



DEPARTMENT OF TRANSPORTATION
Structure Maintenance & Investigations

Bridge Number : 24C0155
Facility Carried: FRANKLIN BLVD
Location : 1.8 MI N SAN JQUIN CO LI
City :
Inspection Date : 01/25/2007

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: MOKELUMNE RIVER OVERFLOW

CONSTRUCTION INFORMATION

Year Built : 1930 Skew (degrees): 0
Year Widened: N/A No. of Joints : 0
Length (m) : 150.9 No. of Hinges : 0

Structure Description: All spans single span, simply supported, concrete slab, on timber deck, on timber girders, on timber bent caps on timber columns on RC footings.

Span Configuration : 26 @ 5.8m

LOAD CAPACITY AND RATINGS

Design Live Load: OTHER OR UNKNOWN
Inventory Rating: 24.5 metric tons Calculation Method: ALLOWABLE STRESS
Operating Rating: 37.2 metric tons Calculation Method: ALLOWABLE STRESS
Permit Rating : 00000
Posting Load : Type 3 N/A Type 3S2 N/A Type 3-3 N/A

DESCRIPTION ON STRUCTURE

Deck X-Section: 0.2m cu - 7m - 0.2m cu
Total Width: 7.4 m Net Width: 6.9 m No. of Lanes: 2
Rail Description: Timber Rail Rail Code : 0000
Min. Vertical Clearance: Unimpaired

DESCRIPTION UNDER STRUCTURE

Channel Description: Valley bottom tidal slough with heavy riparian vegetation.

CONDITION TEXT

CONDITION OF STRUCTURE

The maximum water depth was about 3' under spans 22 through 25.

In the following text, all measurements and values of section loss are approximate since extensive work would be required to remove all rotted wood to determine the amount of deterioration.

Previously reported: The deck asphalt concrete is heavily cracked transversely over all supports and longitudinally down the center line of the bridge. This condition appears to be caused by movement of the timber superstructure members at all construction joints.

Previously reported: The stringers in Spans 15, 16, 17 and 18 have sustained fire damage resulted in approximately 5% section loss in stringers 6, 7 and 8.

The day of this inspection, it was noted that at:

Pier 2, left side, 2' of the span 1 exterior girder is rotted with 50 % section loss. At the right side, the ends of the exterior girders are completely rotted away behind the rail post and extending 3" from the face of the rail post. It appears that at least 6" of the end of the cap is missing due to rot. Of the remaining cap, there is 75% section loss due to rot going back to the timber pile where the loss is about 10%. The top of

CONDITION TEXT

the pile under the cap is beginning to show signs of decay.

Pier 3, left side, the top corner of the end of the cap on the span 2 side is rotted 6" into the end grain with 10% to 20 % section loss at that corner. The bottom half of the left exterior girder is rotted behind the rail post. At the right side, the ends of the exterior girders completely rotted away behind the rail post and extending 3" to 4" from the face of the rail post. At pile 3, the bottom corner of a girder is rotted 3" to 4" in an area 3" x 3". There is also an area at the top of the cap (under the girder) that has light rot for a length of 6".

Pier 4, left side, the exterior girder is completely rotted through over the pier cap. The top edge of the pier cap is rotted 1" vertically and 4" horizontally. At the right side, span 3 side, the top of the exterior girder is rotted 3" to 4" vertically next to the post and completely rotted through behind the rail post. In the span 3 side, the bottom of girder 9 is rotted 1" high and 4" into the end grain.

Pier 5, left side, the exterior girder is completely rotted through behind the rail post. The bottom north corner of the end of the pier cap is rotted 3" vertically x 3" horizontally (bridge transverse) and 4" deep into the end grain. The right end of the cap is rotted with 100 % section loss 4" vertically x 12' transverse into the end grain. The pier cap is rotting behind the diagonal cross bracing up to 3" horizontally into the pier cap for a diagonal length of 2'.

At pier 6, over pile 2, the end of girder 7 (span 5 side) is completely rotted for 4". At the right, span 6 side, the top of the exterior girder is rotted 2" vertically x 6" long. At the left end, the bottom of girders 1 and 2 and the top of the pier cap are rotted at their ends 1.5" to 2" up vertically into the girders. The pier cap is rotted 1.5" to 2" deep under these girders.

At pier 8, span 7 side, the top 2" of girder 16 is rotted 8" longitudinally. At the right side, the ends of the two outer girders in both spans (4 ends) are completely rotted over the pier cap. There is no bearing strength.

Pier 9, the left exterior girder in the span 8 side has 2" of rot on the top. The right exterior girder ends are rotted over the original cap.

Pier 11, the right end of the cap is rotted up to 6" into the end grain at the span 10 side. The ends of both exterior girders (spans 10 & 11) are completely rotted through with an ant nest inside.

