

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] | Sacramento County [067] | Isleton [36882] | 03-SAC-160-5.86-IST | 38-10-19 = 38.171944 | 121-35-38 = - 121.593889 |
| 24 0051 | Highway agency district 3 | Owner State Highway Agency [01] | Maintenance responsibility | State Highway Agency [01] | |
| Route 160 | STATE ROUTE 160 | Toll On free road [3] | Features intersected SACRAMENTO RIVER | | |
| Design - main Steel [3] | Design - approach Concrete [1] | Kilometerpoint 586 km = 363.3 mi | | | |
| 3 | Movable - Bascule [16] | 6 | Arch - Thru [12] | Year built 1923 | Year reconstructed 1953 |
| | | Skew angle 0 | Structure Flared | Yes, flared [1] | |
| | | Historical significance Bridge is eligible for the NRHP. [2] | | | |
| Total length 190.2 m = 624.0 ft | Length of maximum span 68.9 m = 226.1 ft | Deck width, out-to-out 5.6 m = 18.4 ft | Bridge roadway width, curb-to-curb 5.4 m = 17.7 ft | | |
| Inventory Route, Total Horizontal Clearance 5.9 m = 19.4 ft | Curb or sidewalk width - left 0.2 m = 0.7 ft | Curb or sidewalk width - right 0.2 m = 0.7 ft | | | |
| Deck structure type | Open Grating [3] | | | | |
| Type of wearing surface | | | | | |
| Deck protection | | | | | |
| Type of membrane/wearing surface | | | | | |

Weight Limits

| | | | | |
|---------------------------------------|--------------------------------------|---------------------|------------------|-----------------------------|
| Bypass, detour length 2.6 km = 1.6 mi | Method to determine inventory rating | Load Factor(LF) [1] | Inventory rating | 16.3 metric ton = 17.9 tons |
| | Method to determine operating rating | Load Factor(LF) [1] | Operating rating | 27.2 metric ton = 29.9 tons |
| Bridge posting | Equal to or above legal loads [5] | | Design Load | M 9 / H 10 [1] |

Functional Details

| | | | | | | | | | | |
|---|---|----------------------------|-----------------------|---|---------------------------------------|--|--|------|------|------|
| Average Daily Traffic | 2150 | Average daily truck traffi | 6 | % | Year | 2009 | Future average daily traffic | 2866 | Year | 2034 |
| Road classification | Principal Arterial - Other (Rural) [02] | | Lanes on structure | 2 | | Approach roadway width | 8.8 m = 28.9 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 control on waterway (bridge permit required). [1] | | | |
| Navigation vertical clearanc | 4.6 m = 15.1 ft | | | Navigation horizontal clearance | 61.6 m = 202.1 ft | | | | | |
| Minimum navigation vertical clearance, vertical lift bridge | | | | Minimum vertical clearance over bridge roadway | 4.52 m = 14.8 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] | | | | | | | | |
| Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31] | Bridge improvement cost | 2431000 | Roadway improvement cost | 486000 | | | | | | |
| | Length of structure improvement | 190.2 m = 624.0 ft | | Total project cost | 4084000 | | | | | |
| | 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 | Basically intolerable requiring high priority of corrective action [3] |
| Condition ratings - superstructure | Serious [3] | Appraisal ratings - roadway alignment | Basically intolerable requiring high priority of corrective action [3] |
| Condition ratings - substructure | Fair [5] | Appraisal ratings - deck geometry | Basically intolerable requiring high priority of replacement [2] |
| Condition ratings - deck | Poor [4] | | |
| Scour | Bridge with "unknown" foundation that has not been evaluated for scour. [U] | | |
| 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 minimum criteria [6] | Status evaluation | Structurally deficient [1] |
| Pier or abutment protection | In place and functioning [2] | Sufficiency rating | 2 |
| Culverts | Not applicable. Used if structure is not a culvert. [N] | | |
| Traffic safety features - railings | | | |
| 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 | April 2012 [0412] | Designated inspection frequency | 24 Months |
| Underwater inspection | Unknown [Y60] | Underwater inspection date | May 2011 [0511] |
| Fracture critical inspection | Every two years [Y24] | Fracture critical inspection date | November 2010 [1110] |
| Other special inspection | Not needed [N] | Other special inspection date | |