



DEPARTMENT OF TRANSPORTATION  
Structure Maintenance & Investigations

Bridge Number : 24C0004  
Facility Carried: DILLARD RD  
Location : 0.2 MI S OF S.R. 16  
City :  
Inspection Date : 04/18/2007

## Bridge Inspection Report

Inspection Type				
Routine	FC	Underwater	Special	Other
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**STRUCTURE NAME:** COSUMNES RIVER

### CONSTRUCTION INFORMATION

Year Built : 1964                      Skew (degrees): 0  
Year Widened: N/A                      No. of Joints : 0  
Length (m) : 106.7                      No. of Hinges : 0

Structure Description: RC T-girders (4), continuous on RC piers, and on RC diaphragm abutments

Span Configuration : 15.5 m, 3 @ 25 m, 15.5 m

### LOAD CAPACITY AND RATINGS

Design Live Load: MS-18 OR HS-20				
Inventory Rating: 41.7      metric tons		Calculation Method: LOAD FACTOR		
Operating Rating: 69.8      metric tons		Calculation Method: LOAD FACTOR		
Permit Rating : PPPPP				
Posting Load : Type 3      N/A	Type 3S2	N/A	Type 3-3	N/A

### DESCRIPTION ON STRUCTURE

Deck X-Section: 0.3 m br, 0.6 m sw, 8.5 m, 0.6 m sw, 0.3 m br  
Total Width: 10.4 m                      Net Width: 8.5 m                      No. of Lanes: 2  
Rail Description: Type 2                      Rail Code : 1000  
Min. Vertical Clearance: Unimpaired

### DESCRIPTION UNDER STRUCTURE

Channel Description: Earth lined, with light rock riprap on abutment slopes.

### CONDITION TEXT

#### REVISIONS

The rating method was changed to "Calculated" per hand and computer calculations in the bridge book.

#### CONDITION OF STRUCTURE

Minor efflorescence is present in the soffit of the over hangs.

#### SCOUR

The footing at pier 3 was exposed approximately 2' along its entire length. No undermining was observed.

#### UNDERWATER INVESTIGATION

The maximum water depth was about 5' at pier 3 at the time of inspection.  
The footing at pier 3 was not inspected due to the water depth and velocity.

#### STEEL INVESTIGATION

**CONDITION TEXT**

This bridge is not Fracture Critical and does not have Special Features. It has four steel girders.

**ELEMENT INSPECTION RATINGS**

F#Elem	Element Description	Env	Total	Units	Qty in each Condition State				
					Qty	St. 1	St. 2	St. 3	St. 4
101 13	Concrete Deck - Unprotected w/ AC Overlay	2	910	sq.m.	910	0	0	0	0
101 110	Reinforced Conc Open Girder/Beam	2	427	m.	427	0	0	0	0
101 210	Reinforced Conc Pier Wall	2	41	m.	41	0	0	0	0
101 215	Reinforced Conc Abutment	2	21	m.	21	0	0	0	0
101 225	Unpainted Steel Submerged Pile	2	52	ea.	52	0	0	0	0
101 333	Other Bridge Railing	2	226	m.	226	0	0	0	0
101 361	Scour	2	1	ea.	0	1	0	0	0

**WORK RECOMMENDATIONS**

RecDate: 04/18/2007	EstCost:	Bridge is scour critical (10-11-06 BIR).
Action : Sub-Scour Mitiga	StrTarget:	Local agency should investigate and
Work By: LOCAL AGENCY	DistTarget:	provide scour mitigation and a POA.
Status : PROPOSED	EA:	

Inspected By : Ricardo Fuentes

*Ricardo Fuentes*  
Registered Civil Engineer





**STRUCTURE INVENTORY AND APPRAISAL REPORT**

\*\*\*\*\* IDENTIFICATION \*\*\*\*\*

(1) STATE NAME- CALIFORNIA 069  
 (8) STRUCTURE NUMBER 24C0004  
 (5) INVENTORY ROUTE (ON/UNDER)- ON 1400V5640  
 (2) HIGHWAY AGENCY DISTRICT 03  
 (3) COUNTY CODE 067 (4) PLACE CODE 00000  
 (6) FEATURE INTERSECTED- COSUMNES RIVER  
 (7) FACILITY CARRIED- DILLARD RD  
 (9) LOCATION- 0.2 MI S OF S.R. 16  
 (11) MILEPOINT/KILOMETERPOINT 0  
 (12) BASE HIGHWAY NETWORK- NOT ON NET 0  
 (13) LRS INVENTORY ROUTE & SUBROUTE  
 (16) LATITUDE 38 DEG 29 MIN 27 SEC  
 (17) LONGITUDE 121 DEG 09 MIN 39 SEC  
 (98) BORDER BRIDGE STATE CODE % SHARE %  
 (99) BORDER BRIDGE STRUCTURE NUMBER

