Underclearance (Item 54) = 16' - 7" **6**

1-Way Main Lanes (Controlled Access)
Underpass Lat. Clearance (Table 3B): **9**
Right Lateral (Item 55) = 32.7'
Left Lateral (Item 56) = 52.0'
Rating **6**

BRIDGE POSTING (ITEM 70)

Operating Rating = HS 27
Rating **5**

WATERWAY ADEQUACY (ITEM 71)

Bridge does not cross waterway.
Rating **N**

APPROACH ROADWAY ALIGN. (ITEM 72)

Regulatory Speed: 45 mph
Rating **8**

Item 5.3
Designated Level of Service

Code	Description
0	None of the Below
1	Mainlane
2	Alternate
3	Bypass
4	Spur
5	Toll Road
6	Business
7	Ramp, Connector, etc.
8	Service and/or Unclassified Frontage Road
9	Truck Route

Item 26
Functional Classification

	Urban Code			Functional System	Rural Code
Population (X 1000)	5-50	50-199	200+		
	11	21	41	Interstate	01
	12	22	42	Other Freeway & Expressway	-
	13	23	43	Other Principal Arterial	02
	14	24	44	Arterial	03
	15	25	45	Collector	
	-	-	-	Major	04
	-	-	-	Minor	05
	16	26	46	Local	06

PonTex - Inspection Attachments for Structure: 06-186-0-0140-04-185 0014-RT-1-0

06-186-0140-04-185 Appraisal.pdf
06-186-0140-04-185 Follow Up.pdf
06-186-0140-04-185 Inspection.pdf
06-186-0140-04-185 Photos.pdf

Attachment Count: 4

Detail Notes:

Refresh List

Save Notes | Delete | Load | Display | Rename | Export | Export All

DATE: 18 NOV 2010
COUNTY: 186
CONT-SEC: 0140-04
STR: 185

ROADWAY OVER BRIDGE

Looking Northeast

ELEVATION

Looking Northeast

Click to go to the next page in the document

DATE: 18 NOV 2010
COUNTY: 186
CONT-SEC: 0140-04
STR: 185

FEATURE CROSSED
IH 10 WB
Looking Northwest

OVERHEIGHT IMPACT

Looking Southeast

NOTE: 1. NW exterior beam over IH 10 EB.
2. Approximately 2 SF spall with one exposed and severed prestressing strand.

PonTex - Inspection Attachments for Structure: 06-186-0-0140-04-185 0014-RT-1-0

06-186-0140-04-185 Appraisal.pdf
06-186-0140-04-185 Follow Up.pdf
06-186-0140-04-185 Inspection.pdf
06-186-0140-04-185 Photos.pdf

Attachment Count: 4

Detail Notes:

Refresh List

Save Notes | Delete | Load | Display | Rename | Export | Export All

Texas Department of Transportation

Modified (12-5-2000)
for Microsoft Word 7.0, WIN95 & NT

Bridge Inspection Follow-up Action Worksheet

District: 06 County: 186 Cont-Sec: 0140-04 Structure: 185 Route: US 190
Feature Crossed: IH 10 Inspector's Signature: J.S. Starkey, P.E. Date: 11/18/10
Company Name: Rio Engineering, Inc. F-5556 Maintenance Section: 15 Bridge Type: A

Reference Features:

1. Roadway – Wearing Surface	5. Superstructure – Bearings	9.Substructure – Other	13.Structural Paint System
2. Roadway – Deck	6. Superstructure – Other	10.Channel & Channel Protection	14.Vertical Clearance Signs
3. Roadway – Other	7.Substructure – Abutments	11.Retaining Walls or Rip Rap	15.Other -
4. Superstructure – Main Member	8.Substructure – Bents & Piers	12.Approaches	

Ref. Feat.	Action / Comments	1085 Ratings
4	Repair overheight impact spall with exposed and severed strand in the NW exterior beam of	6
	Span 2 and the end spalls in Beams 1, 2 & 4 at the SW abutment in accordance with Item	
	788 of the Standard Specifications for Construction & Maintenance of Highways, Streets	
	and Bridges. Install Bridge Protective Assembly on the NW exterior beam over IH 10 EB.	
5	Replace the SW abutment elastomeric bearing pads.	6

Include on following lists: ☐ - Overht. Load Damage (☐ - Unrepaired Damage ☐ - Repaired Damage ☐ - Insignificant Damage)

☐ - 2 Column Bent (G.S.)	☐ - Pin & Hanger	☐ - Scour Critical	☐ - Floating Bearing Pads
☐ - Element Rating 4 or Less	☐ - Fracture Critical	☐ - Underwater Inspection	☐ - Box Beam w/Cracks
☐ - Special Access Inspection	☐ - Load Posting	☐ - Vertical Clearance Sign Adjustment	☐ - Culvert blocked w/Silt
☐ - Delayed Ettringite Formation	☐ -	☐ -	☐ -

