

2016 BRIDGE CONDITION REPORT & TUNNEL DATA

Bridge Section | Oregon Department of Transportation

2016
BRIDGE CONDITION REPORT
& TUNNEL DATA

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The front cover is from a recent hole that developed on a Fremont Bridge ramp in Portland on August 4, 2016. The bridge was constructed in 1973. The March 2016 inspection report notes that there are isolated locations within patches that have failed. The concrete repair required a full closure from August 4th until the morning of Aug 6th. Long term permanent repairs are being evaluated. Front Cover Photograph by Jeremy Kappers, Region 1 Bridge Maintenance Specialist

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EXECUTIVE SUMMARY

Maintaining good bridges is critical to a strong economy and to preserving safe and reliable travel. Deteriorated bridges can impede mobility and force trucks to detour, costing businesses time and money. Measuring the health of Oregon's bridges enables the Oregon Department of Transportation to track conditions over time to determine bridge rehabilitation and replacement needs.

ODOT's 2016 Bridge Condition Report summarizes bridge condition ratings on state highways and performance measures based on National Bridge Inventory and ODOT data. As a consistent reference point for evaluation, ODOT uses the bridge conditions snapshot provided annually to the Federal Highway Administration. Data from the April 2016 submittal is the basis of this report.

For the first time, this year's report includes seismic data for all state bridges and incorporates the 2015 Tunnel Data, which documents the history and condition of state-managed tunnels.

Measuring Bridge Conditions

ODOT measures bridge conditions using two categories of characteristics:

- Structurally deficient as defined by the Federal Highway Administration — meaning the bridge has deteriorated deck, substructure or superstructure that requires repair.
- Other deficiencies as defined by ODOT, including freight mobility, bridge safety and serviceability needs.

A distressed bridge is one that is rated as structurally deficient or has at least one other deficiency. ODOT targets both aspects in determining bridge needs and selecting projects for the Statewide Transportation Improvement Program.

Projections show significant deterioration in Oregon's bridge conditions in the next several decades.

Current Conditions

A significant increase in bridge program funding from the 2003 Oregon Transportation Investment Act (OTIA III) and special federal funding in 2008 and 2009 resulted in the largest spike of new bridge construction since the 1960s.

The $1.3 billion OTIA III State Bridge Delivery Program, completed in 2014, addressed aging bridges on Oregon's highway network. The program repaired 122 bridges and replaced 149 — about 10 percent of the 2,738 bridges on the state highway system — improving bridge conditions while increasing safety and facilitating the free movement of goods.

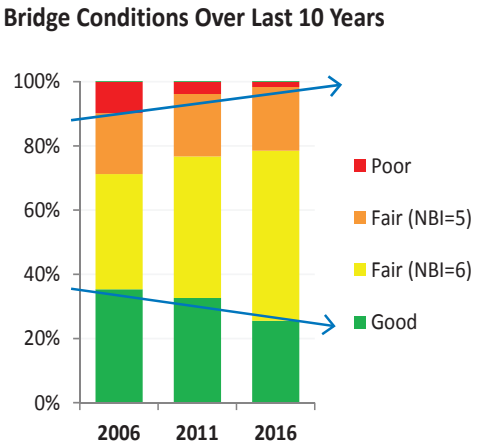


Figure 1. Bridge Condition over last 10 years

These new bridges and a large number of rehabilitation projects have improved Oregon's current bridge conditions. In 2016, 79 percent of state highway bridges, 87 percent of bridges on Interstate highways and 79 percent of bridges on the National Highway System, are not distressed. However, ODOT does not expect the improvement trend to continue in the long term.

Comparing structural conditions based on National Bridge Inventory ratings over the past 10 years gives a global view of bridge conditions. Figure 1 shows the short term success in addressing poor bridges, and the long term concern with an ever expanding population of bridges in fair condition.

Although Oregon bridges are considered safe (if load restriction signs are obeyed), there are a large number of bridges with critical and near-critical conditions whose service lives have been extended beyond a normal time period because of long standing inadequate funding for bridges. Those bridges demand vigilance and dedication by inspectors and maintenance personnel to maintain safe conditions. However, there is a serious concern that those critical and near-critical conditions will grow at an increasing rate until a point in the near future that current staff will not be able to keep on top of these serious issues. At that point unpredictable failures are possible that will result in delays, detours and unplanned high cost emergency repairs.

Tunnel Data

This year's Bridge Condition Report incorporates Tunnel Data for the first time, presenting the features, conditions, maintenance, general risks and seismic vulnerability risks of ODOT's tunnels for 2015. The report also includes discussion about the new federal standards implementation. Ten of the 11 state-owned tunnels are in fair to good condition due to an aggressive $40 million tunnel rehabilitation program in the past 20 years. One tunnel is in poor condition.

Seismic Data

Almost three-quarters of the state's bridges were built before modern seismic design specifications. To identify the seismic vulnerability of these bridges,

ODOT made an earthquake vulnerability assessment using a major Cascadia Subduction Zone Earthquake as the sole seismic source. Appendix A lists the vulnerability levels in the Bridge Condition Summaries by District tables.

The 2014 Seismic Plus Report identified five phases of bridge seismic work to "provide the maximum degree of mobility with reasonable investments spread over several decades." For bridges listed in the Seismic Plus Report, the Bridge Condition Summaries by District tables also include the seismic phase.

An Aging System and Declining Revenue

While the OTIA III bridge program allowed for a significant, if temporary, "catch-up" in bridge conditions on important freight routes, projections show significant deterioration in conditions in the next several decades due primarily to aging structures and reduced funding.

More than half of the bridges in the state's current inventory were built prior to 1970 (Figure 2), and 57 percent will reach the end of their design lives by 2020. Of those, 18 percent are currently one point away from structural deficiency. Each year, about 0.5 percent of the state's bridges — about 14 structures — deteriorate to the point of becoming structurally deficient. By 2020, that rate is expected to increase to 2.5 percent or close to 70 structurally deficient bridges each year.

Interstate-Era Bridges

With increased maintenance and repair, most of ODOT's bridges can have a longer service life. But this does not hold true for a large number of bridges built during the Interstate-era of the 1950s and 1960s that are still in use today.

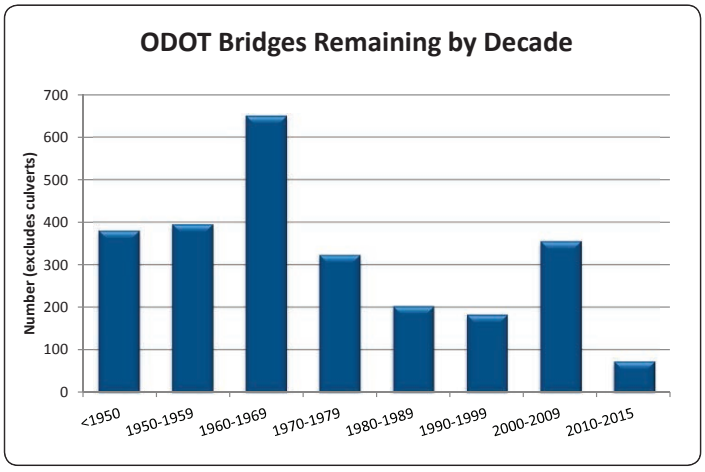


Figure 2. More than half of Oregon's bridges were built prior to 1970, and more than 1,000 were built during the Interstate-era.

Many of these bridges were designed for loads smaller than allowed by state law since the mid-1980s. Preserving them is not cost effective because of their design details. Bridges with so-called "poor details" have higher incidences of cracking that may grow rapidly, holes in thin bridge decks developing without warning, load capacity issues and instability during earthquakes.

Of the 1,101 Oregon bridges still in service built in the 1950s and 1960s, nearly half have poor details. These Interstate-era bridges will continue to deteriorate, creating a backlog of preservation and replacement needs.

Funding levels for 2016-2018 are comparable to the mid-1990s.

Reduced Funding

Historically, funding for the state bridge program has been and remains below the level needed to maintain current conditions. Under the OTIA III bridge program, the state turned to significant bond funding to improve bridges on freight routes, including those on the interstate system, to acceptable conditions. Bond debt repayment for OTIA III has resulted in further reductions to the state bridge program, exacerbating an already low funding level.

Even though the recent Fixing America's Surface Transportation (FAST) Act and a new project selection method that showed an increase in bridge needs on high priority highways resulted in funding levels for 2019-2021 that are comparable to the mid-1990s, inflation has reduced purchasing power. Oregon needs significant increased investment to maintain the service level of our aging bridges.

Projected Conditions

Bridge conditions are projected to continue to decline significantly in coming years (Figure 3). Current funding levels allow preservation on many bridges, but more extensive work is required as time passes, reducing the number of bridges

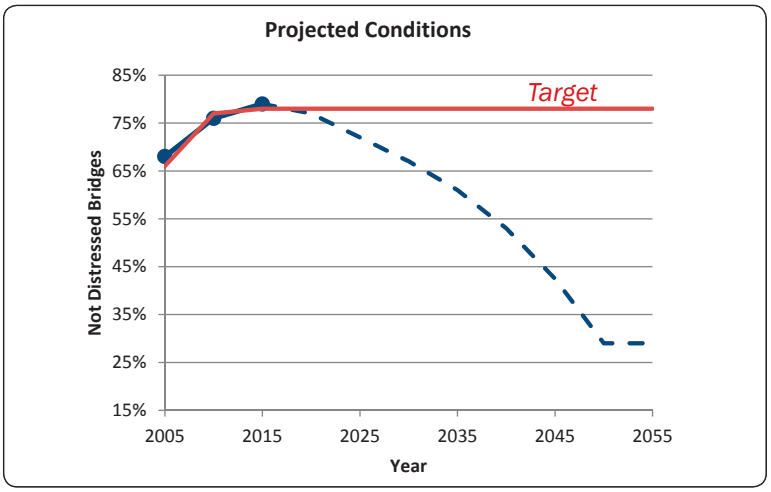


Figure 3. Based on general conditions, the percentage of non-distressed bridges is projected to decline steadily.

ODOT can address. As the number of bridges with other deficiencies levels off over time, significantly more become structurally deficient. By 2050, more than 70 percent of Oregon's state highway bridges are expected to be distressed.

Implications of Reduced Funding

Over the next two decades, ODOT expects approximately 900 state highway bridges to require repair or replacement, but limited funding will allow us to address only about 300 of these. Deferred maintenance will eventually require the bridges ODOT can't repair to be weight restricted to heavy trucks, causing significant disruption to Oregon's trade-based economy.

The consequences of reduced bridge funding are significant, including:

- Long delays to the traveling public associated with closures and emergency bridge repairs.
- Increased costs to businesses when trucks are detoured or forced to break up large loads to avoid weight-restricted bridges.
- High costs for reactive repairs to an ever-increasing number of deteriorated bridges.

Deteriorating bridges could cost the state 100,000 jobs and $94 billion in lost production by 2035

Worsening conditions will increase transportation user costs and hurt Oregon's economy. Economic analysis has indicated that the state could forfeit 100,000 jobs and $94 billion in production by 2035 as a result of deteriorating bridges.

Delayed preservation increases the frequency of reactive work, which leads to further delays to the traveling public. Depending upon the nature of the needed repairs, reconstruction could require full bridge closures. The cost of restoring an under-maintained bridge to normal operation is much greater than the cost of properly maintaining it over time.

Preservation Strategies

In response to reduced funding, in 2011 ODOT proactively revised its strategies to preserve the significant number of bridges nearing the end of their service lives. ODOT adopted seven strategies for bridge preservation:

- Protect high-value coastal, historic, major river crossing and border structures.
- Employ Practical Design guidelines and fund only basic bridge rehabilitation projects and rare replacements.
- Prioritize maintenance on the highest priority freight corridors.

