HistoricBridges.org - National Bridge Inventory Data Sheet

2017 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

Oregon [41]	Benton County [003]	Corvallis [15800]	001 E HWY 31 & 210 JCT	44-33-55.55 = 44.565431	123-15-23.52 = -123.256533

02728 210 00013	Highway agency district: 4	Owner: State Highway Agency [01]	Maintenance responsibility: State Highway Agency [01]		
Route: 34		HWY 210 EB	Toll: On free road [3]	Features intersected: WILLAMETTE RIVER	

Design - main	Steel [3]	Design - approach	Wood or timber [7]	Kilometerpoint	20.9 km = 13.0 mi
4	Truss - Thru [10]	12	Stringer/Multi-beam or girder [02]	Year built: 1913	Year reconstructed: 1998
				Skew angle: 0	Structure Flared: Yes, flared [1]
				Historical significance	Bridge is eligible for the NRHP. [2]

Total length	217.4 m = 713.3 ft	Length of maximum span	52.7 m = 172.9 ft	Deck width, out-to-out: 7.9 m = 25.9 ft	Bridge roadway width, curb-to-curb: 5.3 m = 17.4 ft
Inventory Route, Total Horizontal Clearance	5.3 m = 17.4 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	1.5 m = 4.9 ft

Deck structure type	Wood or Timber [8]
Type of wearing surface	Bituminous [6]
Deck protection	
Type of membrane/wearing surface	Preformed Fabric [2]

Weight Limits

Bypass, detour length	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	17.2 metric ton = 18.9 tons	
0 km = 0.0 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	28.1 metric ton = 30.9 tons	
	Bridge posting	Equal to or above legal loads [5]	Design Load	M 13.5 / H 15 [2]	

Functional Details

Average Daily Traffic	22000	Average daily truck traffi	7 %	Year	2014	Future average daily traffic	27000
Year	2033						
Road classification	Other Principal Arterial (Urban) [14]	Lanes on structure	1	Approach roadway width	6.4 m = 21.0 ft		
Type of service on bridge	Highway [1]	Direction of traffic	1 - way traffic [1]	Bridge median			
Parallel structure designation	The right structure of parallel bridges carrying the roadway in the direction of the inventory. [R]						
Type of service under bridge	Waterway [5]	Lanes under structure	0	Navigation control	Navigation control on waterway (bridge permit required). [1]		
Navigation vertical clearanc	10.7 m = 35.1 ft	Navigation horizontal clearance	31.1 m = 102.0 ft				
Minimum navigation vertical clearance, vertical lift bridge		Minimum vertical clearance over bridge roadway	5.18 m = 17.0 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

Widening of existing bridge or other major structure without deck rehabilitation or replacement [33]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	2284000	Roadway improvement cost	228000
Length of structure improvement	217 m = 712.0 ft	Total project cost	3655000
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	Posted for load [P]	Appraisal ratings - structural	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
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	Equal to present desirable criteria [8]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection	Navigation protection not required [1]	Sufficiency rating	49.2

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	June 2016 [0616]	Designated inspection frequency	24	Months

Underwater inspection	Every two years [Y24]	Underwater inspection date	April 2016 [0416]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	June 2016 [0616]
Other special inspection	Not needed [N]	Other special inspection date	