

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**

Washington [53] Pierce County [053] Unknown [00000] 0.2 S JCT SR 161 47-12-12.00 = 47.203333 122-17-36.00 = -122.293333

0003960A0000000 Highway agency district 3 Owner State Highway Agency [01] Maintenance responsibility State Highway Agency [01]

Route 167 SR 167 Toll On free road [3] Features intersected PUYALLUP R & CITY STS

Design - main Steel [3] Design - approach Mixed types [20] Kilometerpoint 1031.4 km = 639.5 mi

1 Truss - Thru [10] 5 Year built 1925 Year reconstructed 1951

Skew angle 0 Structure Flared

Historical significance Bridge is possibly eligible for the NRHP. [3]

Total length 145.4 m = 477.1 ft Length of maximum span 113.1 m = 371.1 ft Deck width, out-to-out 6.6 m = 21.7 ft Bridge roadway width, curb-to-curb 6.4 m = 21.0 ft

Inventory Route, Total Horizontal Clearance 6.4 m = 21.0 ft Curb or sidewalk width - left 0 m = 0.0 ft Curb or sidewalk width - right 2.4 m = 7.9 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 0.2 km = 0.1 mi Method to determine inventory rating Load Factor(LF) [1] Inventory rating 10.8 metric ton = 11.9 tons

Method to determine operating rating Load Factor(LF) [1] Operating rating 18.9 metric ton = 20.8 tons

Bridge posting 20.0 - 29.9 % below [2] Design Load M 13.5 / H 15 [2]

### Functional Details

Average Daily Traffic	17756	Average daily truck traffi	6	%	Year	2010	Future average daily traffic	24858	Year	2030
Road classification	Other Principal Arterial (Urban) [14]		Lanes on structure	2	Approach roadway width	7.3 m = 24.0 ft				
Type of service on bridge	Highway-pedestrian [5]		Direction of traffic	1 - way traffic [1]		Bridge median				
Parallel structure designation	The right structure of parallel bridges carrying the roadway in the direction of the inventory. [R]									
Type of service under bridge	Highway-waterway [6]		Lanes under structure	4	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	5.66 m = 18.6 ft						
Minimum lateral underclearance reference feature	Highway beneath structure [H]									
Minimum lateral underclearance on right	0.3 m = 1.0 ft				Minimum lateral underclearance on left	0 = N/A				
Minimum Vertical Underclearance	4.32 m = 14.2 ft		Minimum vertical underclearance reference feature	Highway beneath structure [H]						
Appraisal ratings - underclearances	Basically intolerable requiring high priority of corrective action [3]									

### Repair and Replacement Plans

Type of work to be performed	Work done by	Work to be done by contract [1]								
Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]	Bridge improvement cost	9275000	Roadway improvement cost	1855000						
	Length of structure improvement	160.6 m = 526.9 ft		Total project cost	18550000					
	Year of improvement cost estimate	2010								
	Border bridge - state				Border bridge - percent responsibility of other state					
	Border bridge - structure number									

## Inspection and Sufficiency

Structure status	Posted for other load-capacity restriction [R]	Appraisal ratings - structural	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Fair [5]		
Scour	Countermeasures have been installed to mitigate an existing problem with scour. [7]		
Channel and channel protection	Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition. [8]		
Appraisal ratings - water adequacy	Equal to present desirable criteria [8]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	2
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	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends			
Inspection date	July 2011 [0711]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	July 2011 [0711]
Other special inspection	Not needed [N]	Other special inspection date	