

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]	Lincoln County [041]	Depoe Bay [18850]	DEPOE BAY	44-48-34.58 = 44.809606	124-03-43.07 = -124.061964
02459 009 12761	Highway agency district 4	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 101	US101 (HWY 9)	Toll On free road [3]	Features intersected	DEPOE BAY	
Design - main 1	Concrete [1] Arch - Deck [11]	Design - approach 6	Concrete continuous [2] Tee beam [04]	Kilometerpoint 20536.8 km = 12732.8 mi	Year built 1927 Year reconstructed 1939
				Skew angle 0	Structure Flared
				Historical significance Bridge is on the NRHP. [1]	
Total length	101.6 m = 333.3 ft	Length of maximum span	45.7 m = 149.9 ft	Deck width, out-to-out	19 m = 62.3 ft
Inventory Route, Total Horizontal Clearance	15.2 m = 49.9 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	Method to determine inventory rating	No rating analysis or evaluation perfor	Inventory rating	13.6 metric ton = 15.0 tons
6.7 km = 4.2 mi	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	7600	Average daily truck traffi	6	%	Year	2014	Future average daily traffic	7800	Year	2033
Road classification	Principal Arterial - Other (Rural) [02]		Lanes on structure	4	Approach roadway width	15.2 m = 49.9 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 control on waterway (bridge permit required). [1]				
Navigation vertical clearanc	14 m = 45.9 ft		Navigation horizontal clearance	45.7 m = 149.9 ft						
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	1067000	Roadway improvement cost	107000						
	Length of structure improvement	102 m = 334.7 ft		Total project cost	1707000					
	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="Basically intolerable requiring high priority of corrective action [3]"/>
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="Good [7]"/>	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 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="Equal to present desirable criteria [8]"/>	Status evaluation	<input type="text" value="Functionally obsolete [2]"/>
Pier or abutment protection	<input type="text" value="Navigation protection not required [1]"/>	Sufficiency rating	<input type="text" value="35.5"/>
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="October 2015 [1015]"/>	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"/>