

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
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Basic Information

Oregon [41]	Lane County [039]	Unknown [00000]	00.8 MI S LINC-LANE CO LN	44-15-55.74 = 44.265483	124-06-24.81 = -124.106892
01182 009 16844	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	CUMMINS CREEK	
Design - main Concrete [1]	Design - approach Concrete [1]	Kilometerpoint 27107.8 km = 16806.8 mi	Year built 1931	Year reconstructed N/A [0000]	
1	Arch - Deck [11]	2	Tee beam [04]	Skew angle 0	Structure Flared
				Historical significance Bridge is eligible for the NRHP. [2]	
Total length 56.4 m = 185.0 ft	Length of maximum span 35.1 m = 115.2 ft	Deck width, out-to-out 11.1 m = 36.4 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 0.8 m = 2.6 ft	Curb or sidewalk width - right 0.8 m = 2.6 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 No rating analysis or evaluation perfor	Inventory rating 13.6 metric ton = 15.0 tons
	Method to determine operating rating No rating analysis or evaluation perfor	Operating rating 22.7 metric ton = 25.0 tons
Bridge posting Equal to or above legal loads [5]	Design Load M 13.5 / H 15 [2]	

Functional Details

Average Daily Traffic	3200	Average daily truck traffi	13	%	Year	2014	Future average daily traffic	3200	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	30.48 m = 100.0 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	592000		Roadway improvement cost	59000					
	Length of structure improvement	56 m = 183.7 ft		Total project cost	948000					
	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	Open, no restriction [A]	Appraisal ratings - structural	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Satisfactory [6]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - deck	Satisfactory [6]		
Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]		
Channel and channel protection	Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7]		
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	37.5
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - transitions			
Traffic safety features - approach guardrail			
Traffic safety features - approach guardrail ends			
Inspection date	July 2015 [0715]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [N00]	Underwater inspection date	
Fracture critical inspection	Unknown [N00]	Fracture critical inspection date	
Other special inspection	Unknown [N00]	Other special inspection date	