HistoricBridges.org - National Bridge Inventory Data Sheet

2012 Inventory

The National Bridge Inventory contains data submitted by state transportion 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

California [06]	Stanislaus County [099]	Unknown [00000]	.45 MI S CROWS LANDING RD	37-23-56 = 37.398889	121-01-58 = -121.032778

38C0168	Highway agency district: 10	Owner: County Highway Agency [02]	Maintenance responsibility: County Highway Agency [02]		

Route: 0		KILBURN ROAD	Toll: On free road [3]	Features intersected: ORESTIMBA CREEK

Design - main	Steel [3]	Design - approach		Kilometerpoint	0 km = 0.0 mi
1	Truss - Thru [10]	0	Other [00]	Year built: 1910	Year reconstructed: 1918
				Skew angle: 0	Structure Flared:
				Historical significance	Bridge is eligible for the NRHP. [2]

Total length	18.9 m = 62.0 ft	Length of maximum span	18.3 m = 60.0 ft	Deck width, out-to-out	6 m = 19.7 ft	Bridge roadway width, curb-to-curb	6 m = 19.7 ft
Inventory Route, Total Horizontal Clearance	6 m = 19.7 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	
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	6.5 metric ton = 7.2 tons
1 km = 0.6 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	11.7 metric ton = 12.9 tons
	Bridge posting		Design Load	

Functional Details

Average Daily Traffic	172	Average daily truck traffi	13 %	Year	2007	Future average daily traffic	419
Year	2029						
Road classification	Local (Rural) [09]	Lanes on structure	2	Approach roadway width	5.8 m = 19.0 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	0 = N/A	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

Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	259000	Roadway improvement cost	51000
Length of structure improvement	18.9 m = 62.0 ft	Total project cost	436000
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	Basically intolerable requiring high priority of replacement [2]
Condition ratings - superstructur	Good [7]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Good [7]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - deck	Good [7]		

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 desirable criteria [8]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	33.8

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	September 2011 [0911]	Designated inspection frequency	24	Months

Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Not needed [N]	Other special inspection date	