

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]	Douglas County [019]	Unknown [00000]	00.5 MI W SCOTTSBURG	43-39-14.94 = 43.654150	123-49-30.13 = -123.825036					
01318 045 01643	Highway agency district	7	Owner	State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]				
Route	38	OR 38 (HWY 045)	Toll	On free road [3]	Features intersected	UMPQUA RIVER@ SCOTTSBURG				
Design - main	Steel continuous [4]	Design - approach	Concrete continuous [2]	Kilometerpoint	2644.2 km = 1639.4 mi					
3	Truss - Thru [10]	7	Tee beam [04]	Year built	1929	Year reconstructed	1969			
				Skew angle	0	Structure Flared				
				Historical significance	Bridge is eligible for the NRHP. [2]					
Total length	257.7 m = 845.5 ft		Length of maximum span	72.2 m = 236.9 ft		Deck width, out-to-out	8.3 m = 27.2 ft	Bridge roadway width, curb-to-curb	7.3 m = 24.0 ft	
Inventory Route, Total Horizontal Clearance	7.3 m = 24.0 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	Method to determine inventory rating	Load and Resistance Factor Rating (L	Inventory rating	18.5 metric ton = 20.4 tons
1.9 km = 1.2 mi	Method to determine operating rating	Load and Resistance Factor Rating (L	Operating rating	24 metric ton = 26.4 tons
Bridge posting	Equal to or above legal loads [5]		Design Load	M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	2900	Average daily truck traffi	26	%	Year	2014	Future average daily traffic	3000	Year	2033
Road classification	Principal Arterial - Other (Rural) [02]		Lanes on structure	2		Approach roadway width	7.3 m = 24.0 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	10.7 m = 35.1 ft			Navigation horizontal clearance	70.1 m = 230.0 ft					
Minimum navigation vertical clearance, vertical lift bridge				Minimum vertical clearance over bridge roadway	4.6 m = 15.1 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	2699000	Roadway improvement cost	270000						
	Length of structure improvement	257 m = 843.2 ft		Total project cost	4319000					
	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="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - superstructure	<input type="text" value="Satisfactory [6]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Basically intolerable requiring high priority of corrective action [3]"/>
Condition ratings - substructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - deck	<input type="text" value="Satisfactory [6]"/>		
Scour	<input type="text" value="Bridge is scour critical; bridge foundations determined to be unstable. [3]"/>		
Channel and channel protection	<input type="text" value="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	<input type="text" value="Superior to present desirable criteria [9]"/>	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="42.7"/>
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="February 2017 [0217]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Unknown [Y36]"/>	Underwater inspection date	<input type="text" value="July 2016 [0716]"/>
Fracture critical inspection	<input type="text" value="Every two years [Y24]"/>	Fracture critical inspection date	<input type="text" value="October 2015 [1015]"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>