

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] | San Francisco County [075] | San Francisco [67000] | 04-SF-101-9.14-SF | 37-48-10 = 37.802778 | 122-28-02 = - 122.467222 |
| 34 0019 | Highway agency district 4 | Owner State Highway Agency [01] | Maintenance responsibility | State Highway Agency [01] | |
| Route 101 | U.S. HIGHWAY 101 | Toll On free road [3] | Features intersected N1-N101, LINCOLN, CRISSY | | |
| Design - main Steel [3] | Design - approach Steel [3] | Kilometerpoint 914 km = 566.7 mi | Year built 1936 | Year reconstructed 1939 | |
| 8 | Truss - Deck [09] | 10 | Stringer/Multi-beam or girder [02] | Skew angle 0 | Structure Flared |
| | | Historical significance Bridge is on the NRHP. [1] | | | |
| Total length 463.6 m = 1521.1 ft | Length of maximum span 41.1 m = 134.8 ft | Deck width, out-to-out 20.8 m = 68.2 ft | Bridge roadway width, curb-to-curb 18.3 m = 60.0 ft | | |
| Inventory Route, Total Horizontal Clearance 18.3 m = 60.0 ft | Curb or sidewalk width - left 0 m = 0.0 ft | Curb or sidewalk width - right 1.6 m = 5.2 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 0.3 km = 0.2 mi | Method to determine inventory rating | Allowable Stress(AS) [2] | Inventory rating | 23.6 metric ton = 26.0 tons |
| | Method to determine operating rating | Allowable Stress(AS) [2] | Operating rating | 41.3 metric ton = 45.4 tons |
| Bridge posting | Equal to or above legal loads [5] | Design Load | M 18 / H 20 [4] | |

Functional Details

| | | | | | | | | | | |
|---|--|----------------------------|-----------------------|---|--|----------------------------------|------------------------------|-------|------|------|
| Average Daily Traffic | 66000 | Average daily truck traffi | 4 | % | Year | 2010 | Future average daily traffic | 72129 | Year | 2029 |
| Road classification | Principal Arterial - Other Freeways or Exp | | Lanes on structure | 6 | Approach roadway width | 18.3 m = 60.0 ft | | | | |
| Type of service on bridge | Highway-pedestrian [5] | | Direction of traffic | 2 - way traffic [2] | | Bridge median | | | | |
| Parallel structure designation | No parallel structure exists. [N] | | | | | | | | | |
| Type of service under bridge | Highway, with or without ped | | Lanes under structure | 4 | Navigation control | Not applicable, no waterway. [N] | | | | |
| 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 | Highway beneath structure [H] | | | | | | | | | |
| Minimum lateral underclearance on right | 0.3 m = 1.0 ft | | | | Minimum lateral underclearance on left | 0 = N/A | | | | |
| Minimum Vertical Underclearance | 4.92 m = 16.1 ft | | | Minimum vertical underclearance reference feature | Highway beneath structure [H] | | | | | |
| Appraisal ratings - underclearances | Basically intolerable requiring high priority of replacement [2] | | | | | | | | | |

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 | 19964000 | Roadway improvement cost | 3992000 | | | | | | |
| | Length of structure improvement | 463.6 m = 1521.1 ft | | Total project cost | 33539000 | | | | | |
| | 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, temporary structure in place to carry legal loads [E]

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 desirable criteria [8]

Condition ratings - substructure

Satisfactory [6]

Appraisal ratings - deck geometry

Basically intolerable requiring high priority of replacement [2]

Condition ratings - deck

Critical [2]

Scour

Bridge not over waterway. [N]

Channel and channel protection

Not applicable. [N]

Appraisal ratings - water adequacy

N/A [N]

Status evaluation

Structurally deficient [1]

Pier or abutment protection

Sufficiency rating

38.5

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

May 2011 [0511]

Designated inspection frequency

12

Months

Underwater inspection

Not needed [N]

Underwater inspection date

Fracture critical inspection

Every two years [Y24]

Fracture critical inspection date

July 2011 [0711]

Other special inspection

Not needed [N]

Other special inspection date