- Develop a bridge preventive maintenance program.
- Raise awareness of the lack of seismic preparation.
- On low-volume bridges, address only significant structural problems to protect public safety.
- Monitor the health of bridges.

An emphasis on preservation with rare replacements brings with it a new set of strategies and problems. ODOT has been successful at reducing the number of bridges in poor or structurally deficient condition. But maintaining bridges in good repair has been challenging, which indicates that bridge preservation actions are not occurring at a rate necessary to maintain current conditions.

Sustainable Bridge Program Needs

At current funding levels, only a small percentage of bridges in the system receive treatment beyond basic maintenance activities. As shown in Figure 4, ODOT is able to complete preservation projects on just 0.7 percent of bridges each year. Bridges should receive major preservation every 30 to 50 years, but at the current rate it will take well over 100 years to get to each bridge just once.

To replace each state highway bridge on a 100-year cycle would require replacing an average of 27 bridges each year, but ODOT currently has funding to replace an average of three bridges per year. At the current rate of replacement — about 0.1 percent per year — state highway bridges will have to last more than 900 years on average.

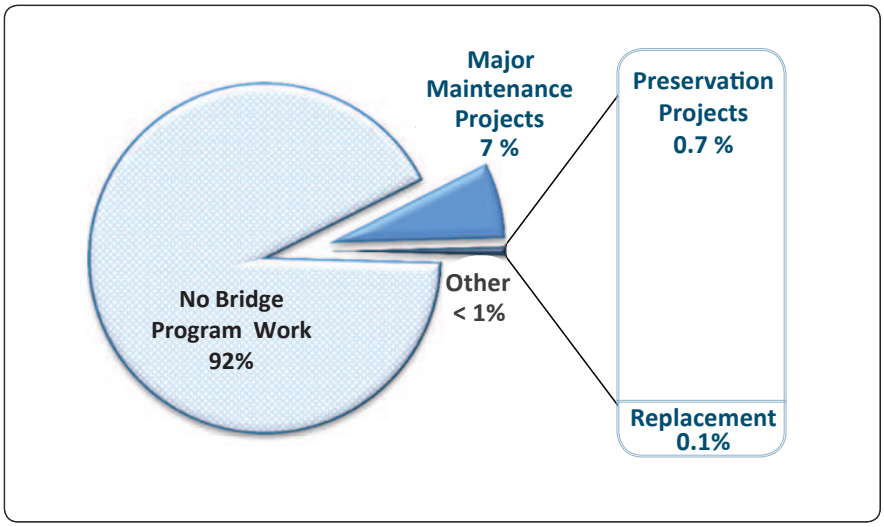


Figure 4. The average annual percentage of ODOT's state bridge projects in the past three years.

Simply to maintain Oregon's aging bridges in their current condition, ODOT would need to spend an estimated $240 million annually. Such spending would require approximately $155 million in additional funding for state highway bridges.

A recent 20-year needs analysis went further than previous versions in that it considered more detailed information about current bridge conditions beyond NBI ratings. The analysis is based on each bridge lasting for 100 years, with two to three major rehabilitation projects during its lifetime, along with minor preventive maintenance actions as needed. The analysis calculated that about $435 million/year is needed for the next 20 years to address anticipated preservation and a back log of replacement projects. While the analysis accounts for bridge replacements, it does not include costs for all major bridge replacements that are anticipated in the next 20 to 50 years, e.g., historic bridges on Hwy 101 or the Ross Island bridge in Portland.

Limited funding has prevented ODOT from managing near a sustainable level, and based on current funding levels, the number of bridge preservation and replacement projects will not increase significantly. Oregon needs dedicated and sustainable funding that will allow ODOT to implement a comprehensive strategy to fix bridges for the long term.

In this Report

The 2016 Bridge Condition Report includes discussion and charts presenting bridge conditions and tunnel data across the state. Seismic vulnerabilities are listed for each bridge along with the seismic phase, if applicable, assigned as part of the Seismic Plus study. Structurally deficient interstate and National Highway System bridges are listed in separate tables in addition to the district-level reports. The appendices include detailed information regarding programmed projects, Oregon's restricted bridge list, the rating systems and other background information.

ABBREVIATIONS AND DEFINITIONS

Distressed Bridge – A bridge condition rating used by the Oregon Department of Transportation to indicate that the bridge has been identified as either structurally deficient or as having other deficiencies. A classification of "distressed bridge" does not imply that the bridge is unsafe.

Functionally Obsolete (FO) – A bridge condition rating used by the Federal Highway Administration to indicate that a bridge does not meet current (primarily geometric) standards. The rating is based on bridge inspection appraisal ratings. Functionally obsolete bridges are those that do not have adequate lane widths, shoulder widths, vertical clearances, or design loads to serve traffic demand. This definition also includes bridges that may be occasionally flooded.

Key Performance Measure (KPM) – A measure used to evaluate the progress of an organization in managing to a particular goal.

Major Bridge Maintenance (MBM) – A funding approach the Bridge Program uses to manage the bridge system. The MBM program typically addresses smaller scale bridge preservation needs and emergency bridge repairs that are outside the scope of work that can be accomplished by an ODOT District.

National Bridge Inventory (NBI) – The aggregation of structure inventory and appraisal data collected to fulfill the requirements of the federal National Bridge Inspection Standards (NBIS).

National Bridge Inspection Standards (NBIS) – Federal regulations establishing requirements for inspection procedures, frequency of inspections, qualifications of personnel, inspection reports, and preparation and maintenance of a state bridge inventory. The NBIS apply to all structures defined as bridges located on all public roads

National Highway System (NHS) – The National Highway System comprises approximately 225,000 miles of roadway nationwide, including the Interstate Highway System as well as other roads designated as important to the nation's economy, defense, and intermodal mobility. The NHS was developed by the United States Department of Transportation in cooperation with the states, local officials and metropolitan planning organizations. Congress approved the NHS in 1994. A map of Oregon NHS Routes is included on page 32.

Non-National Highway System (NNHS) – Routes not designated as part of the NHS.

Other Deficiencies (OD) – A bridge condition rating used by the Oregon Department of Transportation to indicate that a bridge has identified needs in one or more of ten factors and is a candidate for repair or replacement. This condition rating is specifically designed to address specific bridge needs such as freight mobility, deterioration, serviceability, and safety. A classification of "other deficiencies" does not imply that the bridge is unsafe. See also Appendix H.

Types of ODs include:
RAIL = Bridge Rail
CP = Cathodic Protection
LC = Load Capacity
LSL = Low Service Life
MB = Movable Bridge
DG = Other Geometric Clearances (Deck Geometry)
PAINT = Paint
SCOUR = Scour
TS = Timber Structures (Substructure)
VC = Vertical Clearance

Scour Critical Bridge – A scour critical bridge is one with an abutment or pier foundation rated as unstable due to (1) observed scour at the bridge site or (2) a scour potential as determined by an engineering scour evaluation study. Scour is when bridge foundations are undermined by fast-moving water.

State Transportation Improvement Program (STIP) – Oregon's four-year transportation capital improvement program. The STIP document identifies the funding for, and scheduling of, transportation projects and programs.

Structure Condition Abbreviations –
VG = Very Good
GD = Good
FR = Fair
PR = Poor
VP = Very Poor

Structurally Deficient (SD) – A bridge condition rating used by the Federal Highway Administration to indicate deteriorated physical conditions of the bridge's structural elements (primarily deck, superstructure, and substructure) and reduced load capacity. Some of these bridges are posted and may require trucks of a certain weight to detour.

A classification of "structurally deficient" does not imply that bridges are unsafe. When an inspection reveals a safety problem, the bridge is posted for reduced loads, scheduled for repairs, or in unusual situations, closed until repairs can be completed. Structural deficiency is one of the many factors that are used in the ODOT State Bridge Program for project ranking or selection. Pages 48-51 include the lists of Oregon SD bridges. See also Appendix H.

BRIDGES 101

General Deterioration and Maintenance Needs

Bridges are composed of several components that include unique elements working as a system. Each element responds to a different set of factors that govern its performance. Experience has shown that the performance of any specific bridge is dependent on complex interactions of multiple factors, many of which are closely linked, including the following:[1]

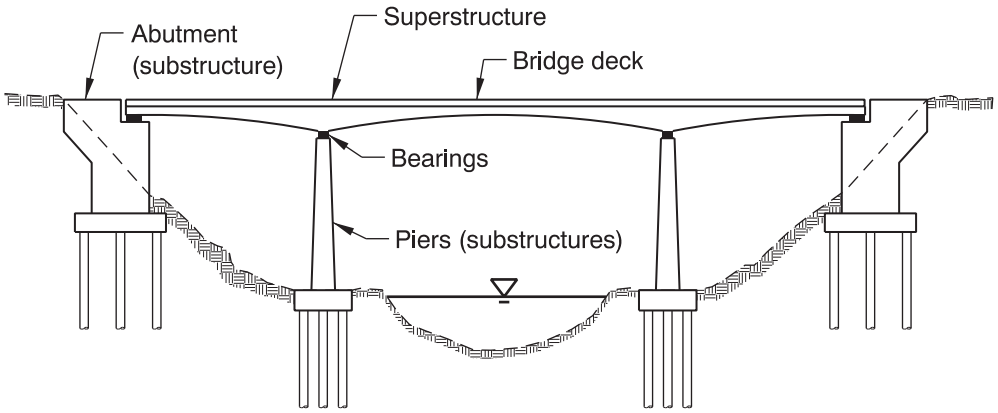
- The original design parameters and specifications such as bridge type, construction materials, geometry, and load capacity.
- The initial quality of materials and of the as-built construction.
- The varying environmental conditions of climate, air quality, and surrounding soil.
- The extent and severity of corrosion or other deterioration processes that affect component strength or structural behavior (e.g., bearings locked up due to corrosion).
- The traffic volumes and frequency and the weight of truck traffic carried by the structure.
- The type, timing, and effectiveness of maintenance, preservation actions, and ultimately, replacement actions.

National bridge inspection standards (NBIS) were established in 1968 to monitor existing bridge performance to ensure the safety of the traveling public. The NBIS regulations apply to all publicly owned highway bridges longer than twenty feet located on public roads.[2] To comply with the NBIS and assess bridge conditions, ODOT manages a statewide bridge inspection program that includes both routine and specialized inspections.

As part of the NBIS, bridge condition is categorized by evaluating bridge components (deck, superstructure, and substructure) and the associated elements. Historically, the primary focus has been on rating the condition of deck, superstructure, and substructure using the National Bridge Inventory (NBI) ratings, ranging from 0 to 9. In practice, ratings in the range of 4–7 are most common for bridges in service. A schematic of a typical bridge is shown on the next page.

[1] *http://www.fhwa.dot.gov/publications/research/infrastructure/structures/ltbp/13051/13051.pdf*

[2] *http://www.fhwa.dot.gov/bridge/nbis/*



Associated definitions for the NBI condition ratings are as follows:[3]

9 **Excellent Condition**

8 **Very Good Condition**

7 **Good Condition** – some minor problems.

6 **Satisfactory Condition** – structural elements show some minor deterioration.

5 **Fair Condition** – all primary structural elements are sound but may have minor section loss, cracking, spalling, or scour.

4 **Poor Condition** – advanced section loss, deterioration, spalling, or scour.

3 **Serious Condition** – loss of section, deterioration, spalling, or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.

2 **Critical Condition** – advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.

1 **"Imminent" Failure Condition** – major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic but corrective action may put back in light service.

