

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] | Snohomish County [061] | Unknown [00000] | 5.4 N JCT SR 530 | 48-16-00.00 = 48.266667 | 122-09-54.00 = -122.165000 |
| 000000FX0000000 | Highway agency district 1 | Owner State Highway Agency [01] | Maintenance responsibility | State Highway Agency [01] | |
| Route 9 | SR 9 | Toll On free road [3] | Features intersected PILCHUCK CR | | |
| Design - main 2 | Concrete continuous [2] | Design - approach 0 | Other [00] | Kilometerpoint 5607.4 km = 3476.6 mi | Year built 1916 |
| | Arch - Deck [11] | | | Year reconstructed N/A [0000] | Skew angle 0 |
| | | | | Structure Flared | Historical significance Bridge is eligible for the NRHP. [2] |
| Total length 36.6 m = 120.1 ft | Length of maximum span 16.8 m = 55.1 ft | Deck width, out-to-out 5.7 m = 18.7 ft | Bridge roadway width, curb-to-curb 5.1 m = 16.7 ft | | |
| Inventory Route, Total Horizontal Clearance 5.1 m = 16.7 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 | Not applicable (applies only to structures with no deck) [N] | | | | |
| Deck protection | Not applicable (applies only to structures with no deck) [N] | | | | |
| Type of membrane/wearing surface | Not applicable (applies only to structures with no deck) [N] | | | | |

Weight Limits

| | | | | |
|---------------------------------------|--------------------------------------|---------------------|------------------|-----------------------------|
| Bypass, detour length 3.9 km = 2.4 mi | Method to determine inventory rating | Load Factor(LF) [1] | Inventory rating | 32.4 metric ton = 35.6 tons |
| | Method to determine operating rating | Load Factor(LF) [1] | Operating rating | 54.9 metric ton = 60.4 tons |
| Bridge posting | Equal to or above legal loads [5] | Design Load | | |

Functional Details

Average Daily Traffic Average daily truck traffi % Year Future average daily traffic Year

Road classification Lanes on structure Approach roadway width

Type of service on bridge Direction of traffic Bridge median

Parallel structure designation

Type of service under bridge Lanes under structure Navigation control

Navigation vertical clearanc Navigation horizontal clearance

Minimum navigation vertical clearance, vertical lift bridge Minimum vertical clearance over bridge roadway

Minimum lateral underclearance reference feature

Minimum lateral underclearance on right Minimum lateral underclearance on left

Minimum Vertical Underclearance Minimum vertical underclearance reference feature

Appraisal ratings - underclearances

Repair and Replacement Plans

Type of work to be performed

Work done by

Bridge improvement cost Roadway improvement cost

Length of structure improvement Total project cost

Year of improvement cost estimate

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="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/> |
| Condition ratings - superstructure | <input type="text" value="Fair [5]"/> | Appraisal ratings - roadway alignment | <input type="text" value="Basically intolerable requiring high priority of corrective action [3]"/> |
| Condition ratings - substructure | <input type="text" value="Satisfactory [6]"/> | Appraisal ratings - deck geometry | <input type="text" value="Basically intolerable requiring high priority of replacement [2]"/> |
| Condition ratings - deck | <input type="text" value="Not Applicable [N]"/> | | |
| Scour | <input type="text" value="Bridge is scour critical; bridge foundations determined to be unstable. [3]"/> | | |
| Channel and channel protection | <input type="text" value="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 | <input type="text" value="Equal to present minimum criteria [6]"/> | Status evaluation | <input type="text" value="Functionally obsolete [2]"/> |
| Pier or abutment protection | <input type="text"/> | Sufficiency rating | <input type="text" value="65.5"/> |
| Culverts | <input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/> | | |
| Traffic safety features - railings | <input type="text" value="Inspected feature meets currently acceptable standards. [1]"/> | | |
| Traffic safety features - transitions | <input type="text" value="Inspected feature meets currently acceptable standards. [1]"/> | | |
| Traffic safety features - approach guardrail | <input type="text" value="Inspected feature meets currently acceptable standards. [1]"/> | | |
| Traffic safety features - approach guardrail ends | <input type="text" value="Inspected feature meets currently acceptable standards. [1]"/> | | |
| Inspection date | <input type="text" value="August 2012 [0812]"/> | Designated inspection frequency | <input type="text" value="24"/> Months |
| Underwater inspection | <input type="text" value="Not needed [N]"/> | Underwater inspection date | <input type="text"/> |
| Fracture critical inspection | <input type="text" value="Not needed [N]"/> | Fracture critical inspection date | <input type="text"/> |
| Other special inspection | <input type="text" value="Not needed [N]"/> | Other special inspection date | <input type="text"/> |