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]	Douglas County [019]	Oakland [54000]	AT N OAKLAND CITY LIMIT	43-25-31.94 = 43.425539	123-18-11.02 = -123.303061

19C519038800108	Highway agency district	7	Owner	County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]

Route	#Num!		SHADY HWY #388	Toll	On free road [3]

Features intersected: CALAPOOYA CRK & UPRR

Design - main	Steel [3]	Design - approach	Concrete continuous [2]
1	Truss - Deck [09]	9	Stringer/Multi-beam or girder [02]

Kilometerpoint: 173.8 km = 107.8 mi

Year built: 1925 Year reconstructed: N/A [0000]

Skew angle: 0 Structure Flared:

Historical significance: Bridge is possibly eligible for the NRHP. [3]

Total length	144.8 m = 475.1 ft	Length of maximum span	30.5 m = 100.1 ft	Deck width, out-to-out	6.9 m = 22.6 ft	Bridge roadway width, curb-to-curb	5.9 m = 19.4 ft

Inventory Route, Total Horizontal Clearanc	5.9 m = 19.4 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft

Deck structure type	Concrete Cast-in-Place [1]
Type of wearing surface	Monolithic Concrete (concurrently placed with structural deck) [1]
Deck protection	
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length: 0.9 km = 0.6 mi

Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	19.1 metric ton = 21.0 tons
Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	30.8 metric ton = 33.9 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	1607	Average daily truck traffi	7 %	Year	2010	Future average daily traffic	2240
Year	2030						
Road classification	Major Collector (Rural) [07]	Lanes on structure	1	Approach roadway width	7.3 m = 24.0 ft		
Type of service on bridge	Highway [1]	Direction of traffic	One lane bridge for 2 - way traffic [3]	Bridge median			
Parallel structure designatio	No parallel structure exists. [N]						
Type of service under bridge	Railroad-waterway [7]	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	Railroad beneath structure [R]						
Minimum lateral underclearance on right	3.1 m = 10.2 ft	Minimum lateral underclearance on left	0 = N/A				
Minimum Vertical Underclearance	6.65 m = 21.8 ft	Minimum vertical underclearance reference feature	Railroad beneath structure [R]				
Appraisal ratings - underclearances	Meets minimum tolerable limits to be left in place as is [4]						

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	1521000	Roadway improvement cost	152000
Length of structure improvement	145 m = 475.7 ft	Total project cost	2434000
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 - superstructur	Poor [4]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Poor [4]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
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 and embankment protection is severely undermined. River control devices have severe damage. Large deposits of debris are in the channel. [4]

Appraisal ratings - water adequacy	Equal to present desirable criteria [8]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	43.3

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	April 2015 [0415]	Designated inspection frequency	24 Months
Underwater inspection	Every two years [Y24]	Underwater inspection date	June 2016 [0616]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	April 2015 [0415]
Other special inspection	Not needed [N]	Other special inspection date	