Pier 12, left side, the end of the pier cap is rotted 1" to 1.5" deep vertically and 9" horizontally along the top of the cap. The ends of the two exterior girders are completely rotted behind the rail post.

Pier 13, left side, the ends of the girders are completely rotted behind the rail post.

Pier 14, left end, span 13 side, the exterior girder is rotted 4" deep, the last 1' of the end. The span 14 girder end is rotted with 25 % section loss, the full area over the cap. The right exterior girder, span 14 side, is rotted behind the rail post. The ends of girders 12 and 19 on the span 13 side have rotted ends over most of the cross section, and 4" deep into the end grain.

Pier 15, right end, span 15 side, the exterior girder is rotted behind the rail post. The end of the pier cap is rotted at the top corners 2" deep vertically x 2" wide x 3" deep into the end grain. The left end of the pier cap is rotted on the south side 6" vertically x 3" wide x 12" into the end grain.

Pier 16, right side, span 15 side, the end of the exterior girder is completely rotted

CONDITION TEXT

behind the rail post.

Pier 17, left exterior girder on the span 16 side, is rotted behind the rail post. On the right side, the ends of both exterior girders are rotted behind the rail post.

Pier 18, left side, span 18 side, the girder end is rotted behind the rail post.

Pier 19, left side, span 18 side, the exterior girder is rotted behind the rail post. On the right side, the ends of both exterior girders are rotted behind the rail post.

Pier 20, right side, the ends of both exterior girders are rotted behind the rail post.

Pier 21, right side, span 20 side, the exterior girder end is rotted behind the rail post. The top of the cap under the girder is rotted 1" deep vertically.

Pier 22, right side, the ends of both exterior girders are rotted behind the rail post.

Pier 23, right side, the ends of both exterior girders are rotted behind the rail post. The top of the cap on the span 23 side, is rotted 1" deep vertically the full width under the girder. At the left side, span 23 side, the end of the exterior girders is rotted behind the rail post.

Pier 24, left side, the ends of most of the girders over the the pier cap are rotted through. The top corners of the end of the pier cap are rotted 6' to 8" in the bridge transverse direction and up to 1" vertically into the top. Approximately 10% of the girder ends over the cap are rotted away from 1" to 6" into the end grain. The top of the cap under the girders is rotted 1" deep vertically. Some of the girders have rot on the bottom face extending 1/2" to 1" vertically up into the girder. At the top of the diagonal brace, the pier cap is rotting behind the brace. At the right side, the girder ends are rotted behind the rail post. On the span 24 side, the bottom of the exterior girder and the top of the cap are crushing. The bottom of the girder is 1" below the top of the cap.

Pier 25, left side, span 24 side, the ends of most of the girders over the the pier cap are rotted through. Right side, the ends of the exterior girders are rotted behind the rail post. On the span 24 side, the cap is rotted 1" deep vertically adjacent to the top of the diagonal brace.

There was no identification for this structure.

| <u>ELEMENT INSPECTION RATINGS</u> | | | | | | | | | |
|--|--|-----|-------------|-------|-----------------------------|-------|-------|-------|-------|
| F#Elem | Element Description | Env | Total Units | | Qty in each Condition State | | | | |
| | | | Qty | | St. 1 | St. 2 | St. 3 | St. 4 | St. 5 |
| 101 13 | Concrete Deck - Unprotected w/ AC Overlay | 2 | 1010 | sq.m. | 0 | 1010 | 0 | 0 | 0 |
| 101 111 | Timber Open Girder/Beam | 2 | 3000 | m. | 2880 | 0 | 90 | 30 | |
| 101 206 | Timber Column or Pile Extension | 2 | 100 | ea. | 90 | 10 | 0 | 0 | 0 |
| 101 215 | Reinforced Conc Abutment | 2 | 16 | m. | 16 | 0 | 0 | 0 | 0 |
| 101 235 | Timber Cap | 2 | 185 | m. | 25 | 95 | 40 | 25 | |
| 101 332 | Timber Bridge Railing | 2 | 308 | m. | 0 | 308 | 0 | 0 | 0 |

WORK RECOMMENDATIONS

| | | |
|-----------------------|-------------|---------------------------------------|
| RecDate: 01/25/2007 | EstCost: | Install the bridge identification for |
| Action : | StrTarget: | this structure. This is an aid to |
| Work By: LOCAL AGENCY | DistTarget: | inspectors and maintenance personnel. |
| Status : PROPOSED | EA: | |

WORK RECOMMENDATIONS

RecDate: 01/25/2007
Action :
Work By: LOCAL AGENCY
Status : PROPOSED

EstCost:
StrTarget:
DistTarget:
EA:

Replace the exterior girders and treat with a paint or preservative since the exterior girders have the most weather exposure.