0 **Failed Condition** – out of service – beyond corrective action.

The NBI ratings provide simple tools for agencies to describe the overall conditions of their bridge populations and the overall effectiveness of their bridge programs. A highway bridge is classified as structurally deficient (SD)

[3] *http://www.fhwa.dot.gov/publications/research/infrastructure/structures/ltbp/13051/13051.pdf*

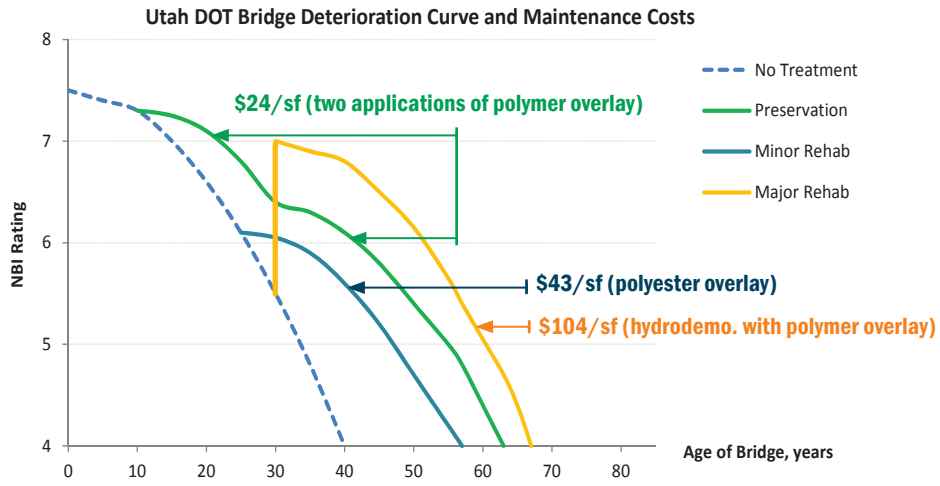
if deck, superstructure, or substructure, is rated in "poor" condition or worse (coded 4 or lower on the NBI rating scale). A bridge can also be classified as SD if its load-carrying capacity is significantly below current design standards or if the hydraulic opening below the bridge is inadequate.

Other ratings used to describe the overall condition of a bridge include functionally obsolete (FO) based on a national standard and other deficiencies (OD) based on ODOT standards. For more information on these ratings, see the Abbreviations and Definitions page. Also, the FHWA is now requiring states to collect detailed element rating data to better assess bridge performance. Element rating data may eventually be used to flag bridge conditions.

Maintenance Needs and Cost Impacts

Keeping a bridge in fair to good condition requires routine inspections, proactive maintenance and preservation treatments. Examples of proactive maintenance are sealing or replacing leaking joints to minimize the deterioration of superstructure and substructure elements beneath the joints; painting/coating or overcoating structural steel to protect against corrosion; and/or installing scour countermeasures to protect the substructure from undermining and failure due to scour. Timing is critical when performing the work since the longer the deterioration occurs, the more extensive/expensive the required treatment.

The Utah DOT recently developed a graphic that presents historic costs for deck treatments applied at different times during the life of a bridge.[4] The data, displayed in the graphic below, provides a good representation of the cost effectiveness of being proactive and applying treatments like polymer overlays while the bridge is still in good condition (see NBI Rating on Y axis). Projected replacement costs, not shown on the graph, were listed as $200/sf for decks only and $320/sf for full replacement.



[4] *Utah DOT, Presented by Joshua Sletten at the 2015 Bridge Inspector's Conference*

Through regular inspections, ODOT Bridge Section maintains a comprehensive database of bridge conditions characterized by NBIS ratings. Monitoring bridge conditions provides a tool to identify needs and project performance. Wherever possible, bridge treatments are selected to maximize the bridge service life and minimize the cost. Ignoring or delaying bridge needs can ultimately lead to a shorter bridge service life.

Bridge Snapshots: What You Can't See

Bridges don't compete well in photos with other infrastructure like pavements, since the defects are not typically visible and often don't affect drivers. In fact, most bridge defects aren't easily identified by the untrained eye, and only affect communities in the event of catastrophic failure. The following pictures document a recent repair of the Willamette River Overflow Bridge (#08158) on OR219N, south of Newberg.



Visually this photo shows that some repairs have taken place on this bent in the past. Three timber piles have been repaired with steel splices. However, there isn't anything in the photo that stands out as needing repairs. Visually the support looks OK and the bridge is serving its intended purpose. From the roadway the travelers wouldn't see that some of the piles have been repaired and would simply perceive a functioning bridge. It took a trained inspector using specialized tools to identify the Urgent need for repairs.

Based on the information provided by the bridge inspector a plan for repairs to be completed with state forces moved forward. This photo shows the level of effort associated with performing repairs on a substructure that visually appeared to be OK. The timber cross member was replaced and several timber piles were repaired.





This is a cross section of the timber cross member that was taken after it was removed. Once it is removed the level of degradation is apparent, but it simply couldn't be seen until it was actually removed. The level of degradation is to the point that serviceability would have been impacted in the near future had it not been repaired.

Photos by Travis Kinney, ODOT Major Bridge Maintenance Engineer.

2016 BRIDGE CONDITION BACKGROUND

Introduction

The Oregon Department of Transportation (ODOT) 2016 Bridge Condition Report presents state highway bridge conditions as of April 2016. The report summarizes bridge condition ratings and performance measures organized by District, highway, and milepoint. Structurally deficient (SD) bridges on the Interstate and National Highway System (NHS) are listed in separate tables in addition to the District level reports. The report appendices include detailed information regarding programmed projects, Oregon's restricted bridge list, the rating systems, Tunnel Data and other background information.

For purposes of data analyses and reporting, a snapshot of the bridge inventory was taken in April 2016. The snapshot coincides with the 2016 National Bridge Inventory (NBI) submittal to the Federal Highway Administration (FHWA). Although changes in the inventory after April 2016 are not reflected, the NBI submittal provides a convenient and consistent reference point each year. ODOT Bridge Performance Measures are based on NBI data and other ODOT bridge data from systems used to manage bridges and bridge size culverts.

Bridge inspections are conducted at regular intervals, usually every two years, and data is reported annually. The requirements for bridge inspection and bridge inspector training are established by the FHWA with bridge inspections conducted on all bridges and culverts with openings of more than 20 feet. Monitoring bridge conditions and associated inspection activities falls under the responsibility of the Bridge Section, specifically the Bridge Operations and Standards and Bridge Program units.

The information obtained from the Bridge Condition Report provides ODOT with a measure of the current health of the bridge population. The bridge condition data also enables ODOT to track bridge conditions over time and determine rehabilitation and replacement needs. More detail on bridge conditions is available in the Bridge Management System (AASHTOWare Bridge Management (BrM), Bridge Needs, and other databases) than is presented here. However, this report provides an overview of bridge conditions at various levels of interest.

New this year is a listing of the seismic data for all state bridges including the vulnerability and, if the bridge is on the Seismic Plus list, the seismic phase. The seismic data is included in Appendix A with the Bridge Condition Summaries by District tables. Also included in this report, for ease of access, is the Tunnel Data included after the Structurally Deficient Bridge lists.

Bridge Inventory Definition

Oregon's bridge conditions are in a constant state of change. Deterioration is a naturally occurring physical phenomenon. Collisions with bridges can also occur. High water events can change scour conditions. Design standards, traffic volumes and truck configurations change over time, resulting in bridges becoming obsolete.

2015-2016 Bridge Inventory Changes

In 2015, there were a total of 2,727 state National Bridge Inventory (NBI) bridges. In 2016, the total is 2,738. Of the 2,738 structures in the inventory, 2,587 are listed as bridges and 151 are listed as culverts. For ease of reporting, references to ODOT *bridge conditions* include both NBI bridges and culverts. Eleven tunnels are not included in the count but monitored by the Bridge Section.

The following table indicates the source of changes to the inventory during the intervening period (from April 1, 2015 to April 1, 2016):

Table 1: Inventory Changes

Action	Removed from inventory	Added to inventory
Replaced Bridges	9	7
Reassigned Ownership	2	4
New Bridges		7
New Culverts		4

The new bridges added to the inventory were funded with other program money related to modernization. For example, three were added as part of the Sunrise Corridor project and three as part of the Pioneer Mountain Eddyville project.

Bridge Condition Data Procedures

Bridge conditions are reported in a number of different measures, none of which stands alone in the communication of bridge condition for decision making purposes. The most common and those presented here, are the NBI ratings for the three major structural components of the bridge (deck, superstructure, and substructure, or the culvert rating), deficient bridge classification, and structural condition rating. More information on the determination of these various measures is presented in the Appendices.

The structural condition rating ranging from 'Very Good' to 'Very Poor' is based on the lowest of the deck, superstructure, substructure, or culvert ratings, as depicted in Chart 1 on the following page.

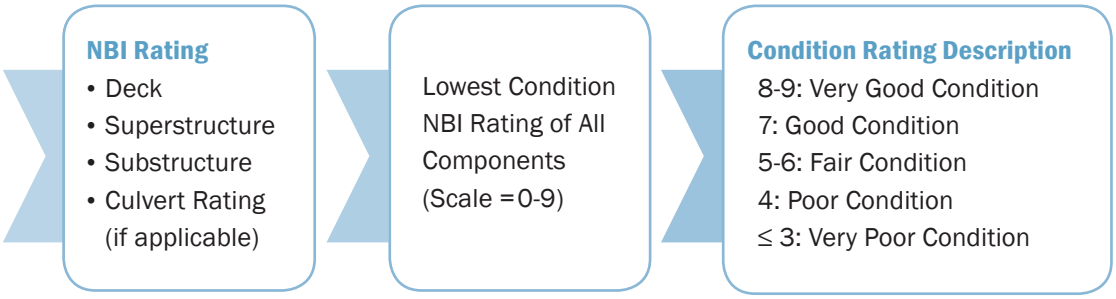


Chart 1: Bridge condition rating description.

Highway Classification System

The FHWA uses the National Highway System (NHS) and Non-National Highway System (NNHS) for reporting bridge conditions. The Bridge Section has prepared reports for the NHS for consistency but has also provided separate reporting for Interstate bridges, which are of special interest. The detailed District-level reports contain all ODOT NBI structures regardless of highway classification.

The state highway number is used in the report (with the exception of Highways 99E and 99W, which are uniquely coded in the database). A cross walk between state highway numbers and route names is included in the Appendices. A map of Interstate and NHS routes is included in the report.

MAP-21 Impacts on Reporting

MAP-21, the Moving Ahead for Progress in the 21st Century highway bill was signed into law by President Obama in 2012. MAP-21 expanded the NHS routes to incorporate principal arterials which included more locally owned routes. However, ODOT owns 95% of all Oregon's NHS Bridges. The NHS bridges now represent over 60% of the ODOT inventory - up from approximately 50% pre-MAP-21 - and include those bridges on the higher level systems, including all of the Interstate.

Each state reports conditions for bridges included in the National Bridge Inventory (NBI) using standard criteria established by the FHWA. The FHWA does not report data based on ownership, but does report data for all NBI bridges within states and for all NHS bridges within states.

2015-2016 BRIDGE CONDITIONS

Key Performance Measure (KPM) 16

ODOT measures bridge conditions based on Key Performance Measure KPM 16 – percent of Bridges Not Distressed (%ND). KPM 16 includes two categories of bridges, 1) the percent of bridges not SD as defined by FHWA and 2) the percent of bridges without other deficiencies (OD) as defined by ODOT. SD and OD components capture different characteristics of bridge conditions as shown in Chart 2. A condition of distressed indicates that the bridge is rated as SD or has at least one OD. ODOT targets both SD and OD aspects in determining bridge needs and selecting projects for the Statewide Transportation Improvement Program (STIP). For 2016, KPM 16 equals 79.5%, slightly exceeding the target of 78%.