PonTex

File Edit Bridge Route Inspection Reports Tools Help

Structure Number: 06-186-0-0140-04-185 **Find Item:** 002.0 District

Programming | Review | Assignments | Users | Company | Contracts | Clearance | Bridge Entry

Bridge List | Identification | Geometry | Structure | Loading | Inventory Route | Intersecting Route | **Inspection & Appraisal** | Element Condition | Components

11/18/2010 (A) Attachment(s) Exist

Schedule:

	Required Y / N:	Frequency:		Last Date:	
Routine Inspection:		(91): 12	mos	(90): 11/18/2010	mm/dd/yyyy
Fracture Critical Inspection / Req (92.1.1):	N-No	(92.1.2):	mos	(93.1):	mmyyyy
Underwater Inspection / Req (92.2.1):	N-No	(92.2.2):	mos	(93.2):	mmyyyy
Other Special Inspection / Req (92.3.1):	N-No	(92.3.2):	mos	(93.3):	mmyyyy

Special Flags:

Underwater Inspection (88.1): N-Underwater inspec
Fracture Critical Areas (88.2): NN-Structure without
Steel Type (88.3): N-Structure does not
Year Steel Painted (88.4):

Condition Ratings:

Deck Condition (58): 7-GOOD CONDITION
Superstructure Condition (59): 6-SATISFACTORY CONDITION
Substructure Condition (60): 7-GOOD CONDITION
Channel Condition (61): N-NOT APPLICABLE
Culvert Condition (62): N-NOT APPLICABLE

Appraisal Ratings - Entered:

Traffic Safety Bridge Railings (36.1): 1-Meet Current Accepta
Traffic Safety Transitions (36.2): 0-Does Not Meet Curre
Traffic Safety Approach Guardrail (36.3): 0-Does Not Meet Curre
Traffic Safety Approach Guardrail Ends (36.4): 0-Does Not Meet Curre
Roadway Approach Condition (65): 7-GOOD CONDITION
Waterway Adequacy (71): N-Not Applicable
Approach Roadway Alignment (72): 8-No Speed Reduction
Pier or Abatement Protection (111): Blank-Not Applicable
Scour Critical (113): N-Bridge Not Over Wat
Scour Plans of Action / Unknown Foundations (113.1): Blank-Not Applicable
Over Height Damage (128): Y-Damage to beam(s)

Appraisal Ratings - Calculated:

Structure Evaluation (67): 6-Meets Present Minimum 6
Deck Geometry (68): 9-Exceeds Present Desira 9
Vertical and Horizontal Underclearances (69): 6-Meets Present Minimum 6
Structurally Deficient /Functionally Obsolete (120):
Sufficiency Rating (121): 96.8

Routine Inspection	Approved						
06-186-0-0140-04-185	0014	RT	1	0	A	D	Joe S. Starkey, P.E.

Insp Cmt | Print | Insp Attach | Chng Log

Ready | TXDOT-CITRIX2 | PONTISPD | AKOWALI | BRG | 02 | 02-24-2011 11:07:53

BRIDGE I.D.: 06 - 186 - 0140 - 04 - 185
District - County - Control - Section - Structure No.

ELEMENTS (BMS)
TEXAS DEPARTMENT OF TRANSPORTATION

S/B No.	Elmt No.	Unit	Description	Total	CONDITION STATE 1	2	3	4	5
Ap1	321	EA	Approach Slab - Reinforced Concrete	1	1				
Ap1	340	LF	Approach Rail - Metal	300	300				
Ab1	215	LF	Abutment - Reinforced Concrete	44	37	7			
Ab1	270	EA	Wing Wall - Reinforced Concrete	2	1	1			
Ab1	272	EA	Rip Rap Slope Protection - Reinforced Concrete	1		1			
Ab1	301	LF	Pourable Joint Seal	44		44			
Ab1	310	EA	Elastometric Bearing	5			5		
S1	12.1	EA	Conventionally Formed	1	1				
S1	61	EA	Two-Course Surface Treatment	1		1			
S1	109.1	LF	Types A, B, C, 54", 72", IV and VI Beams	275	272		3		
S1	166	EA	Secondary Members - Reinforced Concrete	6	6				
S1	331	LF	Bridge Rail - Reinforced Concrete	110	108	2			
B2	205.1	EA	Column or Pile Extension - Reinforced Concrete --	3		3			
B2	234	LF	Bent Cap - Reinforced Concrete	41	39	2			
B2	310	EA	Elastometric Bearing	10	10				
S2	12.1	EA	Conventionally Formed	1	1				
S2	61	EA	Two-Course Surface Treatment	1		1			
S2	109.1	LF	Types A, B, C, 54", 72", IV and VI Beams	575	564	10	1		
S2	166	EA	Secondary Members - Reinforced Concrete	8	4	4			
S2	331	LF	Bridge Rail - Reinforced Concrete	230	228	2			
B3	205.1	EA	Column or Pile Extension - Reinforced Concrete --	3	3				
B3	234	LF	Bent Cap - Reinforced Concrete	41	39	2			
B3	310	EA	Elastometric Bearing	10	10				
S3	12.1	EA	Conventionally Formed	1	1				
S3	61	EA	Two-Course Surface Treatment	1		1			
S3	109.1	LF	Types A, B, C, 54", 72", IV and VI Beams	575	575				
S3	166	EA	Secondary Members - Reinforced Concrete	8	4	4			
S3	331	LF	Bridge Rail - Reinforced Concrete	230	228	2			
B4	205.1	EA	Column or Pile Extension - Reinforced Concrete --	3	3				
B4	234	LF	Bent Cap - Reinforced Concrete	41	41				
B4	310	EA	Elastometric Bearing	10	10				
S4	12.1	EA	Conventionally Formed	1	1				
S4	61	EA	Two-Course Surface Treatment	1		1			
S4	109.1	LF	Types A, B, C, 54", 72", IV and VI Beams	275	274	1			
S4	166	EA	Secondary Members - Reinforced Concrete	6	6				
S4	331	LF	Bridge Rail - Reinforced Concrete	110	108	2			
Ab5	215	LF	Abutment - Reinforced Concrete	44	40	4			