Inspected By : Ricardo Fuentes

Ricardo Fuentes
Registered Civil Engineer



STRUCTURE INVENTORY AND APPRAISAL REPORT

***** IDENTIFICATION *****

(1) STATE NAME- CALIFORNIA 069
 (8) STRUCTURE NUMBER 24C0155
 (5) INVENTORY ROUTE (ON/UNDER)- ON 1400F0760
 (2) HIGHWAY AGENCY DISTRICT 03
 (3) COUNTY CODE 067 (4) PLACE CODE 00000
 (6) FEATURE INTERSECTED- MOKELUMNE RIVER OVERFLOW
 (7) FACILITY CARRIED- FRANKLIN BLVD
 (9) LOCATION- 1.8 MI N SAN JQUIN CO LIN
 (11) MILEPOINT/KILOMETERPOINT 0
 (12) BASE HIGHWAY NETWORK- NOT ON NET 0
 (13) LRS INVENTORY ROUTE & SUBROUTE
 (16) LATITUDE 38 DEG 16 MIN 51 SEC
 (17) LONGITUDE 121 DEG 26 MIN 24 SEC
 (98) BORDER BRIDGE STATE CODE % SHARE %
 (99) BORDER BRIDGE STRUCTURE NUMBER

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

(43) STRUCTURE TYPE MAIN:MATERIAL- WOOD OR TIMBER
 TYPE- STRINGER/MULTI-BEAM OR GDR CODE 702
 (44) STRUCTURE TYPE APPR:MATERIAL-
 TYPE- CODE
 (45) NUMBER OF SPANS IN MAIN UNIT 26
 (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 1930
 (06) 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 510
 (30) YEAR OF ADT 2007 (109) TRUCK ADT 10 %
 (19) BYPASS, DETOUR LENGTH 16 KM
 ***** GEOMETRIC DATA *****
 (48) LENGTH OF MAXIMUM SPAN 5.8 M
 (49) STRUCTURE LENGTH 150.9 M
 (50) CURB OR SIDEWALK: LEFT 0.2 M RIGHT 0.2 M
 (51) BRIDGE ROADWAY WIDTH CURB TO CURB 6.9 M
 (52) DECK WIDTH OUT TO OUT 7.4 M
 (32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 6.9 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 6.9 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 = 47.9
 STATUS STRUCTURALLY DEFICIENT
 HEALTH INDEX 94.8
 PAINT CONDITION INDEX = N/A

***** CLASSIFICATION *****

(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 *****

(58) DECK 6
 (59) SUPERSTRUCTURE 4
 (60) SUBSTRUCTURE 5
 (61) CHANNEL & CHANNEL PROTECTION 8
 (62) CULVERTS N

***** LOAD RATING AND POSTING *****

(31) DESIGN LOAD- OTHER OR UNKNOWN 0
 (63) OPERATING RATING METHOD- ALLOWABLE STRESS 2
 (64) OPERATING RATING- 37.2
 (65) INVENTORY RATING METHOD- ALLOWABLE STRESS 2
 (66) INVENTORY RATING- 24.5
 (70) BRIDGE POSTING- EQUAL TO OR ABOVE LEGAL LOADS 5
 (41) STRUCTURE OPEN, POSTED OR CLOSED- A
 DESCRIPTION- OPEN, NO RESTRICTION

***** APPRAISAL *****

(67) STRUCTURAL EVALUATION 4
 (68) DECK GEOMETRY 4
 (69) UNDERCLEARANCES, VERTICAL & HORIZONTAL N
 (71) WATER ADEQUACY 8
 (72) APPROACH ROADWAY ALIGNMENT 8
 (36) TRAFFIC SAFETY FEATURES 0000
 (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 600
 (115) YEAR OF FUTURE ADT 2020

***** INSPECTIONS *****

(90) INSPECTION DATE 01/07 (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 : 24C0155
Facility Carried: FRANKLIN BLVD
Location : 1.8 MI N SAN JQUIN CO LI
City :
Inspection Date : 07/22/2004

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: MOKELUMNE RIVER OVERFLOW

CONSTRUCTION INFORMATION

| | |
|--------------------|-------------------|
| Year Built : 1930 | Skew (degrees): 0 |
| Year Widened: N/A | No. of Joints : 0 |
| Length (m) : 150.9 | No. of Hinges : 0 |

Structure Description: , timber bent caps and timber columns on RC footings

Span Configuration : 26 @ 5.8m

LOAD CAPACITY AND RATINGS

| | | | |
|------------------------------------|--------------------------------------|----------|-----|
| Design Live Load: OTHER OR UNKNOWN | | | |
| Inventory Rating: 24.5 metric tons | Calculation Method: ALLOWABLE STRESS | | |
| Operating Rating: 37.2 metric tons | Calculation Method: ALLOWABLE STRESS | | |
| Permit Rating : 00000 | | | |
| Posting Load : Type 3 N/A | Type 3S2 N/A | Type 3-3 | N/A |

DESCRIPTION ON STRUCTURE

Deck X-Section: 0.2m cu - 7m - 0.2m cu

| | | |
|-------------------------------------|------------------|------------------|
| Total Width: 7.4 m | Net Width: 6.9 m | No. of Lanes: 2 |
| Rail Description: Timber Rail | | Rail Code : 0000 |
| Min. Vertical Clearance: Unimpaired | | |

DESCRIPTION UNDER STRUCTURE

Channel Description: Earth and grass-lined, swampy and has pilot stream.

