HistoricBridges.org - National Bridge Inventory Data Sheet

2017 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

Washington [53]	Clark County [011]	Clark [99011]	5.4 N JCT SR 503	45-44-33.40 = 45.742611	122-32-46.90 = -122.546361

000000HE0000000	Highway agency district: 4	Owner: County Highway Agency [02]	Maintenance responsibility: County Highway Agency [02]		
Route: 50359		Caples Road	Toll: On free road [3]	Features intersected: SALMON CR	
Design - main: Concrete [1]		Design - approach:		Kilometerpoint: 0.1 km = 0.1 mi	
1	Culvert [19]	0	Other [00]	Year built: 1923	Year reconstructed: N/A [0000]
				Skew angle: 0	Structure Flared:
				Historical significance: Historical significance is not determinable at this time. [4]	

Total length: 24.4 m = 80.1 ft	Length of maximum span: 15.2 m = 49.9 ft	Deck width, out-to-out: 7.9 m = 25.9 ft	Bridge roadway width, curb-to-curb: 7.2 m = 23.6 ft				
Inventory Route, Total Horizontal Clearance: 7.2 m = 23.6 ft	Curb or sidewalk width - left: 0 m = 0.0 ft	Curb or sidewalk width - right: 0 m = 0.0 ft					
Deck structure type: Not applicable [N]							
Type of wearing surface: Bituminous [6]							
Deck protection:							
Type of membrane/wearing surface:							

Weight Limits

Bypass, detour length: 1 km = 0.6 mi	Method to determine inventory rating: Load and Resistance Factor(LRFR) [3]		Inventory rating: 65.3 metric ton = 71.8 tons		
	Method to determine operating rating: Load and Resistance Factor(LRFR) [3]		Operating rating: 89.8 metric ton = 98.8 tons		
	Bridge posting: Equal to or above legal loads [5]		Design Load:		

Functional Details

Average Daily Traffic	1640	Average daily truck traffi	11 %	Year	2012	Future average daily traffic	4733
Year	2032						
Road classification	Minor Arterial (Rural) [06]	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 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	99.99 m = 328.1 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

Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	450000	Roadway improvement cost	150000
Length of structure improvement	30.5 m = 100.1 ft	Total project cost	1520000
Year of improvement cost estimate	2013		
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	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Not Applicable [N]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Not Applicable [N]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - deck	Not Applicable [N]		

Scour	Bridge is scour critical; bridge foundations determined to be unstable. [3]
Channel and channel protection	Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]

Appraisal ratings - water adequacy	Equal to present minimum criteria [6]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	50.3

Culverts	Large spalls, heavy scaling, wide cracks, considerable efflorescence or opened construction joint permitting loss of backfill. Considerable settlement or misalignment. Considerable scouring or erosion at curtain walls, wingwalls or pipes. Metal culvert

Traffic safety features - railings	
Traffic safety features - transitions	
Traffic safety features - approach guardrail	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - approach guardrail ends	

Inspection date	July 2015 [0715]	Designated inspection frequency	24	Months

Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Not needed [N]	Other special inspection date	