

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]	Florence [26050]	00.7 MI S HWY 062 JCT	43-57-52.88 = 43.964689	124-06-31.08 = -124.108633
01821E009 19098	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	SIUSLAW RIVER (FLORENCE)	
Design - main Steel [3]	Design - approach Concrete continuous [2]	Kilometerpoint 30735.3 km = 19055.9 mi	Year built 1936	Year reconstructed 1977	
1	Movable - Bascule [16]	22	Mixed types [20]	Skew angle 0	Structure Flared
				Historical significance Bridge is on the NRHP. [1]	
Total length 502.7 m = 1649.4 ft	Length of maximum span 46.9 m = 153.9 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 1.1 m = 3.6 ft	Curb or sidewalk width - right 1.1 m = 3.6 ft			
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Epoxy Overlay [5]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 19.9 km = 12.3 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	15.4 metric ton = 16.9 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	25.4 metric ton = 27.9 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	M 13.5 / H 15 [2]	

Functional Details

Average Daily Traffic	10100	Average daily truck traffi	16	%	Year	2014	Future average daily traffic	10000	Year	2033
Road classification	Other Principal Arterial (Urban) [14]		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	Highway-waterway [6]		Lanes under structure	2		Navigation control	Navigation control on waterway (bridge permit required). [1]			
Navigation vertical clearanc	5.2 m = 17.1 ft			Navigation horizontal clearance	33.5 m = 109.9 ft					
Minimum navigation vertical clearance, vertical lift bridge				Minimum vertical clearance over bridge roadway	5.08 m = 16.7 ft					
Minimum lateral underclearance reference feature	Highway beneath structure [H]									
Minimum lateral underclearance on right	0 = N/A				Minimum lateral underclearance on left	0 = N/A				
Minimum Vertical Underclearance	5.49 m = 18.0 ft			Minimum vertical underclearance reference feature	Highway beneath structure [H]					
Appraisal ratings - underclearances	Basically intolerable requiring high priority of replacement [2]									

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	5810000	Roadway improvement cost	581000		
	Length of structure improvement	553 m = 1814.4 ft		Total project cost	9295000	
	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	Basically intolerable requiring high priority of replacement [2]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - deck	Fair [5]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour conditions; field review indicates action is required. [4]		
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	Superior to present desirable criteria [9]	Status evaluation	Structurally deficient [1]
Pier or abutment protection	In place but in a deteriorated condition [3]	Sufficiency rating	24.2
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	July 2015 [0715]	Designated inspection frequency	24 Months
Underwater inspection	Every two years [Y24]	Underwater inspection date	July 2016 [0716]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	July 2015 [0715]
Other special inspection	Not needed [N]	Other special inspection date	