

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**

Idaho [16]	Boundary County [021]	Unknown [00000]	0.1 S. NAPLES	48-33-59.00 = 48.566389	116-23-39.00 = -116.394167
30315	Highway agency district 1	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 5802	STC 5802;DEEP CRK	Toll On free road [3]	Features intersected BNRR;UPRR & DEEP CREEK		
Design - main Steel [3]	Design - approach Concrete [1]	Kilometerpoint 16804.2 km = 10418.6 mi			
1	Truss - Thru [10]	7	Tee beam [04]	Year built 1936	Year reconstructed N/A [0000]
		Skew angle 0	Structure Flared		
		Historical significance Bridge is possibly eligible for the NRHP. [3]			
Total length 153 m = 502.0 ft	Length of maximum span 49.1 m = 161.1 ft	Deck width, out-to-out 8.5 m = 27.9 ft	Bridge roadway width, curb-to-curb 7.3 m = 24.0 ft		
Inventory Route, Total Horizontal Clearance 7.3 m = 24.0 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	Concrete Cast-in-Place [1]				
Type of wearing surface	Bituminous [6]				
Deck protection					
Type of membrane/wearing surface					

**Weight Limits**

Bypass, detour length 0.3 km = 0.2 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	20.9 metric ton = 23.0 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	35.4 metric ton = 38.9 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	M 13.5 / H 15 [2]	

### Functional Details

Average Daily Traffic	700	Average daily truck traffi	14	%	Year	2012	Future average daily traffic	1050	Year	2032
Road classification	Major Collector (Rural) [07]		Lanes on structure	2		Approach roadway width	8.5 m = 27.9 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	Railroad-waterway [7]		Lanes under structure	0		Navigation control				
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	4.55 m = 14.9 ft			
Minimum lateral underclearance reference feature	Railroad beneath structure [R]									
Minimum lateral underclearance on right	3.7 m = 12.1 ft					Minimum lateral underclearance on left	4.3 m = 14.1 ft			
Minimum Vertical Underclearance	7.06 m = 23.2 ft		Minimum vertical underclearance reference feature	Railroad beneath structure [R]						
Appraisal ratings - underclearances	Somewhat better than minimum adequacy to tolerate being left in place as is [5]									

### 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	2956000	Roadway improvement cost	296000						
	Length of structure improvement	160.6 m = 526.9 ft		Total project cost	4878000					
	Year of improvement cost estimate	2011								
	Border bridge - state				Border bridge - percent responsibility of other state					
	Border bridge - structure number									

## Inspection and Sufficiency

Structure status	<input type="text" value="Open, no restriction [A]"/>	Appraisal ratings - structural	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - superstructure	<input type="text" value="Satisfactory [6]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present minimum criteria [6]"/>
Condition ratings - substructure	<input type="text" value="Satisfactory [6]"/>	Appraisal ratings - deck geometry	<input type="text" value="Meets minimum tolerable limits to be left in place as is [4]"/>
Condition ratings - deck	<input type="text" value="Satisfactory [6]"/>		
Scour	<input type="text" value="Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]"/>		
Channel and channel protection	<input type="text" value="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	<input type="text" value="Superior to present desirable criteria [9]"/>	Status evaluation	<input type="text"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="61.2"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text"/>		
Traffic safety features - transitions	<input type="text"/>		
Traffic safety features - approach guardrail	<input type="text"/>		
Traffic safety features - approach guardrail ends	<input type="text"/>		
Inspection date	<input type="text" value="June 2012 [0612]"/>	Designated inspection frequency	<input type="text" value="12"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Every two years [Y24]"/>	Fracture critical inspection date	<input type="text" value="June 2012 [0612]"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>