CONDITION TEXT

CONDITION OF STRUCTURE

The maximum water depth was about 0.2 m, under Spans 22 to 25.

The deck asphalt concrete is heavily cracked transversely over all supports and longitudinally down the center line of the bridge. This condition appears to be caused by movement of the timber superstructure members at all construction joints.

The right side of Bent cap number 9 is rotted for a distance of approximately 1 meter in.

Early signs of crushing in both exterior stringers is also evident at Bent 9.

Both sides of Bent cap number 10 are fully rotted under Stringers 1 & 2 and 19 & 20. Stringer 19 over Bent 10 is heavily rotted on the end immediately above the rotted cap. Supplemental sections and supports have rotted and are now ineffective for load carry capacity.

The Bent 13 cap is fully rotted on both ends extending beyond Stringers 1 & 2 and 19 & 20. The stringers are essentially unsupported by the cap at these locations.

The Bent 14 cap is moderately rotted on the left end. The rot does not extend under Stringer 1.

CONDITION TEXT

The stringers in Spans 15, 16, 17 and 18 have sustained fire damage resulted in approximately 5% section loss in stringers 6, 7 and 8.

The timber cap at the right side of Bent 17 is showing signs of minor rot. The support for the stringers at this location has not been impacted.

MISCELLANEOUS

County of Sacramento planned to close the bridge to repair bent cap and timber stringers. Therefore, no load posting is needed.

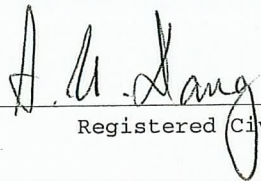
| ELEMENT INSPECTION RATINGS | | | | | | | | | |
|-----------------------------------|--|-----|-------------|-----------------------------|-------|-------|-------|-------|---|
| F#Elem | Element Description | Env | Total Units | Qty in each Condition State | | | | | |
| | | | | St. 1 | St. 2 | St. 3 | St. 4 | St. 5 | |
| 01 13 | Concrete Deck - Unprotected w/ AC Overlay | 2 | 1010 sq.m. | 0 | 1010 | 0 | 0 | 0 | 0 |
| 01 111 | Timber Open Girder/Beam | 2 | 3000 m. | 2910 | 0 | 90 | 0 | 0 | 0 |
| 01 206 | Timber Column or Pile Extension | 2 | 100 ea. | 90 | 10 | 0 | 0 | 0 | 0 |
| 01 215 | Reinforced Conc Abutment | 2 | 16 m. | 16 | 0 | 0 | 0 | 0 | 0 |
| 01 235 | Timber Cap | 2 | 185 m. | 0 | 95 | 40 | 50 | 0 | 0 |
| 01 332 | Timber Bridge Railing | 2 | 308 m. | 0 | 308 | 0 | 0 | 0 | 0 |

WORK RECOMMENDATIONS

RecDate: 02/28/2002 EstCost: Replace or supplement the deteriorated
 Action : StrTarget: 2 YEARS timber stringers in spans 8 and 9.
 Work By: LOCAL AGENCY DistTarget:
 Status : PROPOSED EA:

RecDate: 02/28/2002 EstCost: Replace or supplement the rotted timber
 Action : StrTarget: 2 YEARS bent caps at bents 9, 10, 13, 14 and 17.
 Work By: LOCAL AGENCY DistTarget:
 Status : PROPOSED EA:

Inspected By : Andy N. Dang



Registered Civil Engineer



STRUCTURE INVENTORY AND APPRAISAL REPORT

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***** IDENTIFICATION *****
(1) STATE NAME- CALIFORNIA 069
(8) STRUCTURE NUMBER 24C0155
(5) INVENTORY ROUTE(ON/UNDER)- ON 1400F0760
(2) HIGHWAY AGENCY DISTRICT 03
(3) COUNTY CODE 067 (4) PLACE CODE 00000
(6) FEATURE INTERSECTED- MOKELUMNE RIVER OVERFLOW
(7) FACILITY CARRIED- FRANKLIN BLVD
(9) LOCATION- 1.8 MI N SAN JQUIN CO LIN
(11) MILEPOINT/KILOMETERPOINT 0
(12) BASE HIGHWAY NETWORK- NOT ON NET 0
(13) LRS INVENTORY ROUTE & SUBROUTE
(16) LATITUDE 38 DEG 16 MIN 51 SEC
(17) LONGITUDE 121 DEG 26 MIN 24 SEC
(98) BORDER BRIDGE STATE CODE % SHARE %
(99) BORDER BRIDGE STRUCTURE NUMBER