\*\*\*\*\* STRUCTURE TYPE AND MATERIAL \*\*\*\*\*

(43) STRUCTURE TYPE MAIN:MATERIAL- CONCRETE CONT  
 TYPE- TEE BEAM CODE 204  
 (44) STRUCTURE TYPE APPR:MATERIAL- NOT APPLICABLE  
 TYPE- NOT APPLICABLE CODE  
 (45) NUMBER OF SPANS IN MAIN UNIT 5  
 (46) NUMBER OF APPROACH SPANS 0  
 (107) DECK STRUCTURE TYPE- CIP CONCRETE CODE 1  
 (108) WEARING SURFACE / PROTECTIVE SYSTEM:  
 A) TYPE OF WEARING SURFACE- BITUMINOUS CODE 6  
 B) TYPE OF MEMBRANE- NONE CODE 0  
 C) TYPE OF DECK PROTECTION- NONE CODE 0

\*\*\*\*\* AGE AND SERVICE \*\*\*\*\*

(27) YEAR BUILT 1964  
 (26) YEAR RECONSTRUCTED 0000  
 (42) TYPE OF SERVICE: ON- HIGHWAY 1  
 UNDER- WATERWAY 5  
 (28) LANES:ON STRUCTURE 02 UNDER STRUCTURE 00  
 (29) AVERAGE DAILY TRAFFIC 3300  
 (30) YEAR OF ADT 2007 (109) TRUCK ADT 10 %  
 (19) BYPASS, DETOUR LENGTH 6 KM

\*\*\*\*\* GEOMETRIC DATA \*\*\*\*\*

(48) LENGTH OF MAXIMUM SPAN 25.0 M  
 (49) STRUCTURE LENGTH 106.7 M  
 (50) CURB OR SIDEWALK: LEFT 0.6 M RIGHT 0.6 M  
 (51) BRIDGE ROADWAY WIDTH CURB TO CURB 8.5 M  
 (52) DECK WIDTH OUT TO OUT 10.4 M  
 (32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 10.7 M  
 (33) BRIDGE MEDIAN- NO MEDIAN 0  
 (34) SKEW 0 DEG (35) STRUCTURE FLARED NO  
 (10) INVENTORY ROUTE MIN VERT CLEAR 99.99 M  
 (47) INVENTORY ROUTE TOTAL HORIZ CLEAR 8.5 M  
 (53) MIN VERT CLEAR OVER BRIDGE RDWY 99.99 M  
 (54) MIN VERT UNDERCLEAR REF- NOT H/RR 0.00 M  
 (55) MIN LAT UNDERCLEAR RT REF- NOT H/RR 0.0 M  
 (56) MIN LAT UNDERCLEAR LT 0.0 M

\*\*\*\*\* NAVIGATION DATA \*\*\*\*\*

(38) NAVIGATION CONTROL- NO CONTROL CODE 0  
 (111) PIER PROTECTION- CODE  
 (39) NAVIGATION VERTICAL CLEARANCE 0.0 M  
 (116) VERT-LIFT BRIDGE NAV MIN VERT CLEAR M  
 (40) NAVIGATION HORIZONTAL CLEARANCE 0.0 M

\*\*\*\*\*

SUFFICIENCY RATING = 79.8  
 STATUS  
 HEALTH INDEX 100.0  
 PAINT CONDITION INDEX = N/A  
 \*\*\*\*\* CLASSIFICATION \*\*\*\*\* CODE  
 (112) NBIS BRIDGE LENGTH- YES Y  
 (104) HIGHWAY SYSTEM- NOT ON NHS 0  
 (26) FUNCTIONAL CLASS- MINOR ARTERIAL RURAL 06  
 (100) DEFENSE HIGHWAY- NOT STRAHNET 0  
 (101) PARALLEL STRUCTURE- NONE EXISTS N  
 (102) DIRECTION OF TRAFFIC- 2 WAY 2  
 (103) TEMPORARY STRUCTURE-  
 (105) FED.LANDS HWY- NOT APPLICABLE 0  
 (110) DESIGNATED NATIONAL NETWORK - NOT ON NET 0  
 (20) TOLL- ON FREE ROAD 3  
 (21) MAINTAIN- COUNTY HIGHWAY AGENCY 02  
 (22) OWNER- COUNTY HIGHWAY AGENCY 02  
 (37) HISTORICAL SIGNIFICANCE- NOT ELIGIBLE 5

