HistoricBridges.org - National Bridge Inventory Data Sheet

2012 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]	Yolo County [113]	Unknown [00000]	500' E SH 16	38-53-25 = 38.890278	122-14-18 = -122.238333

22C0003	Highway agency district	3	Owner	County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route	0		C. R. 41	Toll	On free road [3]	Features intersected	CACHE CREEK

Design - main	Concrete [1]	Design - approach	Concrete [1]	Kilometerpoint	0 km = 0.0 mi		
2	Arch - Thru [12]	2	Tee beam [04]	Year built	1930	Year reconstructed	1949
				Skew angle	0	Structure Flared	
				Historical significance	Bridge is eligible for the NRHP. [2]		

Total length	95.4 m = 313.0 ft	Length of maximum span	32.9 m = 107.9 ft	Deck width, out-to-out	7.3 m = 24.0 ft	Bridge roadway width, curb-to-curb	6.2 m = 20.3 ft
Inventory Route, Total Horizontal Clearance	6.2 m = 20.3 ft	Curb or sidewalk width - left	0.5 m = 1.6 ft	Curb or sidewalk width - right	0.5 m = 1.6 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	Method to determine inventory rating		Inventory rating	17.5 metric ton = 19.3 tons	
10.1 km = 6.3 mi	Method to determine operating rating		Operating rating	29.5 metric ton = 32.5 tons	
	Bridge posting	Equal to or above legal loads [5]	Design Load		

Functional Details

Average Daily Traffic	15	Average daily truck traffi		%	Year 2008	Future average daily traffic 25	Year 2029
Road classification	Local (Rural) [09]	Lanes on structure	2			Approach roadway width	4.6 m = 15.1 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	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	4.39 m = 14.4 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

Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	1600000	Roadway improvement cost	320000
Length of structure improvement	95.4 m = 313.0 ft	Total project cost	2689000
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 corrrective action [3]
Condition ratings - superstructur	Serious [3]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - deck	Satisfactory [6]		
Scour	Bridge is scour critical; bridge foundations determined to be unstable. [3]		
Channel and channel protection	Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. [6]		
Appraisal ratings - water adequacy	Better than present minimum criteria [7]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	37.7
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	January 2012 [0112]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	January 2009 [0109]
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Not needed [N]	Other special inspection date	