TxDOT Element Inspection Summary Listing

Structure: 06-186-0-0140-04-185 **Description:** 4 Continuous Span P.S. Concrete I-Beam Bridge (55', 115', 115', 55')
Location: US 190 @ IH 10 **Company:** Rio Engineering, Inc.
Facility: US 190 **Inspector:** Joe S. Starkey, P.E. **Inspection Date:** 11/18/2010
Length: 340 **Width:** 42.3 **Area:** 14382 sq. ft. **Inspection:** 06-186-0-0140-04-185:0014-RT-1-0

General Comment

Element	Smart Flag	Description / Comment	Units	Total	Cond 1	Cond 2	Cond 3	Cond 4	Cond 5
12.1		Conventionally Formed	EA	4	4	0	0	0	0
	404	Soffit - Underside of Concrete Decks and Slabs		4	4	0	0	0	0
61		Two-Course Surface Treatment	EA	4	0	4	0	0	0
		Pavement has minor rutting and flushing							
109.1		Types A, B, C, 54", 72", IV and VI Beams	LF	1700	1685	11	4	0	0
	408	Impact Damage - Prestressed Concrete Beams		1	0	1	0	0	0
		SE exterior beam has an end delamination at the NE abutment.							
166		Secondary Members - Reinforced Concrete	EA	28	20	8	0	0	0
		Continuity diaphragms over bent 2 have cracking and spalling at beam ends and on outside edges due to lateral displacement of the SW span.							
205.1		Column or Pile Extension - Reinforced Concrete -- Column	EA	9	6	3	0	0	0
		Columns have hairline horizontal (flexure) cracks due to continuous unit expansion forces.							
215		Abutment - Reinforced Concrete	LF	88	77	11	0	0	0
		Abutment caps and backwalls have isolated hairline vertical cracks and insignificant spalls.							
234		Bent Cap - Reinforced Concrete	LF	123	119	4	0	0	0
		Hairline flexure and shear cracks.							
270		Wing Wall - Reinforced Concrete	EA	4	3	1	0	0	0
		West wingwall has an ~ 1 SF spall with no exposed rebar due to lateral movement of the SW span.							
272		Rip Rap Slope Protection - Reinforced Concrete	EA	2	0	2	0	0	0
		Riprap has minor spalls. The South drain is separated from the wingwall ~ 1".							
301		Pourable Joint Seal	LF	88	0	88	0	0	0
		Grout headers have edge spalls and cracks. Joint seals have isolated failures and debonding.							
310		Elastometric Bearing	EA	40	30	5	5	0	0
		Excessive shear deformation of the SW abutment bearing pads due to lateral displacement of the Span 1. NW exterior pad at the SW abutment is deteriorated on the inside edge exposing steel plates.							
321		Approach Slab - Reinforced Concrete	EA	2	2	0	0	0	0
331		Bridge Rail - Reinforced Concrete	LF	680	672	8	0	0	0
		Rails have isolated delaminations due to corrosion of low cover rebar.							