\*\*\*\*\* CONDITION \*\*\*\*\* CODE

(58) DECK 7  
 (59) SUPERSTRUCTURE 7  
 (60) SUBSTRUCTURE 6  
 (61) CHANNEL & CHANNEL PROTECTION 7  
 (62) CULVERTS N

\*\*\*\*\* LOAD RATING AND POSTING \*\*\*\*\* CODE

(31) DESIGN LOAD- MS-18 OR HS-20 5  
 (63) OPERATING RATING METHOD- LOAD FACTOR 1  
 (64) OPERATING RATING- 69.8  
 (65) INVENTORY RATING METHOD- LOAD FACTOR 1  
 (66) INVENTORY RATING- 41.7  
 (70) BRIDGE POSTING- EQUAL TO OR ABOVE LEGAL LOADS 5  
 (41) STRUCTURE OPEN, POSTED OR CLOSED- A  
 DESCRIPTION- OPEN, NO RESTRICTION

\*\*\*\*\* APPRAISAL \*\*\*\*\* CODE

(67) STRUCTURAL EVALUATION 6  
 (68) DECK GEOMETRY 4  
 (69) UNDERCLEARANCES, VERTICAL & HORIZONTAL N  
 (71) WATER ADEQUACY 9  
 (72) APPROACH ROADWAY ALIGNMENT 6  
 (36) TRAFFIC SAFETY FEATURES 1000  
 (113) SCOUR CRITICAL BRIDGES 3

\*\*\*\*\* PROPOSED IMPROVEMENTS \*\*\*\*\*

(75) TYPE OF WORK- CODE  
 (76) LENGTH OF STRUCTURE IMPROVEMENT M  
 (94) BRIDGE IMPROVEMENT COST  
 (95) ROADWAY IMPROVEMENT COST  
 (96) TOTAL PROJECT COST  
 (97) YEAR OF IMPROVEMENT COST ESTIMATE  
 (114) FUTURE ADT 4100  
 (115) YEAR OF FUTURE ADT 2020

\*\*\*\*\* INSPECTIONS \*\*\*\*\*

(90) INSPECTION DATE 04/07 (91) FREQUENCY 24 MO  
 (92) CRITICAL FEATURE INSPECTION: (93) CFI DATE  
 A) FRACTURE CRIT DETAIL- NO MO A)  
 B) UNDERWATER INSP- NO MO B)  
 C) OTHER SPECIAL INSP- NO MO C)



DEPARTMENT OF TRANSPORTATION  
Structure Maintenance & Investigations

Bridge Number : 24C0004  
Facility Carried: DILLARD RD  
Location : 0.2 MI S OF S.R. 16  
City :  
Inspection Date : 10/11/2006

### Bridge Inspection Report

Inspection Type				
Routine	FC	Underwater	Special	Other
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**STRUCTURE NAME:** COSUMNES RIVER

#### CONSTRUCTION INFORMATION

Year Built : 1964	Skew (degrees): 0
Year Widened: N/A	No. of Joints : 0
Length (m) : 106.7	No. of Hinges : 0

Structure Description: RC T-girders (4), continuous on RC piers, and on RC diaphragm abutments

Span Configuration : 15.5 m, 3 @ 25 m, 15.5 m

#### LOAD CAPACITY AND RATINGS

Design Live Load: MS-18 OR HS-20	
Inventory Rating: 41.7 metric tons	Calculation Method: LOAD FACTOR
Operating Rating: 69.8 metric tons	Calculation Method: LOAD FACTOR
Permit Rating : P P P P P	
Posting Load : Type 3 N/A	Type 3S2 N/A Type 3-3 N/A

#### DESCRIPTION ON STRUCTURE

Deck X-Section: 0.3 m br, 0.6 m sw, 8.5 m, 0.6 m sw, 0.3 m br

Total Width: 10.4 m	Net Width: 8.5 m	No. of Lanes: 2
Rail Description: Type 2		Rail Code : 1000

Min. Vertical Clearance: Unimpaired

#### DESCRIPTION UNDER STRUCTURE

Channel Description: Earth lined, with light rock riprap on abutment slopes.