***** STRUCTURE TYPE AND MATERIAL *****
(43) STRUCTURE TYPE MAIN:MATERIAL- WOOD OR TIMBER
TYPE- STRINGER/MULTI-BEAM OR GDR CODE 702
(44) STRUCTURE TYPE APPR:MATERIAL- NOT APPLICABLE
TYPE- NOT APPLICABLE CODE
(45) NUMBER OF SPANS IN MAIN UNIT 26
(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 *****
(7) YEAR BUILT 1930
(106) 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 510
(30) YEAR OF ADT 1991 (109) TRUCK ADT 10 %
(19) BYPASS, DETOUR LENGTH 16 KM

***** GEOMETRIC DATA *****
(48) LENGTH OF MAXIMUM SPAN 5.8 M
(49) STRUCTURE LENGTH 150.9 M
(50) CURB OR SIDEWALK: LEFT 0.2 M RIGHT 0.2 M
(51) BRIDGE ROADWAY WIDTH CURB TO CURB 6.9 M
(52) DECK WIDTH OUT TO OUT 7.4 M
(32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 6.9 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 6.9 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 = 64.2
STATUS
HEALTH INDEX 96.1
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 6
(59) SUPERSTRUCTURE 5
(60) SUBSTRUCTURE 5
(61) CHANNEL & CHANNEL PROTECTION 8
(62) CULVERTS N

***** LOAD RATING AND POSTING ***** CODE
(31) DESIGN LOAD- OTHER OR UNKNOWN 0
(63) OPERATING RATING METHOD- ALLOWABLE STRESS 2
(64) OPERATING RATING- 37.2
(65) INVENTORY RATING METHOD- ALLOWABLE STRESS 2
(66) INVENTORY RATING- 24.5
(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 5
(68) DECK GEOMETRY 4
(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL N
(71) WATER ADEQUACY 8
(72) APPROACH ROADWAY ALIGNMENT 8
(36) TRAFFIC SAFETY FEATURES 0000
(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 3600
(115) YEAR OF FUTURE ADT 2011

***** INSPECTIONS *****
(90) INSPECTION DATE 07/04 (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)

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DEPARTMENT OF TRANSPORTATION
Structure Maintenance & Investigations

Bridge Number : 24C0155
 Facility Carried: FRANKLIN BLVD
 Location : 1.8 MI N SAN JQUIN CO LIN
 City :
 Inspection Date : 28-FEB-02

Bridge Inspection Report

Inspection Type

| Routine | Group A | Underwater | Special | Other |
|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Name : MOKELUMNE RIVER OVERFLOW

CONSTRUCTION INFORMATION

Year Built : 1930 Skew (degrees): 0
 Year Widened : N/A No. of Joints : 0
 Length (m) : 150.9 No. of Hinges : 0

Description of Structure : , timber bent caps and timber columns on RC footings

Span Configuration : 26 @ 5.8m

LOAD CAPACITY AND RATINGS

Design Live Load : OTHER OR UNKNOWN
 Inventory Rating : 24.5 metric tons Calculation Method : ALLOWABLE STRESS
 Operating Rating : 37.2 metric tons Calculation Method : ALLOWABLE STRESS
 Permit Rating : 00000
 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 : 0.2m cu - 7m - 0.2m cu
 Total Width : 7.4 m Net Width : 6.90 m No. of Lanes : 2
 Rail Description : Timber Rail Rail Code : 0000
 Min. Vertical Clearance : Unimpaired

DESCRIPTION UNDER STRUCTURE

Channel Description : Earth and grass-lined, swampy and has pilot stream.

CONDITION OF STRUCTURE

DECK

The deck asphalt concrete is heavily cracked transversely over all supports and longitudinally down the center line of the bridge. This condition appears to be caused by movement of the timber superstructure members at all construction joints.

SUPERSTRUCTURE

The superstructure has sustained rapid deterioration of the timber bent caps since the prior inspection. Moderate deterioration and fire damage is evident in the timber stringers throughout the structure. A specific listing of the findings during this inspection are as follows:

The right side of bent cap number 9 is rotted for a distance of approximately 1 meter in.

Early signs of crushing in both exterior stringers is also evident at bent 9.

Both sides of bent cap number 10 are fully rotted under stringer lines 1 & 2 and 19 & 20. Stringer number 19 over bent 10 is heavily rotted on the end immediately above the rotted cap. Supplemental sections and supports have rotted and are now ineffective for load carry capacity.

