HistoricBridges.org - National Bridge Inventory Data Sheet

2010 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]	San Francisco County [075]	San Francisco [67000]	JUST N/O CARGO WAY	37-44-49 = 37.746944	122-23-13 = -122.386944

34C0024	Highway agency district: 4	Owner: County Highway Agency [02]	Maintenance responsibility: County Highway Agency [02]		

Route: #Num!		THIRD STREET	Toll: On free road [3]	Features intersected: ISLAIS CREEK	

Design - main: Steel [3]		Design - approach:		Kilometerpoint: 0 km = 0.0 mi	
1	Movable - Bascule [16]	0	Other [00]	Year built: 1945	Year reconstructed: N/A [0000]
				Skew angle: 0	Structure Flared:
				Historical significance: Bridge is not eligible for the NRHP. [5]	

Total length: 36.6 m = 120.1 ft	Length of maximum span: 32 m = 105.0 ft	Deck width, out-to-out: 30.5 m = 100.1 ft	Bridge roadway width, curb-to-curb: 20.8 m = 68.2 ft				
Inventory Route, Total Horizontal Clearance: 10.4 m = 34.1 ft	Curb or sidewalk width - left: 2 m = 6.6 ft	Curb or sidewalk width - right: 2 m = 6.6 ft					
Deck structure type: Open Grating [3]							
Type of wearing surface: Other [9]							
Deck protection:							
Type of membrane/wearing surface:							

Weight Limits

Bypass, detour length: 0.2 km = 0.1 mi	Method to determine inventory rating: Load Factor(LF) [1]		Inventory rating: 32.6 metric ton = 35.9 tons		
	Method to determine operating rating: Load Factor(LF) [1]		Operating rating: 53.5 metric ton = 58.9 tons		
	Bridge posting: Equal to or above legal loads [5]		Design Load:		

Functional Details

Average Daily Traffic	50000	Average daily truck traffi	50 %	Year	2007	Future average daily traffic	77280
Year	2029						
Road classification	Other Principal Arterial (Urban) [14]	Lanes on structure	4	Approach roadway width	23.2 m = 76.1 ft		
Type of service on bridge	Highway-pedestrian [5]	Direction of traffic	2 - way traffic [2]	Bridge median	Closed median (no barriers) [2]		
Parallel structure designation	No parallel structure exists. [N]						
Type of service under bridge	Waterway [5]	Lanes under structure	0	Navigation control	Navigation control on waterway (bridge permit required). [1]		
Navigation vertical clearanc	1 m = 3.3 ft	Navigation horizontal clearance	28.7 m = 94.2 ft				
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

Bridge deck rehabilitation with only incidental widening. [36]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	1117000	Roadway improvement cost	223000
Length of structure improvement	36.6 m = 120.1 ft	Total project cost	1876000
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	Open, no restriction [A]	Appraisal ratings - structural	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructur	Fair [5]	Appraisal ratings - roadway alignment	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - substructure	Good [7]	Appraisal ratings - deck geometry	Superior to present desirable criteria [9]
Condition ratings - deck	Fair [5]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]		
Channel and channel protection	Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition. [8]		
Appraisal ratings - water adequacy	Equal to present desirable criteria [8]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection	In place but in a deteriorated condition [3]	Sufficiency rating	64.8
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	March 2010 [0310]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	December 2007 [1207]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	December 2008 [1208]
Other special inspection	Not needed [N]	Other special inspection date	