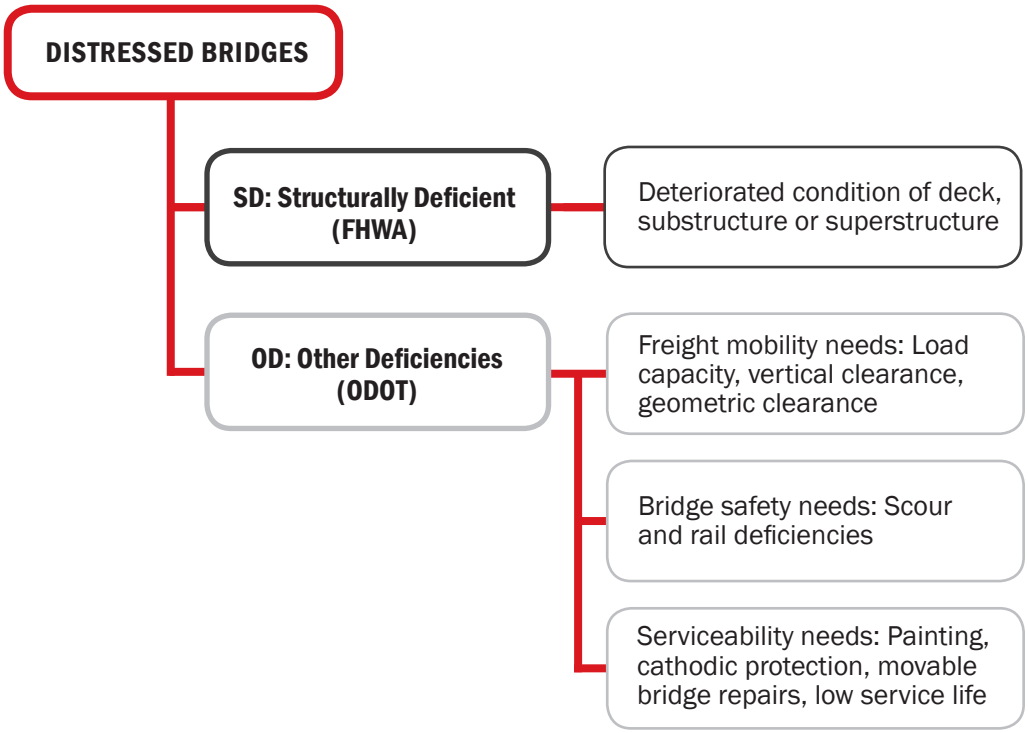


Chart 2: Characteristics of distressed bridges.

Overall, 2.0% of state owned bridges are SD based on count and 18.5% are OD for a total of 20.5% distressed bridges. The distribution of bridges SD and OD by Region is shown in Chart 3. Region 2 has the most bridges in the state and the highest percentage of OD and SD bridges.

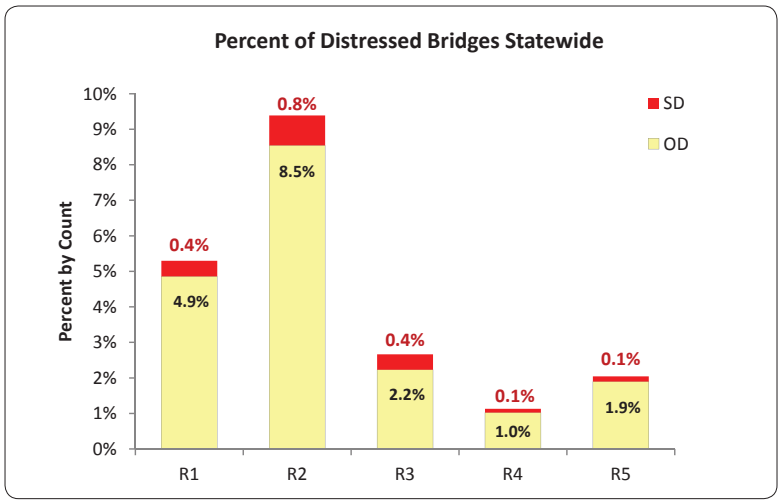


Chart 3: Percent of distressed bridges statewide. (SD=Structurally Deficient; OD=Other Deficiencies)

Adopted in 2010, the distressed bridge criteria were applied retroactively from 2007. The trend shows improvement through all nine years, with a total of 7% improvement from 2007 to 2016, as shown in Chart 4. A gradual improvement in bridge conditions is expected to continue, however, due to the age of the bridge system, conditions are expected to decline in the near future at current levels of funding. After a brief level period, bridge conditions are expected to begin to decline gradually and then at an increasing rate. Further discussion on projected condition is presented later in this report.

Oregon's state highway bridge conditions have improved since 2007 primarily based on funding from the 2003 Oregon Transportation Investment Act (OTIA III). The $1.3 billion OTIA III State Bridge Delivery Program, completed in 2014, addressed aging bridges on Oregon's highway network. The program repaired 122 bridges and replaced 149 — about 10 percent of the 2,738 bridges on the state highway system — improving bridge conditions while increasing safety and facilitating the free movement of goods

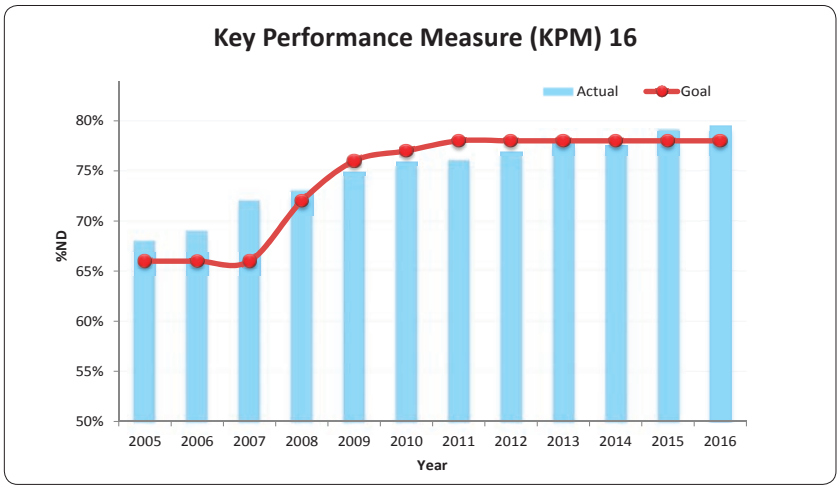


Chart 4: ODOT bridges not distressed by year. Larger percentages are better and show improvement over the last decade.

Distressed Bridges by Count of Bridges

The breakdown of bridge conditions by ODOT Region is presented in Chart 5. Region 2 which includes a large portion of the Willamette Valley, major coastal and high elevation bridges has the greatest number of distressed structures in Oregon.

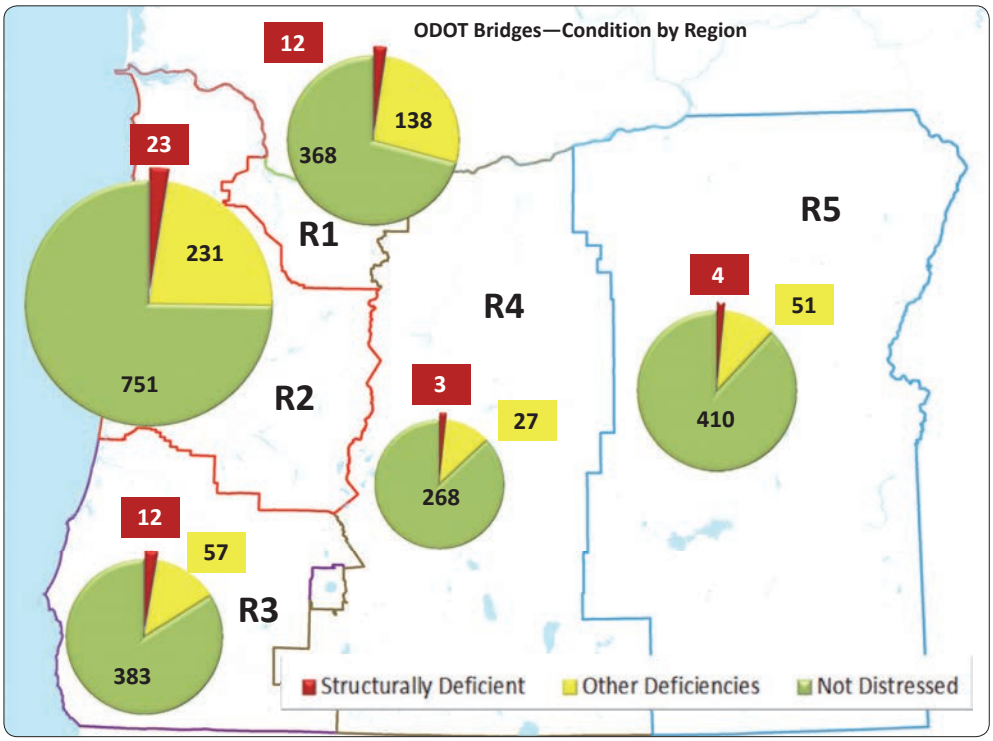


Chart 5: State highway count of distressed bridges by Region.

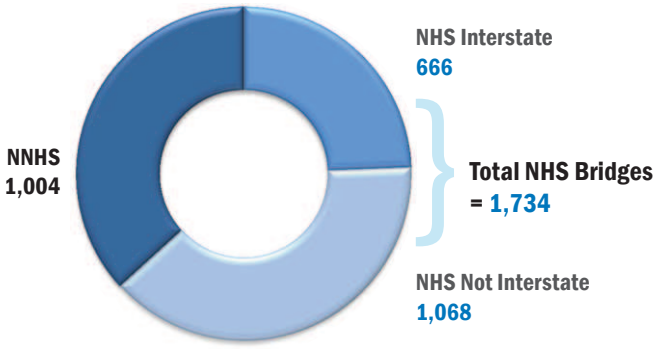


Chart 6: Distribution of bridges by system.

The distribution of bridges by system is presented in Chart 6. Statistics for SD and OD for Interstate, NHS and NNHS systems by count are shown in Chart 7. NNHS refers to all highways that are not on the NHS. Unless otherwise specified, data presented, including NHS numbers, are for state owned bridges.

