

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

California [06]	Yuba County [115]	Unknown [00000]	NEAR PLACER CO LINE	39-03-00 = 39.050000	121-18-57 = - 121.315833
16C0081	Highway agency district 3	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 0	BLACKFORD RD	Toll On free road [3]	Features intersected BEAR R CAMP FARWEST WIER		
Design - main Steel [3]	Design - approach	Kilometerpoint 0 km = 0.0 mi	Year built 1916	Year reconstructed 1966	
1 Truss - Thru [10]	0 Other [00]	Skew angle 0	Structure Flared		
		Historical significance Bridge is not eligible for the NRHP. [5]			
Total length 94.5 m = 310.1 ft	Length of maximum span 92.4 m = 303.2 ft	Deck width, out-to-out 5.7 m = 18.7 ft	Bridge roadway width, curb-to-curb 5.5 m = 18.0 ft		
Inventory Route, Total Horizontal Clearance 5.5 m = 18.0 ft	Curb or sidewalk width - left 0.3 m = 1.0 ft	Curb or sidewalk width - right 0.3 m = 1.0 ft			
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface					
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 3.2 km = 2.0 mi	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	24.9 metric ton = 27.4 tons
	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	59.6 metric ton = 65.6 tons
Bridge posting	Equal to or above legal loads [5]	Design Load		

Functional Details

Average Daily Traffic	540	Average daily truck traffi	5	%	Year	2011	Future average daily traffic	261	Year	2028
Road classification	Local (Rural) [09]		Lanes on structure	2		Approach roadway width	5.7 m = 18.7 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	4.19 m = 13.7 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	Work done by	Work to be done by contract [1]								
Other structural work, including hydraulic replacements. [38]	Bridge improvement cost	573000	Roadway improvement cost	114000						
	Length of structure improvement	94.5 m = 310.1 ft		Total project cost	962000					
	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	<input type="text" value="Open, no restriction [A]"/>	Appraisal ratings - structural	<input type="text" value="Equal to present minimum criteria [6]"/>
Condition ratings - superstructure	<input type="text" value="Satisfactory [6]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - substructure	<input type="text" value="Good [7]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - deck	<input type="text" value="Satisfactory [6]"/>		
Scour	<input type="text" value="Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]"/>		
Channel and channel protection	<input type="text" value="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	<input type="text" value="Superior to present desirable criteria [9]"/>	Status evaluation	<input type="text" value="Functionally obsolete [2]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="62.1"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text"/>		
Traffic safety features - transitions	<input type="text"/>		
Traffic safety features - approach guardrail	<input type="text"/>		
Traffic safety features - approach guardrail ends	<input type="text"/>		
Inspection date	<input type="text" value="January 2011 [0111]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Every two years [Y24]"/>	Fracture critical inspection date	<input type="text" value="April 2012 [0412]"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>