

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]	Tillamook County [057]	Tillamook [73700]	013 MI N TILLAMOOK	45-28-41.97 = 45.478325	123-50-40.25 = -123.844514
01499 009 06423	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	WILSON RIVER	
Design - main Concrete [1]	Design - approach Concrete continuous [2]	Kilometerpoint 10336.8 km = 6408.8 mi	Year built 1931	Year reconstructed N/A [0000]	
1	Arch - Thru [12]	4	Tee beam [04]	Skew angle 0	Structure Flared
		Historical significance Bridge is on the NRHP. [1]			
Total length 60.7 m = 199.2 ft	Length of maximum span 36.6 m = 120.1 ft	Deck width, out-to-out 13.2 m = 43.3 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 0.9 m = 3.0 ft	Curb or sidewalk width - right 0.9 m = 3.0 ft			
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Epoxy Overlay [5]				
Deck protection					
Type of membrane/wearing surface					

**Weight Limits**

Bypass, detour length 9 km = 5.6 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	20.9 metric ton = 23.0 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	34.5 metric ton = 38.0 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	M 13.5 / H 15 [2]	

### Functional Details

Average Daily Traffic	18400	Average daily truck traffi	6	%	Year	2014	Future average daily traffic	22200	Year	2033
Road classification	Principal Arterial - Other (Rural) [02]		Lanes on structure	2		Approach roadway width	8.2 m = 26.9 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	6.4 m = 21.0 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	638000	Roadway improvement cost	64000						
	Length of structure improvement	61 m = 200.1 ft		Total project cost	1021000					
	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	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrective action [3]
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 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	41.3
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - transitions			
Traffic safety features - approach guardrail			
Traffic safety features - approach guardrail ends			
Inspection date	May 2016 [0516]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	April 2014 [0414]
Fracture critical inspection	Unknown [N00]	Fracture critical inspection date	
Other special inspection	Unknown [N00]	Other special inspection date	