#### CONDITION TEXT

##### HISTORY

The 2/22/74 report referred to debris accumulation at upstream end of Pier 3. The same kind of debris problems were reported repeatedly till the 2/11/91 report indicated the top and about 1' of the sides of the footing at Bent 3 are exposed. The 3/19/93 indicated the structure at Piers 2 and 3 should be monitored for possible scour and undermining at this location. The 11/16/01 through 4/18/07 reports have given the structure an Element Level Inspection 361 Code, Scour Smart flag with Condition State of 2: "Scour exists at the bridge site and if left unchecked could adversely impact the structural integrity of the bridge".

The 4/18/07 bridge report indicates on the attached SIA sheet (page 3 of 3) that the National Bridge Inventory (NBI) Item 113 Code, scour rating is currently a "5" but, there is no historical documentation within the Department of Structures Hydraulics showing the reasons of changing from "U" to "5" or when the bridge was assessed with a "5".

##### REVISIONS

The National Bridge Inspection (NBI) Item 113 Code has been revised from 5 to 3.

##### SCOUR

This report addresses hydraulic issues only. The structure's scour potential has been assessed in accordance with the FHWA Technical Advisory T5140.23, "Evaluating Scour at



**CONDITION TEXT**

Bridges". The NBI Item 113 Code, "Vulnerability to Scour", is changed to 3: "Bridge is scour critical: bridge foundations determined to be unstable for assessed or calculated scour conditions; scour within limits of footing or piles".

Structure Hydraulics conducted a field investigation on 10/11/06, made an upstream channel cross-section measurement at the bridge and the following observations were made during this field investigation.

The channel bed was composed of earth, sand and cobbles with some shrubs and trees at both sides banks. The Abutments slopes were covered with light rock riprap. Heavy drift and debris were accumulated in front and around Pier 4. Water was flowing through the Spans 2 and 3 with low velocity and maximum depth of 5'. A Portion of the piles cap at Pier 2 and the full length at Pier 3 were exposed.

This evaluation is based on the maintenance information reports, available as-built plans printed from the Bridge Inspection Records Information System (BIRIS) and the results of the field investigation conducted by the Structure Hydraulics team on 10/11/06.

A comparison of the present channel cross-section with available historical channel cross-sections taken in 1972 and after shows that the channel bottom elevation (thalweg) has substantially degraded (10 ft) since the bridge was built (see attached plotted historical cross-sections at the bridge).

The scour calculations, analysis and review evaluations revealed that the structure is potentially scour critical. Since the estimated scour potential scour (this includes potential local scour, future potential channel degradation and future potential channel migration) at Piers 2, 3 and 4 were significantly deeper than the allowable scour elevations, we consulted with other Caltrans sections, Structure Analysis and Geotechnical Support.

Geotechnical Support, in a letter dated May 8, 2007, indicated the as-built Log of Test Borings (LOTBs) shows that the site-specific geology consists of recent stream alluvial deposits. The alluvial material consists of loose to medium dense silty sand, sandy silt, gravelly silty sand and silt underlain by very dense very fine sand, clayey silt and hard to very hard silty clay to clayey silt. This material is considered not scour resistant and thence for the predicted scour elevation the existing steel H-piles at the piers will not be able to support the required unfactored axial loads in compression under the potential scour. Therefore the structure is considered to be scour critical at this time.

**MISCELLANEOUS**

The hydraulic integrity of the structure will likely remain stable as long as the Local Agency continues with proper channel maintenance at the bridge. This channel has a history of drift and debris accumulation at upstream end of Piers and significant channel degradation. In order to minimize the lateral forces on the substructure, the Local Agency should clean out the channel periodically or as needed and engineer mitigation for estimate future scour elevation.

**RECOMMENDATIONS**

We recommend the local agency investigate and provide scour mitigation at the bridge site. Furthermore, a Federal Highway Administration mandate requires local agencies to provide a Plan of Action (POA) for all scour critical bridges. We recommend that the local agency develop and implement a POA.