The bent 13 cap is fully rotted on both ends extending beyond stringers number 1 & 2 and 19 & 20. The stringers are essentially unsupported by the cap at these locations.

The bent 14 cap is moderately rotted on the left end. The rot does not extend under stringer number 1.

The timber stringers in spans 15, 16, 17 and 18 have sustained fire damage resulted in approximately 5% section loss in stringers 6, 7 and 8.

The timber cap at the right side of bent 17 is showing signs of minor rot. The support for the stringers at this location has not been impacted.

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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 | 1010 sq.m. | 0 | 1010 | 0 | 0 | 0 |
| 01 111 | | Timber Open Girder/Beam | 2 | 3000 m. | 2910 | 0 | 90 | 0 | |
| 01 206 | | Timber Column or Pile Extension | 2 | 100 ea. | 90 | 10 | 0 | 0 | |
| 01 215 | | Reinforced Conc Abutment | 2 | 16 m. | 16 | 0 | 0 | 0 | |
| 01 235 | | Timber Cap | 2 | 185 m. | 0 | 95 | 40 | 50 | |
| 01 332 | | Timber Bridge Railing | 2 | 308 m. | 0 | 308 | 0 | | |

WORK RECOMMENDATIONS

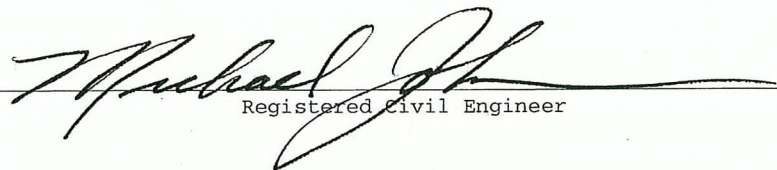
Replace or supplement the rotted timber bent caps at bents 9, 10, 13, 14 and 17.

| Item# | Rec. Date | Work By | Work Id. | Prog. Method | Cost |
|-------|-------------|---------------|--------------|--------------|------|
| 1 | 28-FEB-2002 | County Agency | 40155X02059X | | |

Replace or supplement the deteriorated timber stringers in spans 8 and 9.

| Item# | Rec. Date | Work By | Work Id. | Prog. Method | Cost |
|-------|-------------|---------------|--------------|--------------|------|
| 2 | 28-FEB-2002 | County Agency | 40155X02059X | | |

Inspected By : Michael B. Johnson


 Registered Civil Engineer



CC : Sacramento County

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STRUCTURE INVENTORY AND APPRAISAL REPORT

***** IDENTIFICATION *****

(1) STATE NAME - CALIFORNIA 069
(9) STRUCTURE NUMBER 24C0155
INVENTORY ROUTE (ON/UNDER) - ON 1 40 0F0760
(2) HIGHWAY AGENCY DISTRICT 03
(3) COUNTY CODE 067 (4) PLACE CODE 00000
(6) FEATURE INTERSECTED - MOKELUMNE RIVER OVERFLOW
(7) FACILITY CARRIED - FRANKLIN BLVD
(9) LOCATION - 1.8 MI N SAN JQUIN CO LIN
(11) MILEPOINT/KILOMETERPOINT 0
(12) BASE HIGHWAY NETWORK - NOT ON NET 0
(13) LRS INVENTORY ROUTE & SUBROUTE
(16) LATITUDE 38 DEG 16 MIN 51 SEC
(17) LONGITUDE 121 DEG 26 MIN 24 SEC
(98) BORDER BRIDGE STATE CODE % SHARE %
(99) BORDER BRIDGE STRUCTURE NUMBER

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

(43) STRUCTURE TYPE MAIN: MATERIAL - WOOD OR TIMBER
TYPE - STRINGER/MULTI-BEAM OR GDR CODE 7 02
(44) STRUCTURE TYPE APPR: MATERIAL - OTHER
TYPE - OTHER CODE 000
(45) NUMBER OF SPANS IN MAIN UNIT 26
(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 1930
YEAR RECONSTRUCTED 0000
TYPE OF SERVICE: ON - HIGHWAY 1
UNDER - WATERWAY 5
(28) LANES: ON STRUCTURE 02 UNDER STRUCTURE
(29) AVERAGE DAILY TRAFFIC 510
(30) YEAR OF ADT 1998 (109) TRUCK ADT 10%
(19) BYPASS, DETOUR LENGTH 16 KM

***** GEOMETRIC DATA *****

(48) LENGTH OF MAXIMUM SPAN 5.8 M
(49) STRUCTURE LENGTH 150.9 M
(50) CURB OR SIDEWALK: LEFT .2 M RIGHT .2 M
(51) BRIDGE ROADWAY WIDTH CURB TO CURB 6.9 M
(52) DECK WIDTH OUT TO OUT 7.4 M
(32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 6.9 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 6.9 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 = 63.4 *****

