

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

Oregon [41]	Lane County [039]	Unknown [00000]	07.4 MI S LINC-LANE CO LN	44-10-27.60 = 44.174333	124-06-55.12 = -124.115311
01180 009 17502	Highway agency district 5	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 101	US101 (HWY 9)	Toll On free road [3]	Features intersected	BIG CREEK	
Design - main Concrete [1]	Design - approach Concrete continuous [2]	Kilometerpoint 28166.7 km = 17463.4 mi	Year built 1931	Year reconstructed 1997	
1 Arch - Thru [12]	3 Tee beam [04]	Skew angle 0	Structure Flared		
		Historical significance	Bridge is on the NRHP. [1]		
Total length 72.9 m = 239.2 ft	Length of maximum span 36.6 m = 120.1 ft	Deck width, out-to-out 12 m = 39.4 ft	Bridge roadway width, curb-to-curb 8.2 m = 26.9 ft		
Inventory Route, Total Horizontal Clearance 8.2 m = 26.9 ft	Curb or sidewalk width - left 1.5 m = 4.9 ft	Curb or sidewalk width - right 1.5 m = 4.9 ft			
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Latex Concrete or similar additive [3]				
Deck protection	Cathodic Protected [4]				
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 13.1 km = 8.1 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	27.2 metric ton = 29.9 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	45.4 metric ton = 49.9 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	M 13.5 / H 15 [2]	

Functional Details

Average Daily Traffic	3600	Average daily truck traffi	13	%	Year	2014	Future average daily traffic	3500	Year	2033
Road classification	Principal Arterial - Other (Rural) [02]		Lanes on structure	2		Approach roadway width	8.2 m = 26.9 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	Waterway [5]		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	6.1 m = 20.0 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	Work done by	Work to be done by contract [1]								
Widening of existing bridge or other major structure without deck rehabilitation or replacement [33]	Bridge improvement cost	766000	Roadway improvement cost	77000						
	Length of structure improvement	73 m = 239.5 ft		Total project cost	1226000					
	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="Equal to present minimum criteria [6]"/>
Condition ratings - superstructure	<input type="text" value="Satisfactory [6]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present desirable criteria [8]"/>
Condition ratings - substructure	<input type="text" value="Satisfactory [6]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of corrective action [3]"/>
Condition ratings - deck	<input type="text" value="Satisfactory [6]"/>		
Scour	<input type="text" value="Bridge is scour critical; bridge foundations determined to be unstable. [3]"/>		
Channel and channel protection	<input type="text" value="Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]"/>		
Appraisal ratings - water adequacy	<input type="text" value="Equal to present desirable criteria [8]"/>	Status evaluation	<input type="text" value="Functionally obsolete [2]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="53.8"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - transitions	<input type="text"/>		
Traffic safety features - approach guardrail	<input type="text" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - approach guardrail ends	<input type="text"/>		
Inspection date	<input type="text" value="July 2015 [0715]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Unknown [N00]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Unknown [N00]"/>	Fracture critical inspection date	<input type="text"/>
Other special inspection	<input type="text" value="Unknown [N00]"/>	Other special inspection date	<input type="text"/>