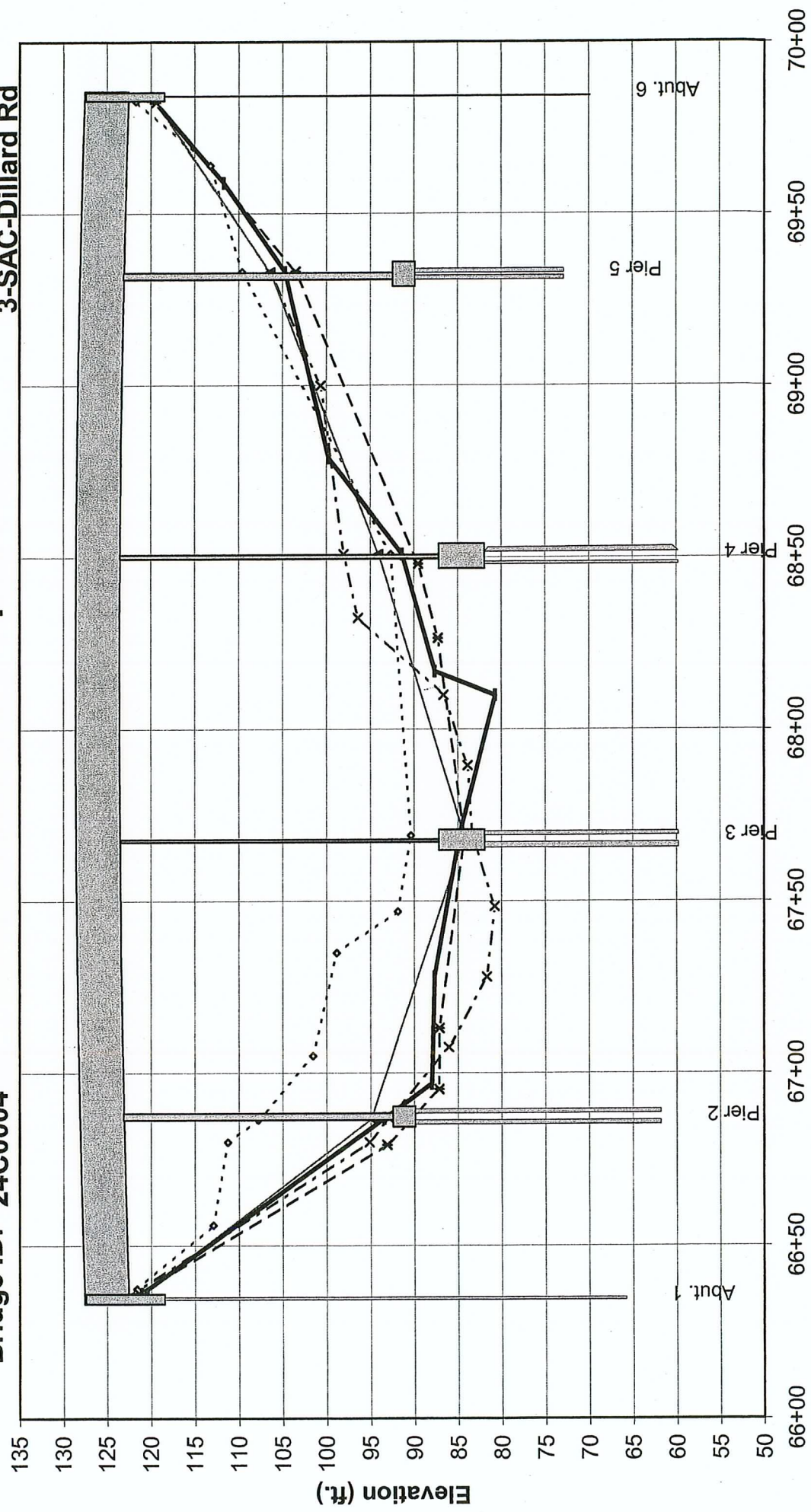




# Cosumnes River - Upstream

Bridge ID: 24C0004

3-SAC-Dillard Rd



Station (ft.)