Texas Department of Transportation
Bridge Division
PonTex Detail Bridge Report

STRUCTURE NUMBER: 06-186-0-0140-04-185 0014 RT 1 0
INSPECTION STATUS: Approved
(006-1) FEATURE: IH 10

(007-0) FACILITY: US 190
(009-0) LOCATION: US 190 @ IH 10

ITEM #	DESCRIPTION	VALUE
(005-1)	STRUCTURE FUNCTION	2
(004-0)	CITY CODE	00000
(005-2)	HWY. SYS	11
(005-3)	RT. DESIGN	1
(005-4)	HWY NO	0010
(005-5)	ROUTE DIR	0
(006-2)	CRIT. BRDG	
(010-0)	RT.MIN VERT CLR	17FT 11IN
(011-0)	MI-POINT	85.690
(011-1)	MIPT DATE (PRI)	197902
(011-2)	REF-MKR and DISP	0307 +00206
(011-A1)	MIPT DATE (IR)	198506
(012-0)	BASE HWY NETWORK	
(013-1)	LRS INVENTORY	
(013-2)	LRS SUB RT.	
(016-0)	LATITUDE (D / M / S)	30° 52' 07.94"
(016-1)	GPS LAT (DEG.)	30.86887317
(017-0)	LONGITUDE (D / M / S)	102° 05' 37.60"
(017-1)	GPS LONG (DEG.)	102.09377641
(017-2)	COLLECTION METHOD	4
(019-0)	BYPASS LENGTH	0
(020-0)	TOLL	3
(021-0)	MAINT. RESPON	01
(022-0)	OWNER	01
(022-1)	MAINT.SECT NO	15
(023-1)	PROJECT TYPE	1
(023-2)	CONT / SECT / JOB	0140-04-013
(026-0)	FUNCT.CLASS	01
(027-0)	YR ORGIN BUILT	1978
(028-1)	LANES ON STR	02
(028-2)	LANES UNDER STR	04
(029-0)	AADT	6350
(030-0)	YR OF AADT	2009
(031-0)	DESIGN LOAD	5
(032-0)	APPROACH WIDTH	40
(033-0)	MEDIAN	0
(034-0)	SKEW	13
(035-0)	STR.FLARED	0
(036-0)	TRAF.SAFETY FEAT	1000
(037-0)	HISTORICAL SIGNIF	5
(038-0)	NAVIG CNTL	N
(039-0)	NAVIG VERT CLR	0
(040-0)	NAVIG HORIZ CLR	0
(041-0)	OPER.STATUS	A
(041-1)	LOAD TYPE	N
(041-2)	LOAD IN 1000 LBS	NNN
(042-0)	TYPE SERVICE	11
(043-1)	MAIN SPAN TYPE	2131
(043-2)	MAJ.APP SPAN TYPE	
(043-3)	MIN.APP SPAN TYPE	
(043-4)	CULVERT TYPE	
(043-5)	TUNNEL TYPE	
(044-1)	SUBSTR MAIN SPAN	341
(044-2)	SUBSTR MAJ APP SPAN	
(044-3)	SUBSTR MIN APP SPAN	
(045-1)	NO.MAIN SPAN	4

ITEM #	DESCRIPTION		VALUE
(045-2)	NO.MAJ APPR SPAN		
(045-3)	NO.MIN APPR SPAN		
(046-0)	TOTAL NUMBER SPANS		4
(047-0)	TOTAL HORIZ CLR		050.2
(048-0)	MAX.SPAN LENGTH		115
(049-0)	STR.LENGTH		340
(050-1)	LEFT SIDEWALK		00.0
(050-2)	RIGHT SIDEWALK		00.0
(051-0)	ROADWAY WIDTH		040.6
(052-0)	DECK WIDTH		042.3
(053-0)	VERT.CLR OV		99FT 99IN
(054-1)	VERT.CLR REF FEAT		H
(054-2)	VERT.CLR UND		16FT 07IN
(055-1)	LAT.CLR REF FEAT		H
(055-2)	RIGHT LAT CLEAR		32.7
(056-0)	LEFT LAT CLEAR		52.0
(058-0)	DECK COND		7
(059-0)	SUPERSTR COND		6
(060-0)	SUBSTR COND		7
(061-0)	CHANN-PROTECT		N
(062-0)	CULVERT		N
(063-0)	METHOD OPR.RATING		1
(064-0)	OPERATIONAL RATING		249
(065-0)	RDWY APPR COND		7
(065-1)	METHOD INV.RATING		1
(066-0)	INVENTORY RATING		236
(067-0)	STR.EVALUATION	6	6
(068-0)	DECK GEOMETRY	9	9
(069-0)	UND.CLR VERT / HORIZ	6	6
(070-0)	BRIDGE POSTING		5
(071-0)	WATERWAY ADEQUACY		N
(072-0)	APPR RDWY ALIGH		8
(075-0)	TYPE WORK-REPLACE		
(076-0)	LENGTH IMPROVEMENT		0
(088-0)	ST-FRAC-CRIT/STEEL		NNNN
(090-0)	LAST INSP(MMDDYYYY)		11/18/2010
(091-0)	DESIGNAT INSP FREQ		12
(092-1)	FRACT/CRITI DETAIL		N
(092-2)	UNDERWATER INSP		N
(092-3)	OTHER SPECIAL INSP		N
(093-1)	FRACT/CRITI (MMYYYY)		
(093-2)	UN/WATER INSP (MMYYYY)		
(093-3)	OT/SPEC.INSP (MMYYYY)		
(094-0)	BDG IMPROVE COST		
(095-0)	RDWY IMPROVE COST		
(096-0)	TOTAL PROJECT COST		000000
(097-0)	YR IMPROVE COST EST		
(098-0)	BORDER BRIDGE		
(099-0)	BORDER STR NO		
(100-0)	DEFENSE HWY DESIGN		1
(101-0)	PARALLEL STR DESIGN		N
(102-0)	DIR OF TRAFFIC		2
(103-0)	TEMP STR DESIGN		
(104-0)	N H S		1
(105-0)	FED LANDS HWY		0
(106-0)	YR RECONST		0

