

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.  
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**Basic Information**

|   |  |                                 |  |  |  |
|---|--|---------------------------------|--|--|--|
| Oregon [41]                                 | Clatsop County [007]                   | Astoria [03150]                 | 002 MI S ASTORIA   | 46-10-07.81 = 46.168836                                      | 123-50-17.21 = -123.838114                 |
| 00330 105 00689                             | Highway agency district 1              | Owner State Highway Agency [01] | Maintenance responsibility                               | State Highway Agency [01]                                    |  |
| Route 101                                   | HWY 105                                | Toll On free road [3]           | Features intersected                                     | YOUNGS BAY   |  |
| Design - main<br>1                          | Steel [3]<br>Movable - Bascule [16]    | Design - approach<br>58         | Wood or timber [7]<br>Stringer/Multi-beam or girder [02] | Kilometerpoint<br>1108.8 km = 687.5 mi                       | Year built 1921<br>Year reconstructed 1933 |
|   |  |                                 |  | Skew angle 0   | Structure Flared Yes, flared [1]           |
|   |  |                                 |  | Historical significance Bridge is eligible for the NRHP. [2] |  |
| Total length                                | 562.4 m = 1845.2 ft                    | Length of maximum span          | 50.7 m = 166.3 ft  | Deck width, out-to-out                                       | 10.2 m = 33.5 ft                           |
| Inventory Route, Total Horizontal Clearance | 6.2 m = 20.3 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 | Method to determine inventory rating | Allowable Stress(AS) [2] | Inventory rating  | 10.9 metric ton = 12.0 tons |
| 1.1 km = 0.7 mi       | Method to determine operating rating | Allowable Stress(AS) [2] | Operating rating  | 18.1 metric ton = 19.9 tons |
| Bridge posting        | Equal to or above legal loads [5]    | Design Load              | M 13.5 / H 15 [2] |                             |

### Functional Details

|   |                                       |                            |                       |   |  |                        |  |      |      |      |
|---|---------------------------------------|----------------------------|-----------------------|---|--|------------------------|--|------|------|------|
| Average Daily Traffic                                       | 7200                                  | Average daily truck traffi | 14                    | %   | Year                                   | 2014                   | Future average daily traffic                                 | 8400 | Year | 2033 |
| Road classification   | Minor Arterial (Urban) [16]           |                            | 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 designatio                               | 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                                | 7.3 m = 24.0 ft                       |                            |                       | Navigation horizontal clearance                   | 36.6 m = 120.1 ft                      |                        |  |      |      |      |
| 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  | Work done by                      | Work to be done by contract [1] |                          |        |   |          |  |  |  |  |
| Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31] | Bridge improvement cost           | 6500000                         | Roadway improvement cost | 650000 |   |          |  |  |  |  |
|   | Length of structure improvement   | 619 m = 2030.9 ft               |                          |        | Total project cost                                    | 10400000 |  |  |  |  |
|   | 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="Basically intolerable requiring high priority of replacement [2]"/> |
| Condition ratings - superstructure                | <input type="text" value="Fair [5]"/>   | Appraisal ratings - roadway alignment | <input type="text" value="Equal to present desirable criteria [8]"/>                          |
| Condition ratings - substructure                  | <input type="text" value="Poor [4]"/>   | 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 foundations determined to be stable for assessed or calculated scour conditions; field review indicates action is required. [4]"/>   |                                       |   |
| 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="Equal to present desirable criteria [8]"/>  | Status evaluation                     | <input type="text" value="Structurally deficient [1]"/>                                       |
| Pier or abutment protection                       | <input type="text" value="Navigation protection not required [1]"/>   | Sufficiency rating                    | <input type="text" value="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="October 2015 [1015]"/>  | Designated inspection frequency       | <input type="text" value="24"/> Months  |
| Underwater inspection                             | <input type="text" value="Unknown [Y36]"/>  | Underwater inspection date            | <input type="text" value="September 2016 [0916]"/>  |
| 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"/>  |