

# HistoricBridges.org - National Bridge Inventory Data Sheet

2013 Inventory

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]	Mason County [045]	Unknown [00000]	1.8 S JCT SR 106	47-18-37.70 = 47.310472	123-10-35.40 = -123.176500
0001604A0000000	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 SKOKOMISH RIVER	
Design - main	Steel [3]	Design - approach	Concrete [1]	Kilometerpoint	54508.1 km = 33795.0 mi
1	Truss - Thru [10]	4	Tee beam [04]	Year built	1932
				Year reconstructed	N/A [0000]
				Skew angle	0
				Structure Flared	
				Historical significance	Bridge is possibly eligible for the NRHP. [3]
Total length	123.4 m = 404.9 ft	Length of maximum span	73.2 m = 240.2 ft	Deck width, out-to-out	7.6 m = 24.9 ft
Inventory Route, Total Horizontal Clearance	7.3 m = 24.0 ft	Curb or sidewalk width - left	1.5 m = 4.9 ft	Curb or sidewalk width - right	1.5 m = 4.9 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	18 metric ton = 19.8 tons
1.1 km = 0.7 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	29.7 metric ton = 32.7 tons
	Bridge posting	Equal to or above legal loads [5]	Design Load	M 13.5 / H 15 [2]

### Functional Details

Average Daily Traffic	6888	Average daily truck traffi	14	%	Year	2010	Future average daily traffic	9643	Year	2030
Road classification	Principal Arterial - Other (Rural) [02]		Lanes on structure	2		Approach roadway width	10.4 m = 34.1 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	4.93 m = 16.2 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	8008000	Roadway improvement cost	1602000
	Length of structure improvement	138.7 m = 455.1 ft	Total project cost	16016000
	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	Open, no restriction [A]	Appraisal ratings - structural	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Satisfactory [6]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Good [7]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Satisfactory [6]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]		
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	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	49.7
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	November 2011 [1111]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	November 2011 [1111]
Other special inspection	Not needed [N]	Other special inspection date	