HistoricBridges.org - National Bridge Inventory Data Sheet

2017 Inventor

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]	Marion County [047]	Mill City [48150]	IN MILL CITY	44-45-17.39 = 44.754831	122-28-39.13 = -122.477536

02058 162C03029	Highway agency district	3	Owner	County Highway Agency [02]	Maintenance responsibility	State Highway Agency [01]	
Route	22		OR 22 (HWY 162)CON	Toll	On free road [3]	Features intersected	SANTIAM RIVER

Design - main	Steel [3]	Design - approach	Concrete [1]	Kilometerpoint	4874.7 km = 3022.3 mi		
1	Truss - Thru [10]	5	Channel beam [22]	Year built	1934	Year reconstructed	1960
				Skew angle	0	Structure Flared	
				Historical significance	Bridge is possibly eligible for the NRHP. [3]		

Total length	110.3 m = 361.9 ft	Length of maximum span	61 m = 200.1 ft	Deck width, out-to-out	10.1 m = 33.1 ft	Bridge roadway width, curb-to-curb	7.1 m = 23.3 ft
Inventory Route, Total Horizontal Clearanc	7.1 m = 23.3 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	1.8 m = 5.9 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	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	15.4 metric ton = 16.9 tons	
1.1 km = 0.7 mi	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	5500	Average daily truck traffi	23 %	Year	2014	Future average daily traffic	7000	Year	2033

Road classification	Major Collector (Rural) [07]	Lanes on structure	2	Approach roadway width	7.1 m = 23.3 ft
Type of service on bridge	Highway [1]	Direction of traffic	2 - way traffic [2]	Bridge median	
Parallel structure designatio	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	4.14 m = 13.6 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	1159000	Roadway improvement cost	116000
Length of structure improvement	110 m = 360.9 ft	Total project cost	1855000
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 corrrective action [3]
Condition ratings - superstructur	Satisfactory [6]	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 foundations determined to be stable for assessed or calculated scour condition. [5]		
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	33.3
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	August 2015 [0815]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [N00]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	August 2015 [0815]
Other special inspection	Unknown [N00]	Other special inspection date	