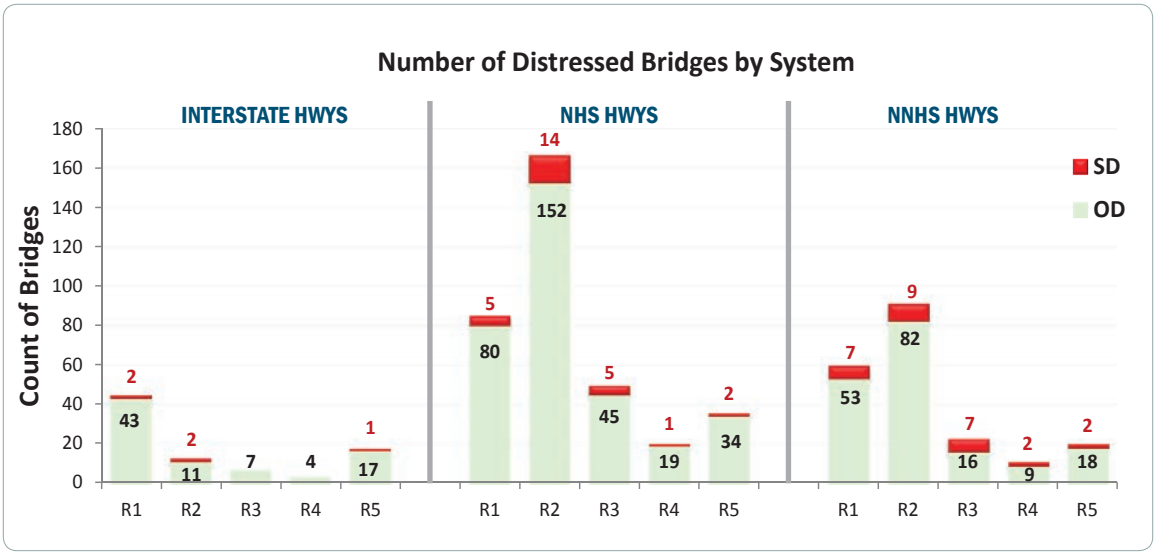


Chart 7: Number of distressed bridges by system.
(SD=Structurally Deficient; OD=Other Deficiencies)

The data in Chart 7 can be further summarized by percentages as shown in Table 2.

Table 2: Bridge Conditions by System (Percent by Count)

Condition	Interstate	NHS	All State
%SD	0.8%	1.6%	2.0%
%OD	12.3%	19.0%	18.5%
%ND	86.9%	79.4%	79.5%

MAP-21 Measures: Deficient Bridges by Deck Area

In 2009, summary information regarding bridge conditions by deck area was introduced in contrast to the calculation of KPM 16 based on count and to evaluate the future performance measure requirements of MAP-21. MAP-21 requires the reporting of conditions by deck area based on structurally deficient and functionally obsolete bridge classifications.

Structurally deficient (SD) refers to a bridge condition rating used by the FHWA to indicate deteriorated physical conditions of the bridge's structural elements (primarily deck, superstructure, and substructure) and reduced load capacity. A bridge can also be classified as SD if the hydraulic opening below the bridge is inadequate.

Functionally obsolete (FO) is a bridge condition rating used by the Federal Highway Administration to indicate that a bridge does not meet current (primarily geometric) standards. The rating is based on bridge inspection appraisal ratings. FO bridges are those that do not have adequate lane widths, shoulder widths, vertical clearances, or design loads to serve traffic demand. The definition also includes bridges that may occasionally be flooded.

Many bridges with functional issues often remain serviceable for their current use and while identified as deficient by FHWA standards, do not warrant a project (such as narrow lanes on lower volume bridges). While the MAP-21 measure is monitored and reported, ODOT feels that KPM 16 is a better measure to represent the conditions of Oregon bridges that are on the National Highway System (NHS).

Statistics for SD and FO for Interstate, NHS and NNHS systems by deck area are shown in the charts 8 and 9. Note that Interstate bridges while grouped separately, are also included in the NHS system. NNHS refers to all highways that are not on the NHS. Unless otherwise specified, data presented, including NHS numbers are for state-owned bridges.

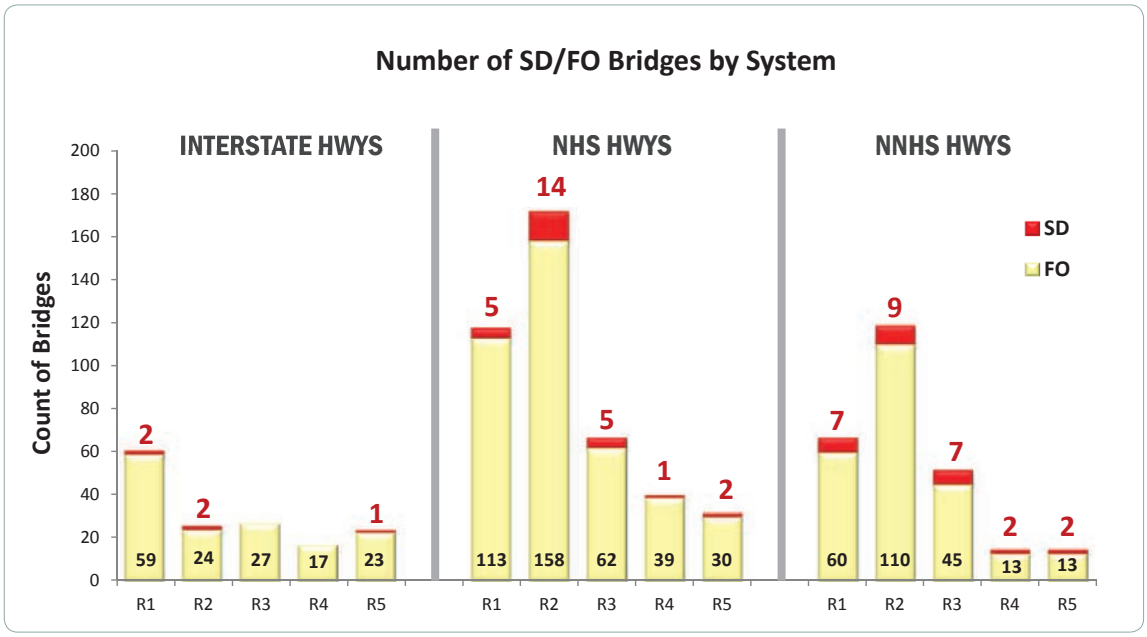


Chart 8: Number of SD/FO bridges by system.
(SD=Structurally Deficient; FO=Functionally Obsolete)

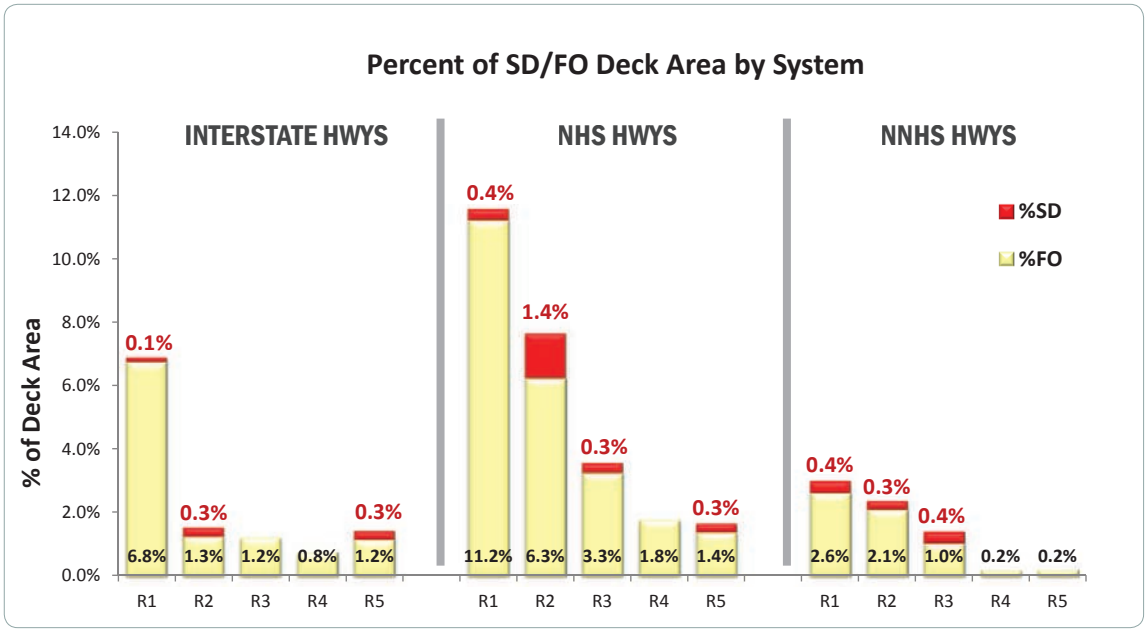


Chart 9: Percent of SD/FO bridges by system.
(SD=Structurally Deficient; FO=Functionally Obsolete)

The statistics presented in the charts provide an alternate picture of bridge distresses by Region. While Region 2 includes the largest percentage of SD and OD bridges by count, Region 1 has the largest percentage of SD and *FO bridge deck* area in the state.

With the enactment of MAP-21 and the cancellation of the Highway Bridge Program, the federal government has put a renewed emphasis on NHS routes regardless of owner. Bridges on NHS routes are now eligible for funding through the National Highway Performance Program (NHPP), creating new rules around managing bridge conditions. Per MAP-21, if more than 10% of the total deck area of NHS bridges in a state consists of SD bridges for three consecutive years, the state must devote NHPP funds in an amount equal to 50% of the State's FY 2009 Highway Bridge Program apportionment to improve conditions during the following fiscal year. The rule sets 2009 as a base year, and compares the current SD bridge deck area to the 2009 SD deck area.

Tables 3 and 4 provide a comparison of SD bridges by deck area by owner. While ODOT continues to make progress in reducing the quantity of SD bridges in terms of deck area, the local agencies experienced an increase from 2015-2016.

Table 3: Structurally Deficient Bridges on National Highway System –Deck Area in ft^2

Owner	NHS SD 2016	NHS SD 2015	Total NHS 2016	Total NHS 2015
State	877,736	945,596	29,256,612	28,927,025
Local	50,968	77,595	2,077,694	2,174,829
Total	**928,704**	**1,023,191**	**31,334,306**	**31,101,854**

Table 4: Structurally Deficient Bridges on National Highway System – Percent Deck Area

Owner	SD 2016	SD 2015
State	3.00%	3.27%
Local	2.45%	3.57%
Total	**2.96%**	**3.29%**

Steel Bridge Paint Conditions

ODOT is responsible for more than 330 painted steel bridges with over 27 million square feet of surface area. Bridge paint conditions are collected during regular bridge inspections. Painting steel bridges (applying a protective coating) is vital to preserving and extending the service life of the state's bridge system. Timely application of protective coatings prevent steel corrosion and any subsequent structural capacity loss. Monitoring and projecting protective coating needs is the responsibility of the ODOT Bridge Section's Bridge Preservation Program.

Steel bridge painting needs exceed the available resources available. With limited funding, bridges are prioritized based on condition state, environment, freight routes, and historical significance. Bridges, like the fourteen Conde McCullough designed bridges along US Route 101, are the highest priority as they are considered irreplaceable due to their historical significance and high replacement cost .

Bridges with 15% or greater painted surface area in poor (Condition State 3) or severe (Condition State 4) are considered distressed. The painting distress is documented as an other deficiency (OD). The quantity of painted surface in poor and severe condition continues to increase with Region 1 having the largest quantity of surface area with a paint related deficiency and Region 2 having the largest number of bridges with a paint related deficiency. Chart 10 indicates the breakdown of surface area and bridge numbers by Region.

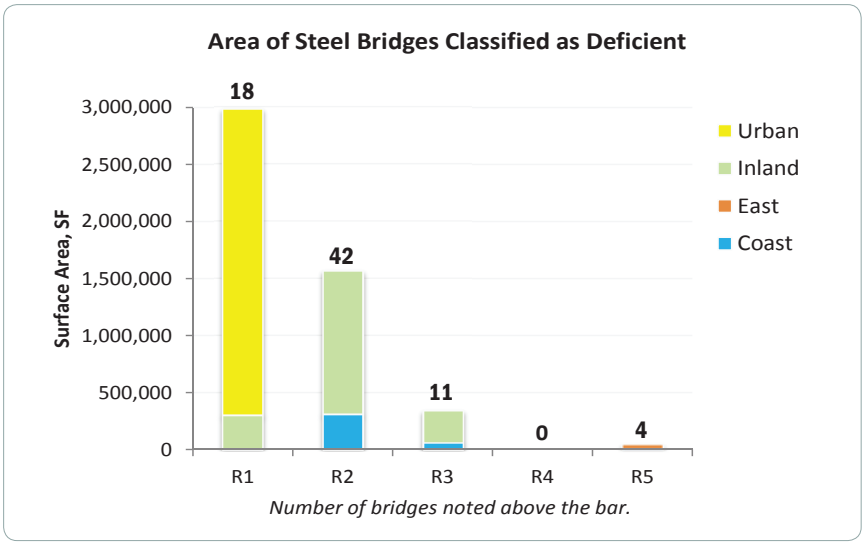


Chart 10: Area of Steel Bridges Classified as Deficient

For relative measure of the magnitude of surface area, the Ross Island Bridge in Portland is currently under contract for painting. The estimated surface area is 952,500 square feet.