ITEM #	DESCRIPTION	VALUE
(106-1)	WIDENING CODE	0
(107-1)	DECK STR TYPE MAIN SPAN	1
(108-1)	MAIN SPAN WEAR SF	688
(107-2)	STR.TYP MAJ APP SP	N
(108-2)	MAJ.APP SPN WEAR SF	NNN
(107-3)	STR.TYP MIN APP SP	N
(108-3)	MIN.APP SPN WEAR SF	NNN
(109-0)	AADT TRK PRECENT	41
(110-0)	DESIGN NATION NETWORK	1
(111-0)	PIER/ABUT PROTECT	
(112-0)	NBIS BRIDGE LENGTH	Y
(113-0)	SCOUR CRITI BRDG	N
(113-1)	SCOUR VULNERABILITY	
(114-0)	FUTURE AADT	9650
(115-0)	FUTURE AADT YEAR	2029
(116-0)	MIN.NAVIG VERT CLR	
(119-0)	COST ORIGN CONSTR	
(120-0)	DEFI / OBSO / 10YR RULE	
(121-0)	SUFF.RATING	096.8
(122-0)	X-REF. PRIMARY RT ID	
(123-0)	X-REF STR FUNC PRIMARY RT	
(124-0)	X-REF IR ID	
(125-0)	X-REF STR FUNC IR	
(126-0)	DIST USE	
(128-0)	OV HEIGHT DAMAGE	Y
(008-4A)	IR.CONTROL	0229
(008-5A)	IR.SECTION	06
(011-0A)	IR.MILEPOINT	05.088
(008-6A)	IR.STR NO	185
(008-3A)	IR.DUPL OVER	0
(005-1A)	IR.FUNCTION	1
(005-3A)	IR.DESIGNAT	1
(005-2A)	IR.HWY SYS	12
(005-4A)	IR.HWY NO	0190
(005-5A)	IR.DIR	0
(011-2A)	IR.REF-MKR / DISP	0276 +00074
(047-0A)	IR.HORIZ CLR	40.6
(010-0A)	IR.RT.MIN VERT CLR	99FT 99IN
(012-0A)	IR.BASE HWY NETWK	
(013-1A)	IR.LRS HWY	
(013-2A)	IR.LRS SUB RT	
(019-0A)	IR.BYPASS LGTH	16
(020-0A)	IR.TOLL	3
(026-0A)	IR.FUNCT CLASS	03
(029-0A)	IR.AADT	720
(030-0A)	IR.YEAR OF ADT	2009
(100-0A)	IR.DEF HWY DESIGN	0
(101-0A)	IR.PAR STR DESIG	N
(102-0A)	IR.DIR OF TRAF	2
(103-0A)	IR.TEMP STR DESIGN	
(104-0A)	IR.N H S	0
(109-0A)	IR.AADT TRK PCT	24
(110-0A)	IR.DESIG NAT NETWK	0
(114-0A)	IR.FUTURE AADT	1010
(115-0A)	IR.YEAR OF AADT	2029

Texas Department of Transportation

Modified (12-7-2000)
for Microsoft Word 7.0, WIN95 & NT

Channel Cross-Section Measurements Record

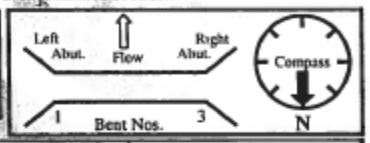
District: 18 County: 043 Cont-Sec: F003-85 Structure 002 Route: Exchange Parkway

Feature Crossed: Rowlett Creek

If measurements were taken with any device other than a drop line or tape measure, please describe method in comment section.

