HistoricBridges.org - National Bridge Inventory Data Sheet

2013 Inventory

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]	Umatilla County [059]	Umatilla [75650]	IN CITY OF UMATILLA	45-54-56.48 = 45.915689	119-21-08.71 = -119.352419

00624A002 18260	Highway agency district 12	Owner: State Highway Agency [01]	Maintenance responsibility: State Highway Agency [01]		
Route: 730		US 730 (HWY 2)	Toll: On free road [3]	Features intersected: UMATILLA RIVER(UMATILLA)	

Design - main: Concrete [1]	Design - approach: Concrete continuous [2]	Kilometerpoint: 29386.6 km = 18219.7 mi			
3	Arch - Deck [11]	6	Stringer/Multi-beam or girder [02]	Year built: 1925	Year reconstructed: 1950
Skew angle: 0	Structure Flared:				
Historical significance: Bridge is possibly eligible for the NRHP. [3]					

Total length: 131.5 m = 431.5 ft	Length of maximum span: 33.5 m = 109.9 ft	Deck width, out-to-out: 11.9 m = 39.0 ft	Bridge roadway width, curb-to-curb: 9.2 m = 30.2 ft		
Inventory Route, Total Horizontal Clearance: 9.2 m = 30.2 ft	Curb or sidewalk width - left: 1.1 m = 3.6 ft	Curb or sidewalk width - right: 1.1 m = 3.6 ft			

Deck structure type	Concrete Cast-in-Place [1]
Type of wearing surface	Latex Concrete or similar additive [3]
Deck protection	
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length: 0.8 km = 0.5 mi	Method to determine inventory rating: Load Factor(LF) [1]	Inventory rating: 14.5 metric ton = 16.0 tons			
	Method to determine operating rating: Load Factor(LF) [1]	Operating rating: 24.5 metric ton = 27.0 tons			
	Bridge posting: Equal to or above legal loads [5]	Design Load: M 13.5 / H 15 [2]			

Functional Details

Average Daily Traffic	8700	Average daily truck traffi	7 %	Year	2010	Future average daily traffic	8500
Year	2030						
Road classification	Principal Arterial - Other (Rural) [02]	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 designation	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

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	1406000	Roadway improvement cost	141000
Length of structure improvement	134 m = 439.7 ft	Total project cost	2249000
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 - superstructure	Satisfactory [6]	Appraisal ratings - roadway alignment	Better than present minimum criteria [7]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Satisfactory [6]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]		
Channel and channel protection	Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. [6]		
Appraisal ratings - water adequacy	Equal to present desirable criteria [8]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	47.3
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions	Inpected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail			
Traffic safety features - approach guardrail ends			
Inspection date	November 2012 [1112]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y48]	Underwater inspection date	November 2012 [1112]
Fracture critical inspection	Unknown [N00]	Fracture critical inspection date	
Other special inspection	Not needed [N]	Other special inspection date	