

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]	Roseburg [63650]	0.4 W OF I-5	43-13-03.07 = 43.217519	123-21-58.73 = -123.366314				
26T05 000 00000	Highway agency district	7	Owner	City or Municipal Highway Agency [04]	Maintenance responsibility	City or Municipal Highway Agency [04]			
Route	#Num!		STEWART PARK ROAD	Toll	On free road [3]	Features intersected	SOUTH UMPQUA RIVER		
Design - main	Steel [3]	Design - approach		Kilometerpoint	0 km = 0.0 mi	Year built	1946	Year reconstructed	N/A [0000]
	3	Truss - Thru [10]	0	Other [00]		Skew angle	0	Structure Flared	
				Historical significance	Bridge is possibly eligible for the NRHP. [3]				
Total length	99.7 m = 327.1 ft	Length of maximum span	67.4 m = 221.1 ft	Deck width, out-to-out	5.9 m = 19.4 ft	Bridge roadway width, curb-to-curb	5.5 m = 18.0 ft		
Inventory Route, Total Horizontal Clearanc	5.5 m = 18.0 ft	Curb or sidewalk width - left	1.5 m = 4.9 ft	Curb or sidewalk width - right	0 m = 0.0 ft				
Deck structure type	Closed Grating [4]								
Type of wearing surface	Other [9]								
Deck protection									
Type of membrane/wearing surface									

Weight Limits

Bypass, detour length	Method to determine inventory rating	Allowable Stress(AS) [2]	Inventory rating	32.7 metric ton = 36.0 tons
0.1 km = 0.1 mi	Method to determine operating rating	Allowable Stress(AS) [2]	Operating rating	45.4 metric ton = 49.9 tons
Bridge posting	10.0 - 19.9 % below [3]	Design Load	MS 18 / HS 20 [5]	

Functional Details

Average Daily Traffic	<input type="text" value="3378"/>	Average daily truck traffi	<input type="text" value="2"/>	%	Year	<input type="text" value="2010"/>	Future average daily traffic	<input type="text" value="4842"/>	Year	<input type="text" value="2030"/>
Road classification	<input type="text" value="Local (Urban) [19]"/>		Lanes on structure	<input type="text" value="2"/>	Approach roadway width	<input type="text" value="5.5 m = 18.0 ft"/>				
Type of service on bridge	<input type="text" value="Highway-pedestrian [5]"/>		Direction of traffic	<input type="text" value="2 - way traffic [2]"/>		Bridge median	<input type="text"/>			
Parallel structure designatio	<input type="text" value="No parallel structure exists. [N]"/>									
Type of service under bridge	<input type="text" value="Waterway [5]"/>		Lanes under structure	<input type="text" value="0"/>	Navigation control	<input type="text"/>				
Navigation vertical clearanc	<input type="text" value="0 = N/A"/>			Navigation horizontal clearance	<input type="text" value="0 = N/A"/>					
Minimum navigation vertical clearance, vertical lift bridge	<input type="text"/>				Minimum vertical clearance over bridge roadway	<input type="text" value="3.63 m = 11.9 ft"/>				
Minimum lateral underclearance reference feature	<input type="text" value="Feature not a highway or railroad [N]"/>									
Minimum lateral underclearance on right	<input type="text" value="0 = N/A"/>				Minimum lateral underclearance on left	<input type="text" value="0 = N/A"/>				
Minimum Vertical Underclearance	<input type="text" value="0 = N/A"/>			Minimum vertical underclearance reference feature	<input type="text" value="Feature not a highway or railroad [N]"/>					
Appraisal ratings - underclearances	<input type="text" value="N/A [N]"/>									

Repair and Replacement Plans

Type of work to be performed	Work done by <input type="text" value="Work to be done by contract [1]"/>			
<input type="text" value="Widening of existing bridge or other major structure without deck rehabilitation or replacement [33]"/>	Bridge improvement cost	<input type="text" value="1047000"/>	Roadway improvement cost	<input type="text" value="105000"/>
	Length of structure improvement	<input type="text" value="100 m = 328.1 ft"/>	Total project cost	<input type="text" value="1675000"/>
	Year of improvement cost estimate	<input type="text" value="2011"/>		
	Border bridge - state	<input type="text"/>	Border bridge - percent responsibility of other state	<input type="text"/>
	Border bridge - structure number	<input type="text"/>		

Inspection and Sufficiency

Structure status	Posted for load [P]	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	Better than present minimum criteria [7]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Good [7]		
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		Sufficiency rating	59.8
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	May 2015 [0515]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	June 2016 [0616]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	May 2015 [0515]
Other special inspection	Not needed [N]	Other special inspection date	