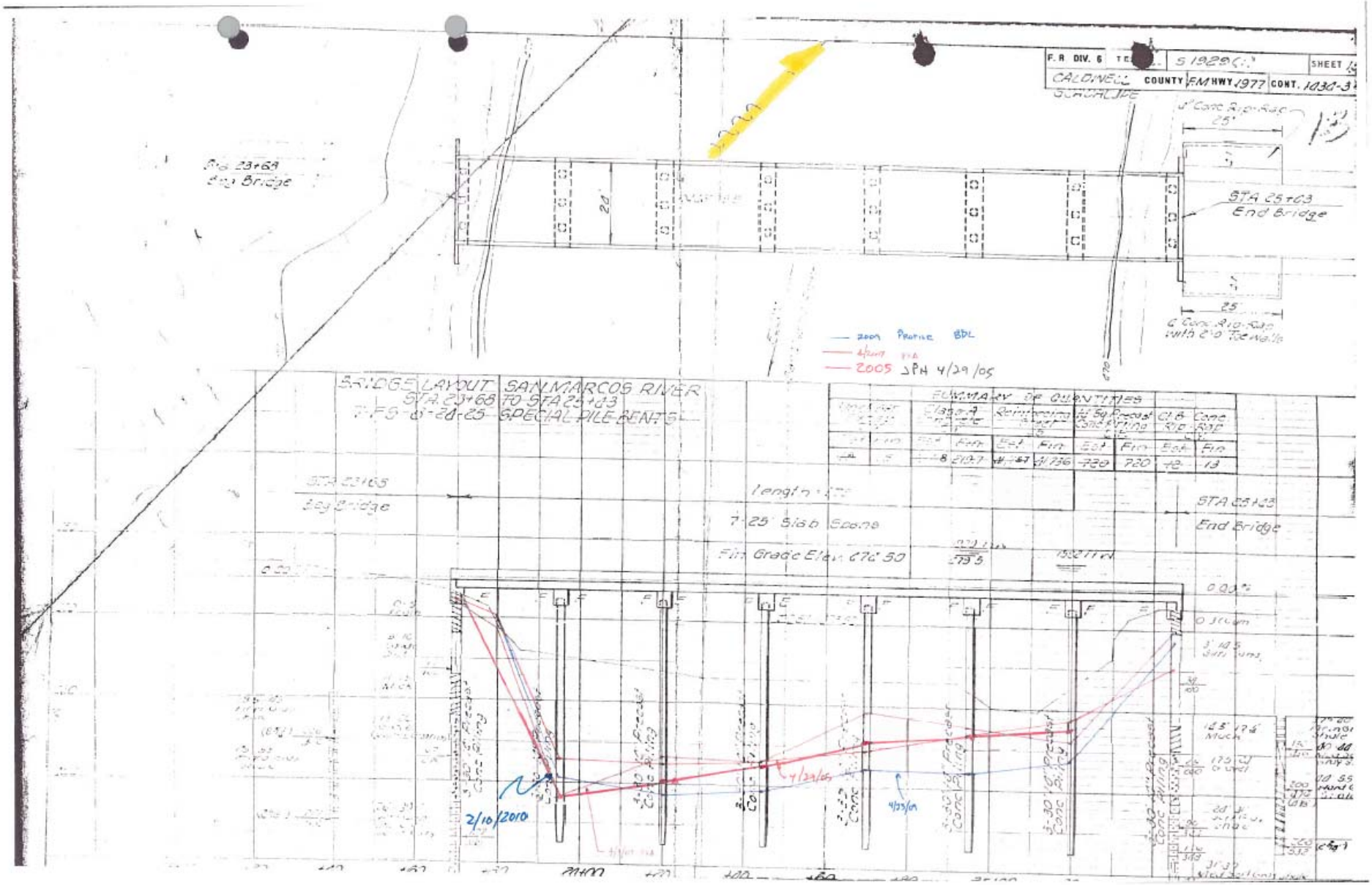
Reference Features:

A. Top of Railing	B. Edge of Deck	C. Top of Curb	D. Top of Parapet
E. Sidewalk	F. Top of Cap	G. Water Surface	H. Channel
I. Rigid Rip-Rap	J. Rubble Rip-Rap	K.	L.



Bent #	Notes (Item 44)	Total Horiz. Dist.	R-XYZ Engineering															
			Company Name				Company Name				Company Name				Company Name			
			Date: 3/26/2002				Date:				Date:				Date:			
			☒ Upstream ☐ Downstream				☐ Upstream ☐ Downstream				☐ Upstream ☐ Downstream				☐ Upstream ☐ Downstream			
			Distance from Last Bent	Top Ref.	Bot. Ref.	Vertical Distance	Distance from Last Bent	Top Ref.	Bot. Ref.	Vertical Distance	Distance from Last Bent	Top Ref.	Bot. Ref.	Vertical Distance	Distance from Last Bent	Top Ref.	Bot. Ref.	Vertical Distance
1	East Abut.	0'	0'	B	H	4.0'												
			6'	B	H	10.8'												
			16'	B	H	17.2'												
			25'	B	H	19.0'												
2		39'	39'	B	H	17.5'												
			15.5'	B	H	14.5'												
3	West Abut.	69.5'	30.5'	B	H	12.												

EXAMPLE


F.R. DIV. 6
S 1929
SHEET
CALDWELL
COUNTY
FM HWY 1977
CONT. 1030-3
SCALE 1/8"
Sta 23+68
Beg Bridge
STA 25+63
End Bridge
25'
6" Conc Rip-Rap
with 2'-0" Toe Walls
2009 Profile BDL
2005 JPH 4/29/05
BRIDGE LAYOUT SAN MARCOS RIVER
STA 23+68 TO STA 25+63
7-FS-8-28-25 SPECIAL PILE BENTS
SUMMARY OF QUANTITIES
Class A Concrete
Reinforcing Steel
Precast Conc Piling
Cl B Conc Rip-Rap
Est
Fin
219.7
41.736
720
720
13
STA 23+68
Beg Bridge
length
7-25' Slab Spans
Fin Grade Elev 676.50
STA 25+63
End Bridge
2/10/2010
4/29/05
4/29/05
Precast Conc Piling
Mock
Gravel
Hand Shale
Steel Soil Conc Shale