STATUS =
HEALTH INDEX = 96.12

***** 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 - NOT APPLICABLE 0
(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 5
(60) SUBSTRUCTURE 5
(61) CHANNEL & CHANNEL PROTECTION 8
(62) CULVERTS N

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

(31) DESIGN LOAD - OTHER OR UNKNOWN 0
(63) OPERATING RATING METHOD - ALLOWABLE STRESS 2
(64) OPERATING RATING - 37.2
(65) INVENTORY RATING METHOD - ALLOWABLE STRESS 2
(66) INVENTORY RATING - 24.5
(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 5
(68) DECK GEOMETRY 4
(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL N
(71) WATER ADEQUACY 8
(72) APPROACH ROADWAY ALIGNMENT 8
(36) TRAFFIC SAFETY FEATURES 0000
(113) SCOUR CRITICAL BRIDGES U

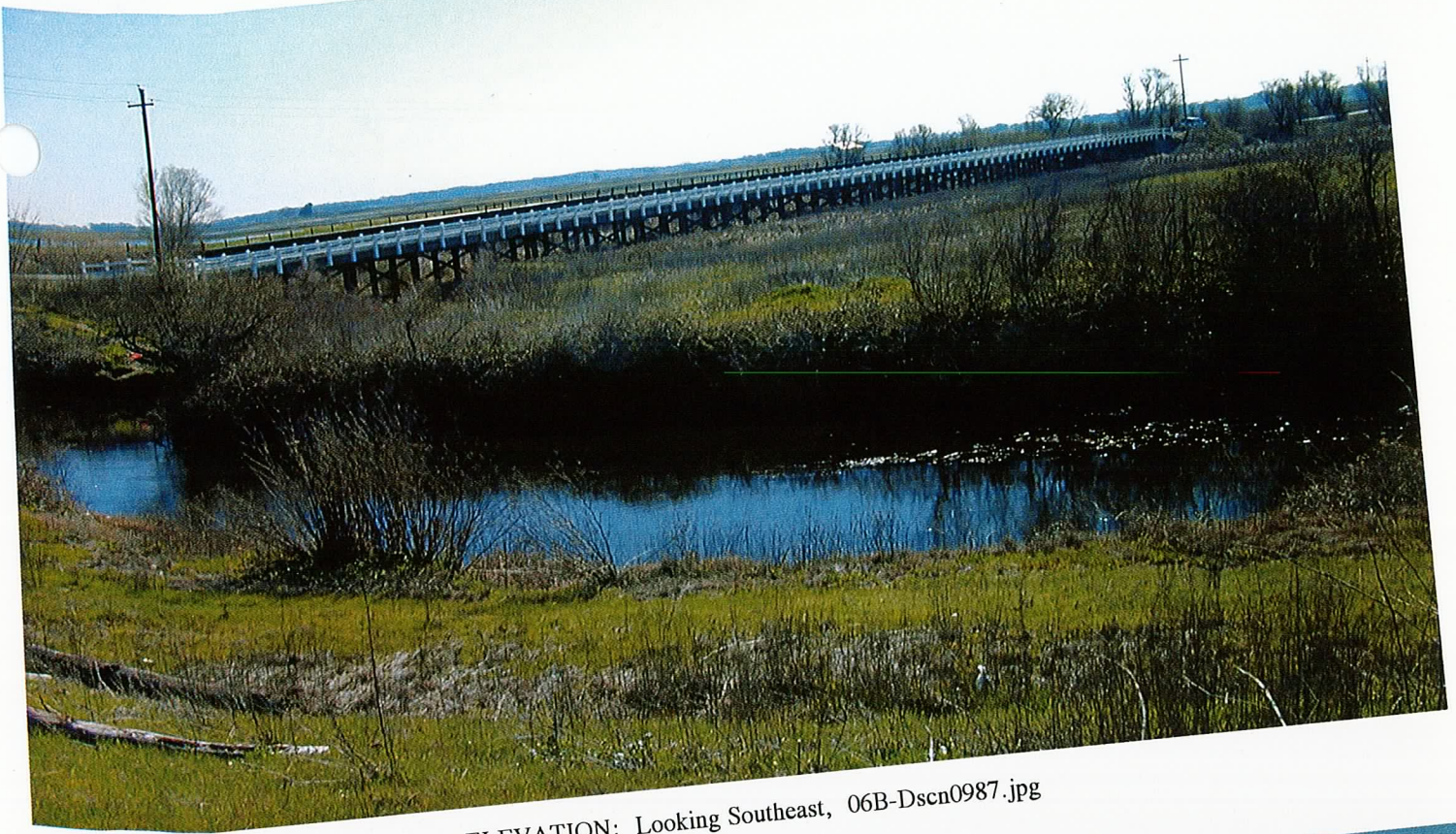
***** PROPOSED IMPROVEMENTS *****

(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 3600
(115) YEAR OF FUTURE ADT 2011