Legend:  
 - - - - - "1/12/72" - - - - - "3/19/93" - \* - \* - "6/28/95" - x - x - "11/16/2001" - - - - - "10/11/2006"



**DEPARTMENT OF TRANSPORTATION**  
Structure Maintenance & Investigations

Bridge Number : 24C0004  
Facility Carried: DILLARD RD  
Location : 0.2 MI S OF S.R. 16  
City :  
Inspection Date : 16-NOV-01

**Bridge Inspection Report**

**Inspection Type**

Routine  Group A  Underwater  Special  Other

**Name : COSUMNES RIVER**

**CONSTRUCTION INFORMATION**

Year Built : 1964 Skew (degrees): 0  
Year Widened : N/A No. of Joints : 0  
Length (m) : 106.7 No. of Hinges : 0

Description of Structure : RC T-girders (4), continuous on RC piers, and on RC diaphragm abutments

Span Configuration : 15.5 m, 3 @ 25 m, 15.5 m

**LOAD CAPACITY AND RATINGS**

Design Live Load : MS - 18 OR HS - 20  
Inventory Rating : 41.7 metric tons Calculation Method : LOAD FACTOR  
Operating Rating : 69.8 metric tons Calculation Method : LOAD FACTOR  
Permit Rating : PPPPP  
Posting Load : Type 3 N/A english tons Type 3S2 N/A english tons Type 3-3 N/A english tons

**DESCRIPTION ON STRUCTURE**

Bridge width : 0.3 m br, 0.6 m sw, 8.5 m, 0.6 m sw, 0.3 m br  
Total Width : 10.4 m Net Width : 8.50 m No. of Lanes : 2  
Rail Description : Type 2 Rail Code : 1000  
Min. Vertical Clearance : Unimpaired

**DESCRIPTION UNDER STRUCTURE**

Channel Description : Earth lined, with light rock riprap on abutment slopes

**CONDITION OF STRUCTURE**

The AC surfacing is failing along the wheel lines, in several locations throughout the bridge deck.

Heavy berry vines are growing adjacent to Abutment 1 and under Span 1.

An underwater Type "A" (wade/probe) investigation was performed at Pier 3. The maximum water depth was 1.0 m, and no significant defects were observed (see SCOUR).

A stream cross section was performed during this investigation. A comparison to the previous cross section on file could not be performed (1995 cross section could not be found).

**SCOUR**

The footing at Pier 3 is exposed 0.6 m, along its entire length. No undermining was observed.

**ELEMENT LEVEL INSPECTION RATINGS**

F#	Elem No.	Element Description	Env	Total Units Quantity	Qty in each Condition State				
					St. 1	St. 2	St. 3	St. 4	St. 5
01	13	Concrete Deck - Unprotected w/ AC Overlay	2	910 sq.m.	0	910	0	0	0
01	110	Reinforced Conc Open Girder/Beam	2	427m.	427	0	0	0	0
01	210	Reinforced Conc Pier Wall	2	41m.	41	0	0	0	0
01	215	Reinforced Conc Abutment	2	21m.	21	0	0	0	0
01	225	Unpainted Steel Submerged Pile	2	52 ea.	52	0	0	0	0
01	333	Other Bridge Railing	2	226m.	226	0	0	0	0
01	361	Scour	2	1 ea.	0	1	0		



WORK RECOMMENDATIONS

Remove AC surfacing, and grind AC approaches to level as necessary.

<u>Item#</u>	<u>Rec. Date</u>	<u>Work By</u>	<u>Work Id.</u>	<u>Prog. Method</u>	<u>Cost</u>
1	16-NOV-2001	County Agency	40004X01320X		

Kill and remove berry vines growing adjacent to Abutment 1 and under Span 1.

<u>Item#</u>	<u>Rec. Date</u>	<u>Work By</u>	<u>Work Id.</u>	<u>Prog. Method</u>	<u>Cost</u>
2	16-NOV-2001	County Agency	40004X01320X		

Analyze river flow and place appropriate size boulders to prevent further scour at Pier 3.