Texas Department of Transportation

Modified (12-5-2000)
For Microsoft Word 7.0, Win95 & NT

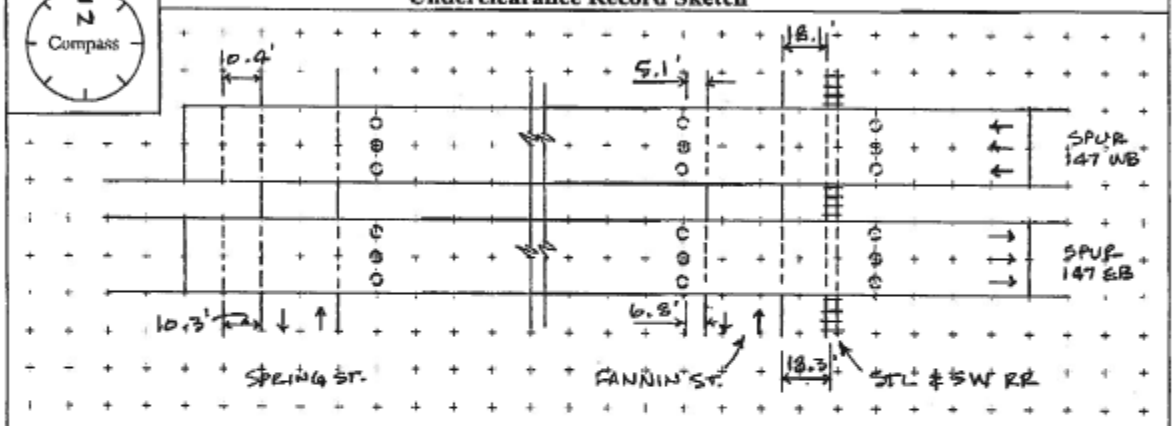
Underclearance Record

District: 10 County: 212 Cont-Sec: 0190-08 Structure 041/ 042 Route: Spur 147 WB/ EB

Feature Crossed: STL & SW RR, Spring, Fannin Inspector's Signature: [illegible] Date: 02/26/07

Company Name: Clear Span Engineering, Inc.

Underclearance Record Sketch



Place an "X" at the location of minimum vertical under-clearances on the sketch

Controlling Item No.:	54.2 - Min. Vertical Clearance	10 or 10A - Max. 10' Wide Vertical Clearance	55.2 - Right Lateral Clearance	56 - Left Lateral Clearance	47 or 47A - Total Horizontal Clearance

Reference Features:

A. Beam C. Cap E. Guard fence G. Pile I. Toe of >3:1 Slope K. Middle of Yellow Stripe M. Centerline of Tracks O. ____

B. Slab D. Railing F. Column H. Curb J. Barrier L. Middle of White Stripe N. ____ P. ____

Feature Xed →	Spring St.			Fannin St.			STL & SW Railroad					
PSN: 0190-08-041	Field Data	Refer.	Item No.	Field Data	Refer.	Item No.	Field Data	Refer.	Item No.	Field Data	Refer.	Item No.
Right Lateral Clearance	10.4'	H-I	-	5.1'	F-H	55.2	18.1'	F-M	-			
Left Lateral Clearance	-	-	-	-	-	-	-	-	-			
Total Horizontal Clr	32.2'	H-H	-	32.2'	H-H	-	-	-	-			
Max Practical Vert Clr	-	-	-	-	-	-	-	-	-			
Min Measured Vert Clr	-	-	-	-	-	-	-	-	-			
Signed Vertical Clr	14'-8"	-	Tolerance	-	-	Tolerance	-	-	Tolerance			Tolerance

PSN: 0190-08-042	Field Data	Refer.	Item No.	Field Data	Refer.	Item No.	Field Data	Refer.	Item No.	Field Data	Refer.	Item No.
Right Lateral Clearance	10.3'	H-I	-	6.8'	F-H	55.2	18.3'	F-M	-			
Left Lateral Clearance	-	-	-	-	-	-	-	-	-			
Total Horizontal Clr	32.2'	H-H	-	32.2'	H-H	-	-	-	-			

Other Correspondence

- Damage Inspection Information
- Repair Details
- Condition Surveys
- Other

Records associated with a Bridge

- Plan sheets
- Load Rating Information
- Load Posting Information
- Other correspondence

Plan sheets will have to scanned in or imported in from Plans On-line.

