

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]	Jefferson County [031]	Unknown [00000]	25.1 S JCT SR 104	47-38-59.00 = 47.649722	122-56-03.00 = -122.934167
0001764B0000000	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	DUCKABUSH RIVER	
Design - main 1	Concrete [1] Arch - Thru [12]	Design - approach 2	Concrete [1] Girder and floorbeam system [03]	Kilometerpoint 49909.6 km = 30944.0 mi	Year built 1934 Year reconstructed N/A [0000]
				Skew angle 0	Structure Flared
				Historical significance Bridge is on the NRHP. [1]	
Total length	51.2 m = 168.0 ft	Length of maximum span	33.5 m = 109.9 ft	Deck width, out-to-out	13 m = 42.7 ft
Inventory Route, Total Horizontal Clearance	7.3 m = 24.0 ft	Curb or sidewalk width - left	1.2 m = 3.9 ft	Curb or sidewalk width - right	1.2 m = 3.9 ft
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Bituminous [6]				
Deck protection					
Type of membrane/wearing surface	Preformed Fabric [2]				

Weight Limits

Bypass, detour length	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	19.8 metric ton = 21.8 tons
19.9 km = 12.3 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	33.3 metric ton = 36.6 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	M 13.5 / H 15 [2]	

Functional Details

Average Daily Traffic	2627	Average daily truck traffi	18	%	Year	2010	Future average daily traffic	3678	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	6.3 m = 20.7 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	3837000		Roadway improvement cost	767000					
	Length of structure improvement	66.4 m = 217.9 ft		Total project cost	7674000					
	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="Satisfactory [6]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present desirable criteria [8]"/>
Condition ratings - substructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - deck geometry	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - deck	<input type="text" value="Good [7]"/>		
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 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="40.5"/>
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="April 2013 [0413]"/>	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"/>