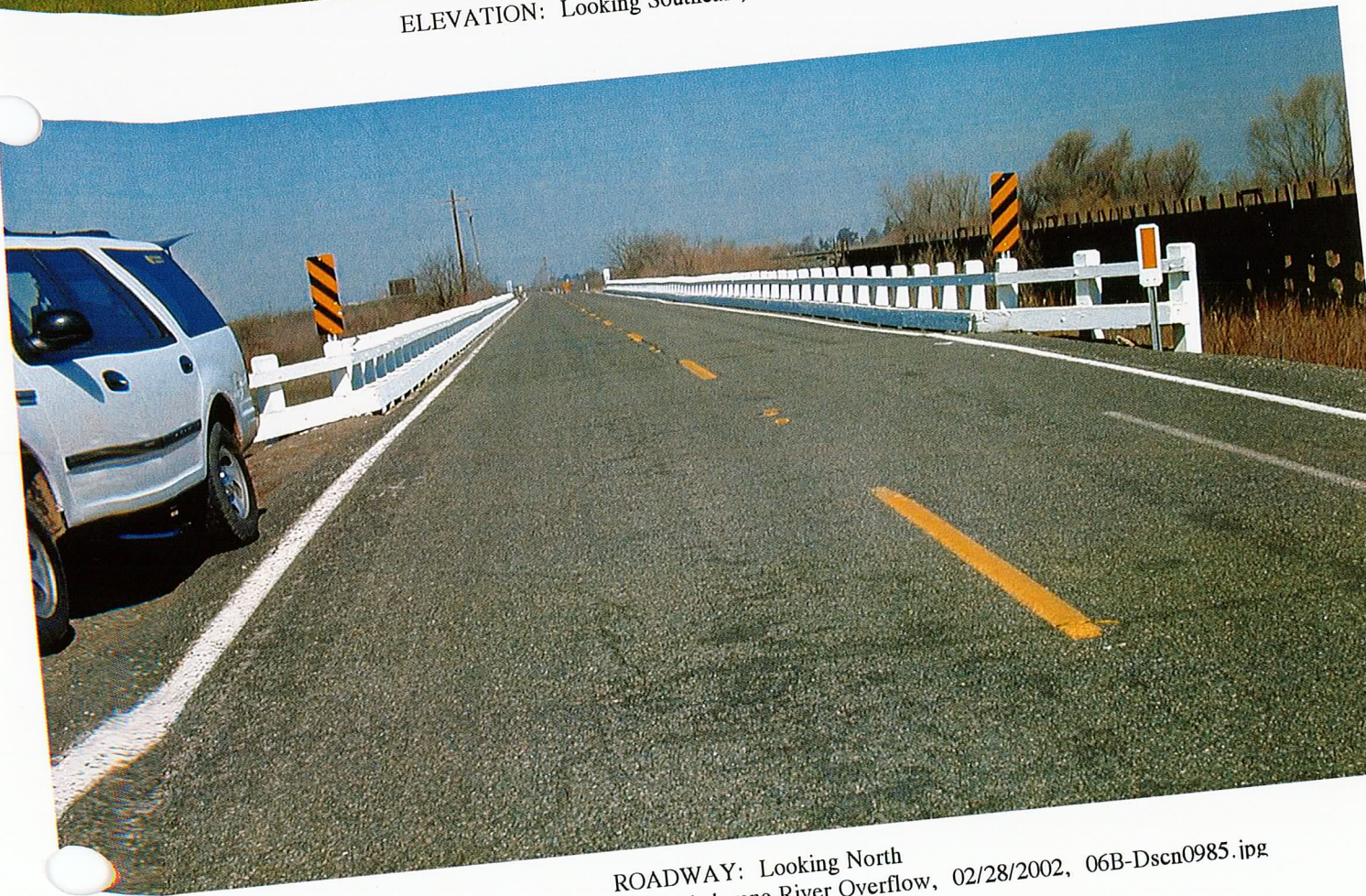
***** INSPECTIONS *****

(90) INSPECTION DATE 02/02 (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)

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ELEVATION: Looking Southeast, 06B-Dscn0987.jpg



ROADWAY: Looking North
03-SAC-Franklin Blvd, Br#: 24C0155, Mokelumne River Overflow, 02/28/2002, 06B-Dscn0985.jpg



Bent 10 Built-up Section is rotted.
03-SAC-Franklin Blvd, Br#: 24C0155, Mokelumne River Overflow, 02/28/2002, 06B-Dscn0988.jpg