Only “pertinent” sheet should imported

- Hydraulic information
- Some shop drawings (prestressed beams)
- No traffic control information

Page Navigation

Simple Span Steel Stringer Bridge Rating

See *Manual for Condition Evaluation of Bridges* (MCEB) for more information regarding the proper procedures and material engineering properties to use in the load rating of bridges. **Use of this spreadsheet requires the judgement and oversight of a professional engineer licensed in the State of Texas. Ratings should include historical plans and specifications derived material properties, along with any structural deterioration that affects the load capacity of the structure.**

System Information	
Date:	01/05/11
Rating Engineer's Initials:	GAB
Program Version:	08272007

Bridge Information	
District:	Pharr (21)
County:	Zapata (253)
Structure # :	0038-02-037
® CSJ:	0038-02-002
Year Built:	1937
Location:	US 83 Arroyo Dolores Bridge

® Cont-Sec-Job used for this analysis

USER STRUCTURAL DATA INPUT TABLE	
Overall Span (ft):	52.000
Slab Thickness (in):	7.500
Beam Spacing (ft):	6.938
Misc Non-Comp Dead Load per Beam (k/ft):	0.030
Misc Comp Dead Load per Beam (k/ft):	0.000
Top Cover Plate Width (in):	0.000
Top Cover Plate Thickness (in):	0.000
Bottom Cover Plate Width (in):	0.000
Bottom Cover Plate Thickness (in):	0.000
Span Bearing Length Deduct (ft):	1.25
F_y (ksi):	33.00
f'_c (ksi):	2.50
Overlay (in):	0.00
Slab Embedment (in):	0.00
Composite Action (y/n):	n

Recommended Material Properties	
Fy (ksi): 33.0	f'c (ksi): 2.5

¶ HS RATING	
Inventory Rating:	HS 15.1
Operating Rating:	HS 25.2

¶ AASHTO 10.57 (Serviceability) Controls Ratings

§ Select a historical rolled section **DESIGNATION**, using the pulldown menu below, and click the "**Get Sect Data**" button. Or else, enter a **DESIGNATION** along with the appropriate data in the shaded cells below. If input **DESIGNATION** changes to "**NA**" after clicking the "**Get Sect Data**" button, it is not in the rolled section data base; manual entry of section data is then required.

¥£ H RATING	
Inventory Rating:	H 21.3
Operating Rating:	H 35.6

¥ Based on H-20 Loading
£ AASHTO 10.57 (Serviceability) Controls Ratings

§ ROLLED SECTION INFORMATION	
Select Section Designation	
Rolled Section Depth (in):	33.15
Web Thickness (in):	0.58
Flange Width (in):	11.51
Top Flange Thickness (in):	0.88
Bottom Flange Thickness (in):	0.88
Fillet Radius (in):	0.75

Calculated Values	
Distribution Factor:	1.261
Impact Factor:	1.284
‡ a (in):	#N/A

‡ Depth of concrete ultimate stress block

Moments (kip-ft)	
M_{DL} (misc non-composite):	261.7
M_{DL} (superimposed composite):	0.0
C_u:	1312.4
C_{serv}:	914.0
Undistributed M_{LL} (H-20):	226.5
Undistributed M_{LL} (HS-20):	320.6

Additional CSJ's For This Structure	
Cont-Sec-Job:	
Cont-Sec-Job:	
Cont-Sec-Job:	

See Formula 6-1a (***MCEB***) for the general Rating Formula.

ADDITIONAL NOTES:

Section drawing from 1967 widening project requires 7.5" thick CIP deck. Assume widening beams carry the rail load.
40k total structural steel; assume evenly distributed to each of the 5- 51.833' steel girders = 154 plf/girder - 132 plf self weight = 22 plf additional dead load per girder. No other apparent dead load present. Assume 30 plf additional dead load for rating.

STATE OF TEXAS
GRAHAM A. BETTIS
96670
LICENSED
PROFESSIONAL ENGINEER
1-5-11

© December 2006, Texas Department of Transportation, All Rights Reserved

RECOMMENDED CHANGE IN BRIDGE LOAD POSTING

District No: 02 County No: 127 Cont.-Sect: 0014 - 13 Structure No: 358

Facility Carried: BU 67-N

Feature Crossed: BU IH 35-V

Structure Description: 3 Span Steel I-Beam and Conc. Girder

Reason for Recommended Posting: Superstructure rated a 4 due to damage to steel beams

Existing Operational Status: Open to unrestricted traffic

Recommended Load Posting: 20K Single, 34K Tandem, 48K Single Gross, 80k Combo Gross

Attachments for proposed new limit or reduction of current limit:

- Most recent routine safety inspection report
- As-built plans
- Load rating calculations

Bridge Division Use Only:

Date Request Received: 6-30-10

Request ☒ Approved ☐ Disapproved Initials: ALK Date: 7-9-10

Recommended Load Posting: 20K SINGLE Axle, 34K TANDEM Axle
48K SINGLE Gross, 80K COMBO GROSS

Minute Order Number: Date Passed:

District Notification Date: Date Signs Erected/Removed:

Benefits

- Moving to electronic records
- Ease of access

Challenges

- Getting the information scanned
- Organization of information

Questions

Alan Kowalik

(512) 416-2208

Alan.Kowalik@TxDot.gov