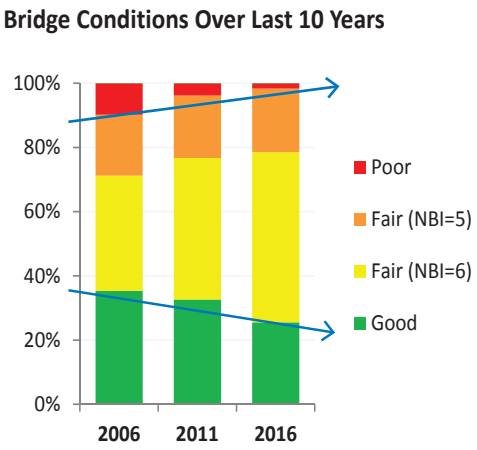


Chart 11: Bridge condition over last 10 years

Bridge Structural Condition Changes Over Ten Years

An overall assessment of bridge condition changes can be determined by comparing previous to current NBI ratings. Chart 11 provides the percentage of bridges in good, fair and poor condition in the last ten years. Bridges are classified as fair if the NBI value is 5 or 6, however, a value of NBI=5 indicates more distress, as noted in the descriptions below. Of concern is the increasing number of bridges moving out of good condition into fair condition and the slightly increasing number of bridges in fair (NBI=5) condition which are the bridges most at risk of becoming structurally deficient. Table 5 provides more detailed descriptions.

Table 5: Bridge Structural Condition Changes Over Ten Years

Structural Condition		2006	2011	2016	Trend	Desired Trend
Very Good/ Good (NBI≥7) Bridges in this condition category may have no distresses or some minor deterioration of structural elements.	# of bridges	936	882	700	↓	→
	% of bridges	35%	33%	26%		
Fair (NBI=6) Structural elements show some minor deterioration. This is the most cost-effective time to rehabilitate the structure before further deterioration triggers more expense.	# of bridges	948	1190	1450	↑	→
	% of bridges	36%	44%	53%		
Fair (NBI=5) All primary structural elements are sound; may have minor section loss, deterioration, cracking, spalling or scour. These bridges are classified as cusp bridges as they are on the cusp of deteriorating to poor condition. Fair (NBI=5) bridges typically require more maintenance attention than bridges in fair condition (NBI=6). With our limited resources, most bridges prioritized for rehabilitation are in Fair (NBI=5) condition.	# of bridges	502	525	544	↑	↓
	% of bridges	19%	19%	20%		
Poor (NBI≤4) A bridge in poor condition has advanced deficiencies such as section loss, deterioration, spalling, or scour; with seriously affected primary structural components. Poor bridges may have weight restrictions. While poor bridges may still be safe for travel, maintenance needs and distresses may trigger the need for replacement.	# of bridges	258	103	44	↓	↓
	% of bridges	10%	4%	2%		

Although Oregon bridges are considered safe (if load restrictions signs are obeyed), there are a large number of bridges with critical and near-critical conditions whose service lives have been extended beyond a normal time period because of long standing inadequate funding for bridges. Those bridges demand vigilance and dedication by inspectors and maintenance personnel to maintain safe conditions. However, there is a serious concern that those critical and near-critical conditions will grow at an increasing rate until a point in the near future that current staff will not be able to keep on top of these serious issues. At that point unpredictable failures are possible that will result in delays, detours and unplanned high cost emergency repairs.

2016 Seismic Data

Two columns have been added to the Bridge Condition Summaries by District tables in Appendix A. These are the bridge's seismic vulnerability, and if the bridge is on the Seismic Plus list, the seismic phase.

Seismic Vulnerability Assessment

Until recently, Oregon was considered to be a region of relatively low seismicity and earthquake occurrence. However, as noted in ODOT's 2014 Seismic Plus Report newer analyses are available that indicate "A Cascadia Subduction Zone earthquake (CSZE) with a magnitude of 8.0 or greater will hit Oregon; the question is when, not if." Seismic vulnerabilities of ODOT's bridges for a CSZE were evaluated and assigned the following levels:

Vulnerable	**Subject to moderate to severe damage that renders the bridge unusable.**
Potentially Vulnerable	**Subject to slight to moderate damage that renders the bridge unusable, except potentially by emergency traffic only.**
Not Vulnerable	**May suffer slight displacement but still useable by emergency vehicles and potentially by public traffic.**

Almost three-quarters of the state bridge inventory were built before modern seismic design specifications became available. From 1958–1974 all bridges were designed for a seismic force equal to 2%–6% of structure weight, but compared to current seismic hazard maps, it is very clear that bridges built in this era were under designed for the actual seismic loads. Even an increase of this horizontal force to 8%-12% of structure weight from 1975 to 1989 was not enough seismic design improvement to withstand a CSZE.

Seismic design received a major makeover in 1990 when ODOT implemented AASHTO seismic design guidelines for new bridges in Oregon. Since then, seismic design specifications have been continuously improved and updated to reflect the latest knowledge and technology with current designs incorporating a major CSZE.

An earthquake vulnerability assessment has been made for ODOT's bridges using a major CSZE as the sole seismic source. No soil modification factors have been applied to the mapped Peak Ground Acceleration (PGA). Two methods were used to assess the vulnerability levels of individual bridges;

computer modeling of a certain portion of the transportation network, and an algorithmic method for bridges not included in the computer model.

Vulnerability levels assigned to individual bridges, based on computer modeling, were provided by CH2M Hill. The computer model was initially developed by Portland State University (PSU) as part of their contribution to ODOT's report on the Seismic Vulnerability of Oregon State Highway Bridges (2009). PSU used the REDARS2 (Risks to Earthquake Damage to Roadway Systems) program to develop a transportation model and estimate the expected bridge damages and transportation losses after a major seismic event. As part of the Seismic Lifeline Project, CH2M Hill took this model and expanded it in order to prioritize ODOT highway segments. Most of the western part of ODOT's transportation network was included in the model. Data produced by running the model was used to identify potential lifeline routes for a CSZE and the expected bridge Damage States (DS).

An algorithmic method was used to make the seismic vulnerability assessment for bridges that were not included in the REDARS2 model. Primary components of this algorithm are key bridge characteristics, such as PGA at the site, structure type, construction year, number of spans, crossing type, etc. Seismic performance of bridges with similar characteristics included in the REDARS2 model was used as reference point to perform a cross check of the output. Table 6 shows the criteria used.

This vulnerability assessment is focused primarily on multi-span bridges. Except for nine multi-cell culverts (assessed individually), the analysis assumed that all culvert and single span bridges would perform well under seismic loads, despite ground shaking intensity or site condition.

Table 6: Seismic Vulnerability Assignment Rules
Multi-Span Bridges Damage State (DS)

PGA (g) \ Year Built	Pre-1958	1958 - 1975	1975 - 1990	1990 - 2004	Post-2004
≤ 0.10	PV	NV	NV	NV	NV
0.10 - 0.20	V	PV	NV	NV	NV
0.20 - 0.30	V	V	PV	NV	NV
0.30 - 0.40	V	V	V	PV	NV
> 0.40	V	V	V	PV	NV

V: Vulnerable **PV**: Potentially Vulnerable **NV**: Not Vulnerable

Seismic Plus Program Phases

The 2014 Seismic Plus report identified five phases of bridge seismic work to "provide the maximum degree of mobility with reasonable investments spread over several decades." The goal of the phasing is to "retrofit all seismically vulnerable bridges and address unstable slopes on key lifeline routes in a strategic and systematic program to allow for rescue and recovery following a major earthquake. The phases include:

Phase 1	Provides a connection to the Redmond Airport; east-west freight movement and a north-south corridor on US97 -- the cornerstone of the program.
Phase 2	Coastal connections from I-5 to US101; connections with most of the population centers along the US101 corridor.
Phase 3	Adds redundancy and capacity to the network strengthened in Phases 1 and 2.
Phase 4	Finalizes the sections of the Seismic Lifeline Corridors with the exception of structures replaced in Phase 5.
Phase 5	Replaces twelve major bridges along previously established corridors.

The Seismic Plus Program assessed only bridges on Lifeline Routes and did not include overpasses and connectors. As a result, some bridges have been assessed as vulnerable or potentially vulnerable but not assigned a seismic phase.

Disclaimer:
Damage States for individual bridges included in this file have been produced by a computer model which compares the demand spectral acceleration for a given scenario earthquake (Cascadia Subduction Zone) versus the bridge's spectral acceleration capacity. Although we believe this information is helpful for a programmatic level assessment of a large number of bridges, it is not intended to replace costly engineering analysis associated with a full seismic model for each individual bridge, which is the only reliable method to predict bridge performance. The network level assessment that results in a rough damage state estimate may not be accurate enough to be used as sole source for response planning involving potential life safety decisions or that has significant investment implications. No seismic analyses have been performed to verify the accuracy of this data. Also, the computer model did not include all bridges in the state; instead, it was focused on the seismic performance of the state highways determined to be of highest priority for emergency response and economic recovery after a major event.

PRESERVATION STRATEGIES AND EFFECTS ON CURRENT AND PROJECTED CONDITIONS

Background

The State Bridge Program has historically been funded below the level needed to maintain current conditions. Limited funding resulted in the need for significant bond funding to improve bridges on freight routes, including the Interstate System to acceptable conditions. The 2003 OTIA III bond program allowed for a significant, if temporary, 'catch-up' in bridge conditions on important freight routes. However, declining revenues have resulted in reduced Bridge Program funding. In addition, bond debt repayment for the OTIA III Bridge Program and inflation effects have resulted in further reductions to the Bridge Program, exacerbating an already low funding level.

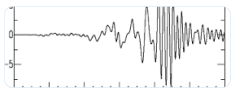
In 2011, ODOT revised its bridge preservation strategy in response to reduced funding and the significant number of bridges reaching the end of their service life over the next several decades. ODOT has adopted seven strategies as shown in Chart 12, that includes:


Protecting high-value coastal, historic, major river crossings and border structures


Using Practical Design and funding only basic bridge rehabilitation projects and rare replacements


Prioritizing maintenance on highest priority freight corridors


Developing a bridge preventive maintenance program


Raising awareness of the lack of seismic preparation


Addressing significant structural problems (only) on low-volume bridges to protect public safety

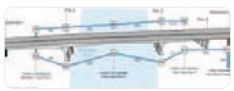

Monitoring the health of bridges

Chart 12: Strategies for bridge preservation.

An emphasis on preservation with rare replacements brings with it a new set of strategies and problems. ODOT has been successful at reducing bridges in poor or structurally deficient condition but maintaining bridges in good repair has been challenging, which indicates that bridge preservation actions are not occurring at a rate necessary to maintain current conditions.

