

HistoricBridges.org - National Bridge Inventory Data Sheet

2017 Inventor

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]	Clatsop County [007]	Seaside [65950]	AT SEASIDE N C LMTS	46-00-38.99 = 46.010831	123-54-41.08 = -123.911411
01305 009 01972	Highway agency district 1	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 101		US101 (HWY 9)	Toll On free road [3]	Features intersected NEAWANNA CREEK	
Design - main 4	Concrete continuous [2] Tee beam [04]	Design - approach 0	Other [00]	Kilometerpoint 3173.6 km = 1967.6 mi	Year built 1930
				Year reconstructed N/A [0000]	Skew angle 0
				Structure Flared	Historical significance Bridge is eligible for the NRHP. [2]
Total length 64 m = 210.0 ft	Length of maximum span 16 m = 52.5 ft	Deck width, out-to-out 12 m = 39.4 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 1.5 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	Bituminous [6]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 6.4 km = 4.0 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	28.1 metric ton = 30.9 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	47.2 metric ton = 51.9 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	M 13.5 / H 15 [2]	

Functional Details

Average Daily Traffic	17700	Average daily truck traffi	8	%	Year	2014	Future average daily traffic	21300	Year	2033
Road classification	Other Principal Arterial (Urban) [14]		Lanes on structure	2		Approach roadway width	11 m = 36.1 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	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	672000	Roadway improvement cost	67000
	Length of structure improvement	64 m = 210.0 ft	Total project cost	1076000
	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	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
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 corrective action [3]
Condition ratings - deck	Satisfactory [6]		
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 protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]		
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
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	September 2015 [0915]	Designated inspection frequency	24 Months
Underwater inspection	Every two years [Y24]	Underwater inspection date	September 2016 [0916]
Fracture critical inspection	Unknown [N00]	Fracture critical inspection date	
Other special inspection	Unknown [N00]	Other special inspection date	