<u>Item#</u>	<u>Rec. Date</u>	<u>Work By</u>	<u>Work Id.</u>	<u>Prog. Method</u>	<u>Cost</u>
3	16-NOV-2001	County Agency	40004X01320X		

Inspected By : Frank Martin

*Frank C. Martin*  
 Registered Civil Engineer



CC : Nick Burmas, Hydraulics

FEB 26 2002

Bridge No.: 24C0004

Location: 0.2 MI S OF S.R. 16

Inspection Date: 16-NOV-01

**CHANNEL X-SECTION**

Side : Upstream

X-Section Date : 16-NOV-01

Measured From : top of concrete rail

<u>Location</u>	<u>Horiz(m)</u>	<u>Vert(m)</u>	<u>Comments</u>
Face of Abutment 1	0.80	2.60	
Pier 2	13.50	11.35	
	18.40	13.20	break in grade
	23.80	13.25	edge of water surface
Pier 3	40.80	14.20	thalweg
	58.40	13.30	edge of water surface
Pier 4	65.00	12.60	
Pier 5	90.90	8.20	
Face of Abutment 6	105.90	3.20	

FEB 26 2002



STRUCTURE INVENTORY AND APPRAISAL REPORT

\*\*\*\*\* IDENTIFICATION \*\*\*\*\*

(1) STATE NAME - CALIFORNIA 069  
 (8) STRUCTURE NUMBER 24C0004  
 ) INVENTORY ROUTE (ON/UNDER) - ON 1 40 0V5640  
 .2) HIGHWAY AGENCY DISTRICT 03  
 (3) COUNTY CODE 067 (4) PLACE CODE 00000  
 (6) FEATURE INTERSECTED - COSUMNES RIVER  
 (7) FACILITY CARRIED - DILLARD RD  
 (9) LOCATION - 0.2 MI S OF S.R. 16  
 (11) MILEPOINT/KILOMETERPOINT 0  
 (12) BASE HIGHWAY NETWORK - NOT ON NET 0  
 (13) LRS INVENTORY ROUTE & SUBROUTE  
 (16) LATITUDE 38 DEG 29 MIN 27 SEC  
 (17) LONGITUDE 121 DEG 09 MIN 39 SEC  
 (98) BORDER BRIDGE STATE CODE % SHARE %  
 (99) BORDER BRIDGE STRUCTURE NUMBER

\*\*\*\*\* STRUCTURE TYPE AND MATERIAL \*\*\*\*\*

(43) STRUCTURE TYPE MAIN: MATERIAL - CONCRETE CONT  
 TYPE - TEE BEAM CODE 2 04  
 (44) STRUCTURE TYPE APPR: MATERIAL - OTHER  
 TYPE - OTHER CODE 000  
 (45) NUMBER OF SPANS IN MAIN UNIT 5  
 (46) NUMBER OF APPROACH SPANS 0  
 (107) DECK STRUCTURE TYPE CIP CONCRETE CODE 1  
 (108) WEARING SURFACE / PROTECTIVE SYSTEM:  
 A) TYPE OF WEARING SURFACE - BITUMINOUS CODE 6  
 B) TYPE OF MEMBRANE - NONE CODE 0  
 C) TYPE OF DECK PROTECTION - NONE CODE 0

\*\*\*\*\* AGE AND SERVICE \*\*\*\*\*

(27) YEAR BUILT 1964  
 (28) YEAR RECONSTRUCTED 0000  
 ) TYPE OF SERVICE: ON - HIGHWAY 1  
 UNDER - WATERWAY 5  
 (28) LANES: ON STRUCTURE 02 UNDER STRUCTURE  
 (29) AVERAGE DAILY TRAFFIC 2440  
 (30) YEAR OF ADT 1998 (109) TRUCK ADT 10%  
 (19) BYPASS, DETOUR LENGTH 6 KM

\*\*\*\*\* GEOMETRIC DATA \*\*\*\*\*

(48) LENGTH OF MAXIMUM SPAN 25 M  
 (49) STRUCTURE LENGTH 106.7 M  
 (50) CURB OR SIDEWALK: LEFT .6 M RIGHT .6 M  
 (51) BRIDGE ROADWAY WIDTH CURB TO CURB 8.5 M  
 (52) DECK WIDTH OUT TO OUT 10.4 M  
 (32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 10.7 M  
 (33) BRIDGE MEDIAN - NO MEDIAN 0  
 (34) SKEW 0 DEG (35) STRUCTURE FLARED NO  
 (10) INVENTORY ROUTE MIN VERT CLEAR 99.99 M  
 (47) INVENTORY ROUTE TOTAL HORIZ CLEAR 8.5 M  
 (53) MIN VERT CLEAR OVER BRIDGE RDWY 99.99 M  
 (54) MIN VERT UNDERCLEAR REF - NOT H/RR 0 M  
 (55) MIN LAT UNDERCLEAR RT REF - NOT H/RR 99.9 M  
 (56) MIN LAT UNDERCLEAR LT 0 M