Chart 13 shows both the dynamic nature of bridge conditions and the growing backlog of work, for those bridges that have changed conditions. The period from 2014 to 2016 reflects bridge conditions over one full inspection cycle (24 months). In a balanced state, the number of bridges moving from green to yellow and red (deteriorating conditions) would be equal to the number moving from red to yellow and green (improving conditions). The chart shows that we are managing the **Poor (Red)** bridges reasonably well, but the transition of bridges from **Good (Green)** to **Fair (Yellow)**, indicates that bridge preservation actions are not occurring at a rate necessary to maintain current conditions.

2014 to 2016 Changes in Minimum Structural Condition Ratings

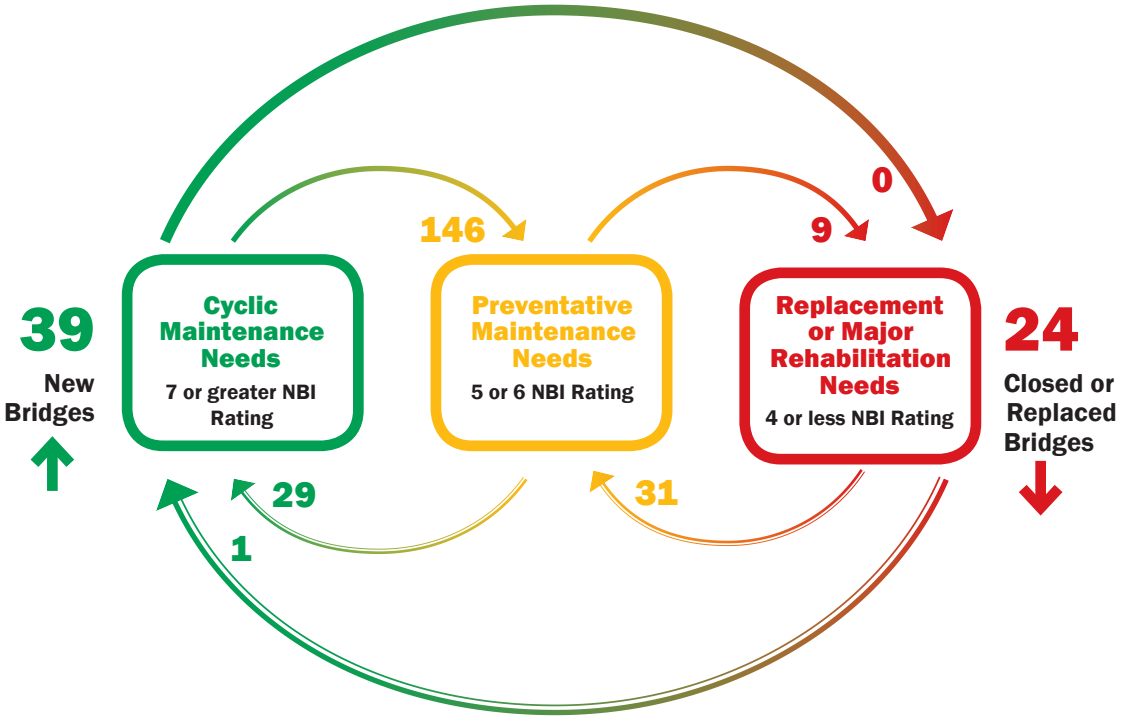


Chart 13: 2014-2016 Changes in Minimum Ratings of Superstructure, Substructure, or Deck Condition Ratings

Major Bridge Maintenance (MBM) Program

In 1990, ODOT established the Major Bridge Maintenance (MBM) Program, to specifically address major and emergency bridge repairs. These repairs are typically large enough to be outside the scope of work that can be funded at the District level, but are too small or can't wait to be included in the STIP. Many MBM projects are effective at addressing distresses that improve KPM 16, however, the improvement is oftentimes short-lived due to the localized nature of the repair.

- Approximately 200 projects are selected annually for funding through the MBM program, with a total estimated value of $8,000,000.

One of the primary objectives of the MBM program is to address urgent maintenance recommendations. Urgent maintenance recommendations are defects identified during the routine bridge inspection that need to be corrected as-soon-as-possible or pose a traffic safety concern.

- In 2015, the MBM program funded projects to address 24 urgent maintenance recommendations at a total cost of $830,000. Examples of these projects include repairing significant scour issues, replacing timber members that could no longer support design loads, and fixing cracks in steel beams.

Preventative maintenance activities are widely considered a cost effective way to extend the service life of bridges. The deck is typically the highest value item on a bridge. It is also at the highest risk due to its exposure to weather, de-icing chemicals, and wear from traffic. When concrete decks are cracked, the risk to the deck is elevated because there are now pathways for water and de-icing chemicals to get deep into the concrete to the level of the reinforcing steel. Once the reinforcing steel begins to corrode costly deck rehab or replacement will be required. However, if the deck can be sealed quickly, the deck service life can be significantly extended.

- In 2015, the MBM program funded projects to seal 41 bridge decks at a total cost of $1,160,000. This work helped protect approximately 580,000 square feet of bridge deck from degradation.

When the damage to the bridge deck includes rutting, exposed rebar, or a polished wearing surface, then a deck overlay is required to protect the traveling public.

- In 2015, the MBM program funded projects to overlay 28 bridge decks at a total cost of $1,400,000. The overlays should provide the decks with an additional 10 to 15 years of service life.

In addition to addressing urgent defects, and performing preventative deck maintenance, the MBM program addressed scour repairs, deck joint repairs,

timber repairs, approach repairs, bearing replacements, and maintenance on the moveable bridges. The variety and volume of work performed by the MBM program is what makes it a key component in maintaining Oregon's infrastructure.

Impacts of Aging System and Interstate-Era Bridges

The life of a bridge, though long, is not infinite. No series of continued repairs, regardless of how well timed, can continue to extend the life of a bridge forever. Bridge conditions are projected to significantly deteriorate over the next several decades due in part to age and reduced Bridge Program funding. More than half of the existing bridge inventory was built prior to 1970 with 57% of existing bridges reaching the end of their 50-year design life by 2020. Of the end-of-design-life bridges, 18% are currently one point from SD as defined by the FHWA. Each year, about 0.5 percent of the state's bridges — about 14 structures — deteriorate to the point of becoming structurally deficient. By 2020, that rate is expected to increase to 2.5 percent or close to 70 structurally deficient bridges each year.

With increased maintenance, most of ODOT's bridges can have a longer service life. While the MBM program can efficiently address the bridge maintenance repair needs and the painting program can extend the service life of steel bridges, the number of needs currently exceeds the available funding and program demands are expected to increase significantly.

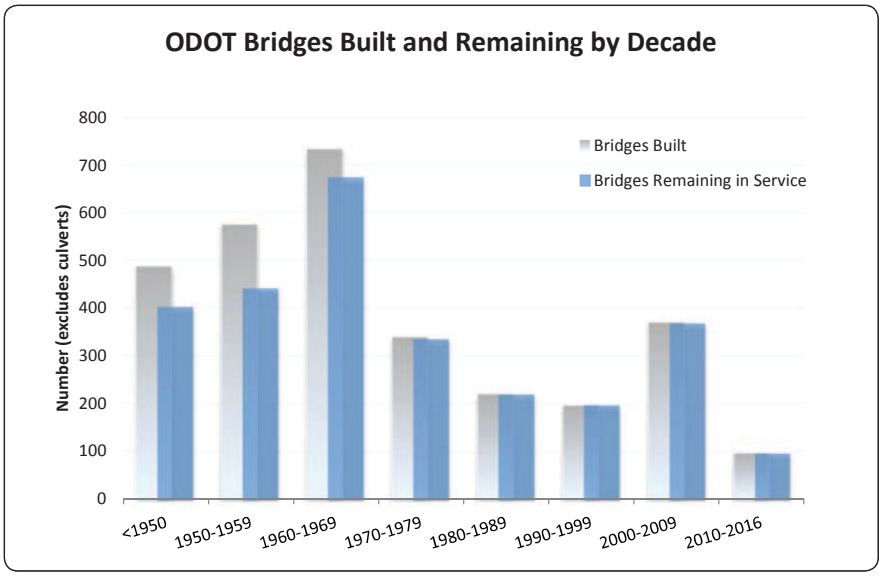


Chart 14: Bridges Built and Remaining by Decade

Bridges constructed during the Interstate-era (1950s and 1960s) present unique maintenance challenges characterized as poor details. Many of the Interstate-era bridges were designed with minimal reserve capacity and for loads

much less than allowed by state law since the mid-1980s. Preserving these bridges is not cost effective because of their design details. Poor details include design issues related to rail, decks, and reinforcement locations. Bridges with poor details have a higher incidence of shear cracking that may grow rapidly, holes in thin bridge decks developing without warning, low reserve load capacity, and instability during seismic events. Of the 1,101 bridges built in the 1950s and 1960s that remain in service, 490 have poor details.

Forecasted Bridge Conditions

While bridge construction dropped dramatically when the Interstate-era ended, the significant increase in Bridge Program funding from OTIA III and special federal funding in 2008 and 2009 has resulted in a spike of new bridge construction that is the largest since the 1960s. The new construction, combined with a large number of bridge rehabilitation projects, resulted in improved bridge conditions. The improvement trend will not continue in the long term due to the high volume of bridges still in use from the 1950s and 1960s that will continue to deteriorate, creating a backlog of maintenance and replacement needs.

Predicting bridge conditions over time is challenging as the outcome depends significantly on the assumptions used. While an exact count of the number of bridges that will be distressed over time is not available, a general trend can be expected due to the aging system and the large number of bridges built during the Interstate-era.

Chart 15 presents a general prediction of bridge conditions for funding continuing at current levels. Reductions in the size of the Bridge Program will hinder the effort to keep pace with the rate of deterioration of Oregon's bridges, especially the large group of bridges that are one point away, on a ten point

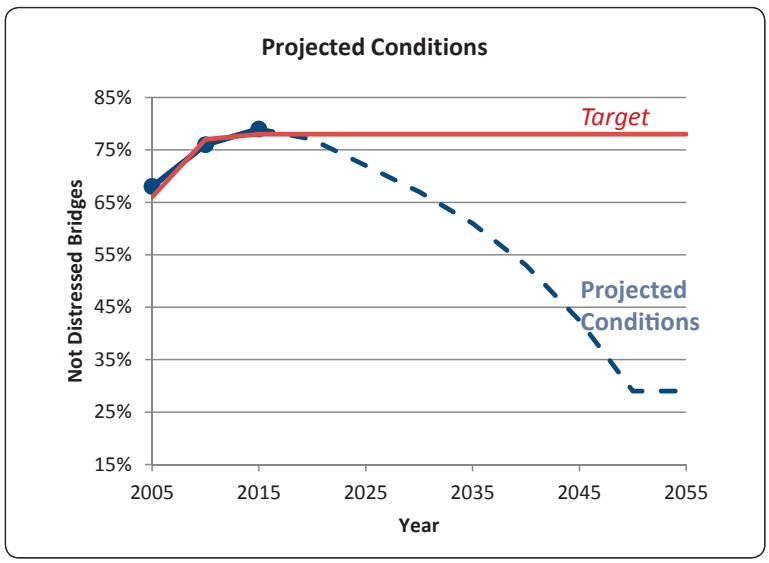


Chart 15: Generalized percentage Not Distressed bridges over time.

scale, from becoming SD. The bridge condition target of 78 percent has not been adjusted even though the current measure is higher than the target due to predictions that bridge conditions will drop significantly in the near future.

From about 2020 to 2040, bridge conditions continue to decline significantly, becoming even more severe in the out years. Working with a rough model indicates that while current funding levels allow preservation on several bridges each year, as time passes more extensive work is required which will increase the unit costs, reducing the number of bridges that can be addressed. Also, over time the number of bridges with ODs will level off but significantly more bridges will become SD. By 2050, more than 70 percent of Oregon's state highway bridges are expected to be distressed.

