

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

Washington [53] Jefferson County [031] Unknown [00000] 11.5 S JCT SR 104 47-48-38.75 = 47.810764 122-54-38.27 = -122.910631

0002060A0000000 Highway agency district 3 Owner State Highway Agency [01] Maintenance responsibility State Highway Agency [01]

Route 101 US 101 Toll On free road [3] Features intersected BIG QUILCENE RIVER

Design - main Steel [3] Design - approach Concrete [1] Kilometerpoint 47731 km = 29593.2 mi

1 Truss - Thru [10] 2 Tee beam [04] Year built 1936 Year reconstructed N/A [0000]

Skew angle 0 Structure Flared

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

Total length 74.4 m = 244.1 ft Length of maximum span 45.7 m = 149.9 ft Deck width, out-to-out 7.3 m = 24.0 ft Bridge roadway width, curb-to-curb 7.3 m = 24.0 ft

Inventory Route, Total Horizontal Clearance 7.7 m = 25.3 ft Curb or sidewalk width - left 0.9 m = 3.0 ft Curb or sidewalk width - right 0 m = 0.0 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 19.9 km = 12.3 mi Method to determine inventory rating Load Factor(LF) [1] Inventory rating 24.3 metric ton = 26.7 tons

Method to determine operating rating Load Factor(LF) [1] Operating rating 41.4 metric ton = 45.5 tons

Bridge posting Equal to or above legal loads [5] Design Load M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	2930	Average daily truck traffi	18	%	Year	2010	Future average daily traffic	4102	Year	2030
Road classification	Principal Arterial - Other (Rural) [02]		Lanes on structure	2		Approach roadway width	8.5 m = 27.9 ft			
Type of service on bridge	Highway-pedestrian [5]		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	5.26 m = 17.3 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]							
Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]	Bridge improvement cost	5175000	Roadway improvement cost	1035000						
	Length of structure improvement	89.6 m = 294.0 ft		Total project cost	10349000					
	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	<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="Equal to present desirable criteria [8]"/>
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="Fair [5]"/>		
Scour	<input type="text" value="Bridge is scour critical; bridge foundations determined to be unstable. [3]"/>		
Channel and channel protection	<input type="text" value="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	<input type="text" value="Equal to present desirable criteria [8]"/>	Status evaluation	<input type="text" value="Functionally obsolete [2]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="46.5"/>
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" value="Inspected feature meets currently acceptable standards. [1]"/>		
Traffic safety features - approach guardrail ends	<input type="text"/>		
Inspection date	<input type="text" value="October 2012 [1012]"/>	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="Every two years [Y24]"/>	Fracture critical inspection date	<input type="text" value="October 2012 [1012]"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>