\*\*\*\*\* NAVIGATION DATA \*\*\*\*\*

(38) NAVIGATION CONTROL - NO CONTROL CODE 0  
 (111) PIER PROTECTION - CODE  
 (39) NAVIGATION VERTICAL CLEARANCE 0 M  
 (116) VERT-LIFT BRIDGE NAV MIN VERT CLEAR M  
 (40) NAVIGATION HORIZONTAL CLEARANCE 0

\*\*\*\*\* SUFFICIENCY RATING = 82.0 \*\*\*\*\*

STATUS =

HEALTH INDEX = 94.19

\*\*\*\*\* CLASSIFICATION \*\*\*\*\* CODE

(112) NBIS BRIDGE LENGTH - YES Y  
 (104) HIGHWAY SYSTEM - NOT ON NHS 0  
 (26) FUNCTIONAL CLASS - MINOR ARTERIAL RURAL 06  
 (100) DEFENSE HIGHWAY - NOT STRAHNET 0  
 (101) PARALLEL STRUCTURE - NONE EXISTS N  
 (102) DIRECTION OF TRAFFIC - 2 WAY 2  
 (103) TEMPORARY STRUCTURE -  
 (105) FEDERAL LANDS HIGHWAY -  
 (110) DESIGNATED NATIONAL NETWORK - NOT ON NET 0  
 (20) TOLL - ON FREE ROAD 3  
 (21) MAINTAIN - COUNTY HIGHWAY AGENCY 2  
 (22) OWNER - COUNTY HIGHWAY AGENCY 2  
 (37) HISTORICAL SIGNIFICANCE - NOT ELIGIBLE 5

\*\*\*\*\* CONDITION \*\*\*\*\* CODE

(58) DECK 6  
 (59) SUPERSTRUCTURE 7  
 (60) SUBSTRUCTURE 6  
 (61) CHANNEL & CHANNEL PROTECTION 7  
 (62) CULVERTS N

\*\*\*\*\* LOAD RATING AND POSTING \*\*\*\*\* CODE

(31) DESIGN LOAD - MS - 18 OR HS - 20 5  
 (63) OPERATING RATING METHOD - LOAD FACTOR 1  
 (64) OPERATING RATING - 69.8  
 (65) INVENTORY RATING METHOD - LOAD FACTOR 1  
 (66) INVENTORY RATING - 41.7  
 (70) BRIDGE POSTING - Equal to or above legal loads 5  
 (41) STRUCTURE OPEN, POSTED OR CLOSED - A  
 DESCRIPTION - OPEN, NO RESTRICTION

\*\*\*\*\* APPRAISAL \*\*\*\*\* CODE

(67) STRUCTURAL EVALUATION 6  
 (68) DECK GEOMETRY 4  
 (69) UNDERCLEARANCES, VERTICAL & HORIZONTAL N  
 (71) WATER ADEQUACY 9  
 (72) APPROACH ROADWAY ALIGNMENT 6  
 (36) TRAFFIC SAFETY FEATURES 1000  
 (113) SCOUR CRITICAL BRIDGES U

\*\*\*\*\* PROPOSED IMPROVEMENTS \*\*\*\*\*

(75) TYPE OF WORK - CODE  
 (76) LENGTH OF STRUCTURE IMPROVEMENT M  
 (94) BRIDGE IMPROVEMENT COST  
 (95) ROADWAY IMPROVEMENT COST  
 (96) TOTAL PROJECT COST  
 (97) YEAR OF IMPROVEMENT COST ESTIMATE  
 (114) FUTURE ADT 4100  
 (115) YEAR OF FUTURE ADT 2010

\*\*\*\*\* INSPECTIONS \*\*\*\*\*

(90) INSPECTION DATE 11/01 (91) FREQUENCY 24 MO  
 (92) CRITICAL FEATURE INSPECTION: (93) CFI DATE  
 A) FRACTURE CRIT DETAIL - NO -1 MO A)  
 B) UNDERWATER INSP - NO -1 MO B)  
 C) OTHER SPECIAL INSP - NO -1 MO C)

FEB 26 2002





PROFILE: Looking West, 06B-Sac2-22



ROADWAY: Looking North  
03-Sac-Co.Rd., Br#24C0004, Cosumnes River, 11-15-01, 06B-Sac2-20