

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]	Sonoma County [097]	Unknown [00000]	0.6 MI N/E OF S.R. 101	38-48-32 = 38.808889	123-00-28 = - 123.007778
20C0002	Highway agency district 4	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 0	CROCKER RD	Toll On free road [3]	Features intersected	RUSSIAN RIVER	
Design - main Steel [3]	Design - approach Steel [3]	Kilometerpoint 0 km = 0.0 mi	Year built 1938	Year reconstructed N/A [0000]	
3	Truss - Thru [10]	4	Stringer/Multi-beam or girder [02]	Skew angle 0	Structure Flared
		Historical significance Bridge is not eligible for the NRHP. [5]			
Total length 160.9 m = 527.9 ft	Length of maximum span 36.6 m = 120.1 ft	Deck width, out-to-out 8.3 m = 27.2 ft	Bridge roadway width, curb-to-curb 7.1 m = 23.3 ft		
Inventory Route, Total Horizontal Clearance 7.1 m = 23.3 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					
Deck protection					
Type of membrane/wearing surface					

**Weight Limits**

Bypass, detour length 0.8 km = 0.5 mi	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	18.8 metric ton = 20.7 tons
	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	35.6 metric ton = 39.2 tons
Bridge posting	Equal to or above legal loads [5]		Design Load	M 13.5 / H 15 [2]

### Functional Details

Average Daily Traffic  Average daily truck traffi  % Year  Future average daily traffic  Year

Road classification  Lanes on structure  Approach roadway width

Type of service on bridge  Direction of traffic  Bridge median

Parallel structure designation

Type of service under bridge  Lanes under structure  Navigation control

Navigation vertical clearanc  Navigation horizontal clearance

Minimum navigation vertical clearance, vertical lift bridge  Minimum vertical clearance over bridge roadway

Minimum lateral underclearance reference feature

Minimum lateral underclearance on right  Minimum lateral underclearance on left

Minimum Vertical Underclearance  Minimum vertical underclearance reference feature

Appraisal ratings - underclearances

### Repair and Replacement Plans

Type of work to be performed

Work done by

Bridge improvement cost  Roadway improvement cost

Length of structure improvement  Total project cost

Year of improvement cost estimate

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 - superstructure	Fair [5]	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 replacement [2]
Condition ratings - deck	Poor [4]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]		
Channel and channel protection	Bank and embankment protection is severely undermined. River control devices have severe damage. Large deposits of debris are in the channel. [4]		
Appraisal ratings - water adequacy	Equal to present minimum criteria [6]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	48.2
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - transitions	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends	Inspected feature meets currently acceptable standards. [1]		
Inspection date	July 2011 [0711]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	February 2012 [0212]
Other special inspection	Not needed [N]	Other special inspection date	