Sustainable Bridge Program Needs

A sustainable bridge program can be defined as a system of bridges that are maintained at a certain rate or level. The program would employ long-term strategies and practices at the network level and require adequate resources and funding. A sustainable bridge program would include bridges in various conditions with planned maintenance, preservation, and replacements, for bridges that have reached the end of their service life.

There are three approaches that the ODOT Bridge Program uses to manage the bridge system:

- MBM Program,
- STIP Bridge Program which includes major preservation work like bridge painting, cathodic protection, deck overlays, scour protection, bridge strengthening, etc. and
- STIP Bridge Program for bridge replacements.

Table 7: Number of Bridges Recently Addressed by Year

Year	MBM Work	STIP Preservation Work	Replaced with STIP Program
2012	208	11	6
2013	204	19	1
2014	165	30	2
2015	180	21	0
2016	208	46	3
Average	193	25	2

The split of bridge activities over the last five years is summarized in the table on the left. The majority of bridges addressed had work done through the MBM program which focuses on localized distresses. Comparing MBM work to health care, the MBM activities could be considered to be preventive like wearing sunscreen, providing bandages, or other form of first aid. To be truly effective, a sustainable program would include a more even mix of MBM and STIP Preservation work along with scheduled replacements.

The percentages of bridges addressed through the Bridge Program, using the average of the last five years, indicates that only a small percentage of bridges in the system receive treatment beyond MBM activities as shown in Chart 16. The current system includes 2,738 bridges and assuming STIP preservation and replacement continues at the same rate of less than 1% per year, it would take over 100 years to get to each bridge once.

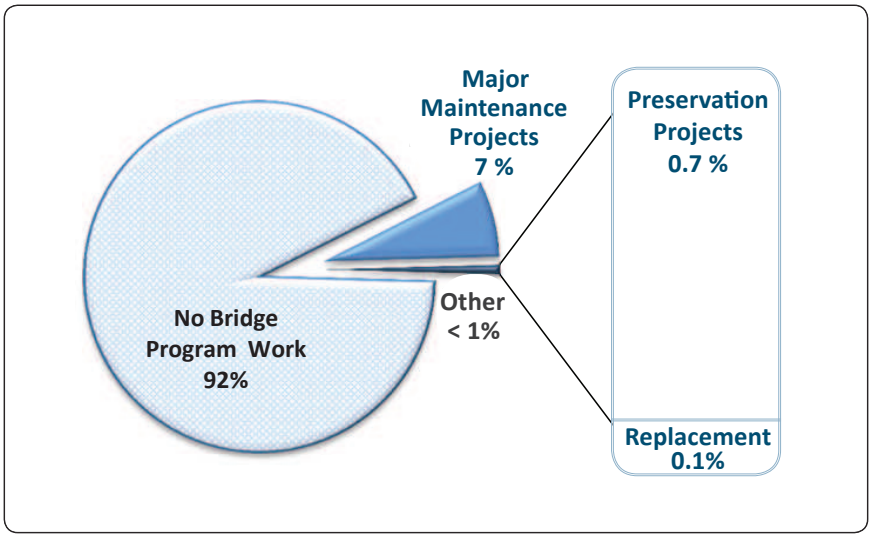


Chart 16: Average annual percentage of bridges addressed through the Bridge Program.

A sustainable program can be further evaluated at a high level using basic assumptions around scheduling replacements. Most bridges today are designed with a 75-year design life. With regular attention, the actual service life can be expected to extend to 100 years or more. Based on a service life of 100 years with 2,738 bridges in our system, a conservative approach would be to replace about 27 bridges annually (2,738 bridges/100 years). However, ODOT currently has funding to replace an average of three bridges per year. At the current rate of replacement — about 0.1 percent per year — state highway bridges will have to last more than 900 years on average.

A planning level analysis was done to determine the costs of managing the bridge system at a near sustainable level based on the deck area. Assuming a bridge lasts 100 years, replacing 1.0 per cent of the bridge deck area annually would cost of about $190M. A minimum of an additional $50M would be needed to cover MBM and preservation work for the remaining bridges for a total estimated sustainable need of $240M annually.

A recent 20-year needs analysis went further than previous versions in that it considered more detailed information about current bridge conditions beyond NBI ratings. The analysis is based on each bridge lasting for 100 years, with

two to three major rehabilitation projects during its lifetime, along with minor preventive maintenance actions as needed. The analysis calculated that about $435M/year is needed for the next 20 years to address anticipated preservation and a backlog of replacement projects.

While the analysis accounts for bridge replacements, it does not include costs for all major bridge replacements that are anticipated in the next 20 to 50 years. Some of the major bridges forecasted to need replacement include: historic bridges on Hwy 101 (Yaquina Bay at Newport, Siuslaw at Florence, McCullough at North Bend), I-5 Bridges (Medford Viaduct and Interstate bridges) and the Ross Island bridge in Portland.

Limited funding has prevented ODOT from managing near a sustainable level. Based on current funding levels, the number of bridge preservation and replacement projects will not increase significantly. Oregon needs dedicated and sustainable funding that will allow ODOT to implement a comprehensive strategy to fix bridges for the long term.

Implications of Reduced Funding

Over the next two decades, ODOT expects approximately 900 state highway bridges to require repair or replacement, but limited funding will allow us to address only about 300 of these. Deferred maintenance will eventually require the bridges ODOT can't repair to be weight restricted to heavy trucks, causing significant disruption to Oregon's trade-based economy.

In recent years, the ODOT Bridge Program has been funded at around $58M annually. However, for the 2019-2021 STIP cycle, the Bridge Program is expected to receive about $85M annually. The reasons for this increase are the additional funds from the new federal FAST-Act Transportation Bill, a revised funding allocation process, and a new project selection method that showed an increase in bridge needs on high priority routes.

The distribution of the $85M includes $10M going towards MBM, $35M going towards steel bridge painting and repairs, and $5M going towards substandard rail and screening needs. The remaining $35M will be spent primarily on bridge rehabilitation with few bridge replacements. Without additional funds, more funding will be needed in the MBM program to provide "bandages", reducing the funding for preservation and ultimately reducing any planned bridge replacements.

Significant increased investment is needed to maintain the service level of our aging bridges and to get ahead of the wave of pending deterioration. While ODOT has developed a strategy for addressing priority bridges, a backlog of needs exists due to reduced funding associated with bonding, the aging system and the inability to replace poor detail bridges constructed during the Interstate-era.

The consequences of reduced bridge funding are significant, including:

- Long delays to the traveling public associated with closures and emergency bridge repairs.
- Increased costs to businesses when trucks are detoured or forced to break up large loads to avoid weight-restricted bridges.
- High costs for reactive repairs to an ever-increasing number of deteriorated bridges.

Delayed preservation increases the frequency of reactive work, which leads to further delays to the traveling public and increased costs. The cost of restoring an under-maintained bridge to normal operation is much greater than the cost of properly maintaining it over time. Depending upon the nature of the needed repairs, reconstruction could require full bridge closures.

Worsening conditions will increase transportation user costs and hurt Oregon's economy. Economic analysis has indicated that the state could forfeit 100,000 jobs and $94 billion in production by 2035 as a result of deteriorating bridges.

Bridge Connections: Case Studies

Managing a bridge program is not just about monitoring numbers. Managing bridges includes connecting with communities, providing safe travel, and preserving Oregon's history. The three case studies presented here provide recent examples of how ODOT's Bridge Program fulfills a variety of Oregon needs.



Bridge #07282 over Ochoco Creek: Community Connections

Bridge #07282 over Ochoco Creek on Hwy 380 in Prineville, was constructed around the 1920's and widened on both sides in 1955. The bridge carries about 5,000 vehicles per day including about 650 trucks. An inspection of the bridge in 2012, determined that the deck was in good condition, the foundation was in fair condition, but the girders of the original portion of the bridge were in very poor condition. One girder was missing a large section of the original concrete, freeze/thaw damage had exposed much of the steel reinforcement, and most of the previous concrete repairs were no longer effective. Because of the condition of the girders (superstructure), the bridge was classified as structurally deficient. Based on the age and condition of the bridge, a 13-ton load limit was recommended.





With a new hospital planned for construction just south of the bridge and the potential for increased traffic, ODOT initiated a structural investigation. Since there were no plans for the original portion of the bridge, load testing was used to determine the posting level. The results of this load testing showed that the bridge was stronger than originally thought, but still would require strengthening to remain in service.ODOT's Major Bridge Maintenance Engineer designed a cable/turnbuckle system, installed by the District Bridge Crew, to temporarily strengthen the girders.

Fortunately, funding for a full replacement was found and the bridge was programmed for replacement. The hospital opened in 2015 and construction of the new bridge is underway with construction scheduled for completion at the end of 2016.

As bridge conditions across the state continue to deteriorate, structures like the Ochoco Bridge will be at risk of load restrictions and possibly, closures. Many bridges on lower volume routes on secondary highways, which serve a vital role to citizens in rural areas, will go unfunded as all maintenance and STIP funding will be needed to keep Oregon's Interstate and freight routes fully operational. Deteriorating bridge conditions not only pose a safety concern but an economic issue as they could significantly impact development of valuable resources like hospitals, and the movement of agricultural and other local freight.



Bridge #08033 OR 6 over OR 47 near Banks: Safety First

Bridge #08033 on OR 6 is part of an interchange connecting to Main Street (OR 47) in Banks. On July 4th, 2016 around 8:00 AM, an excavator being towed on a trailer struck the bridge, severely damaging two of the girders (part of the superstructure). The collision damaged roughly 15 feet of concrete and distorted the reinforcing bar.

Within a short time, ODOT maintenance was managing traffic and the Region Bridge Inspector was on site to help the maintenance crew assess the situation and determine a temporary repair.

Fortunately, no damage was noticed in the deck of the structure. Traffic on the bridge was moved onto the eastbound lanes in order to remove traffic loads on the damaged girders. The girders were then shored up by the Seaside Bridge Crew. Any loose sections of concrete were removed.

To ensure safety for both the public and the bridge, traffic on Main Street was re-routed to one lane to reduce the risk of vehicles hitting the shoring system. Protecting the single lane of traffic required flagging around the clock until July 12th.

Getting the bridge back in full service requires a collective effort by ODOT Bridge Designers to determine the impact of the damage to the bridge's overall load capacity and to determine the proper permanent repair. The design will be provided to the ODOT District to contract the repair work.

Bridges #00330 and #00711 in Astoria: History Preserved

When most people think of Astoria bridges, they think of the Astoria/Megler Bridge which connects Oregon and Washington. But Astoria has two other bridges almost as iconic and treasured– Old Young's Bay and Lewis and Clark River draw bridges. Both bridges were designed by Conde B. McCullough and constructed in the early 1920's. The bridges are located on the old section of US 101 and provide and alternate route between Astoria and Warrenton.

A construction project was started in 2014 to rehabilitate both bridges that includes:

- Repairing both bridges that are supported with treated wood substructures. Both bridges have deteriorated timber piles, cross bracing, and other structural members.
- Replacing the west approach to the Lewis & Clark River Bridge, which has deteriorated beyond the point of an economical repair.
- Repairing and coating the structural steel on the bascule lift spans that are corroded and rusted; and
- Repairing and replacing the electrical and mechanical systems of the Old Young's Bay Bridge that are original 1920's equipment. This equipment is long past its useful life and needs to be upgraded to meet operational and safety needs for marine and highway use.

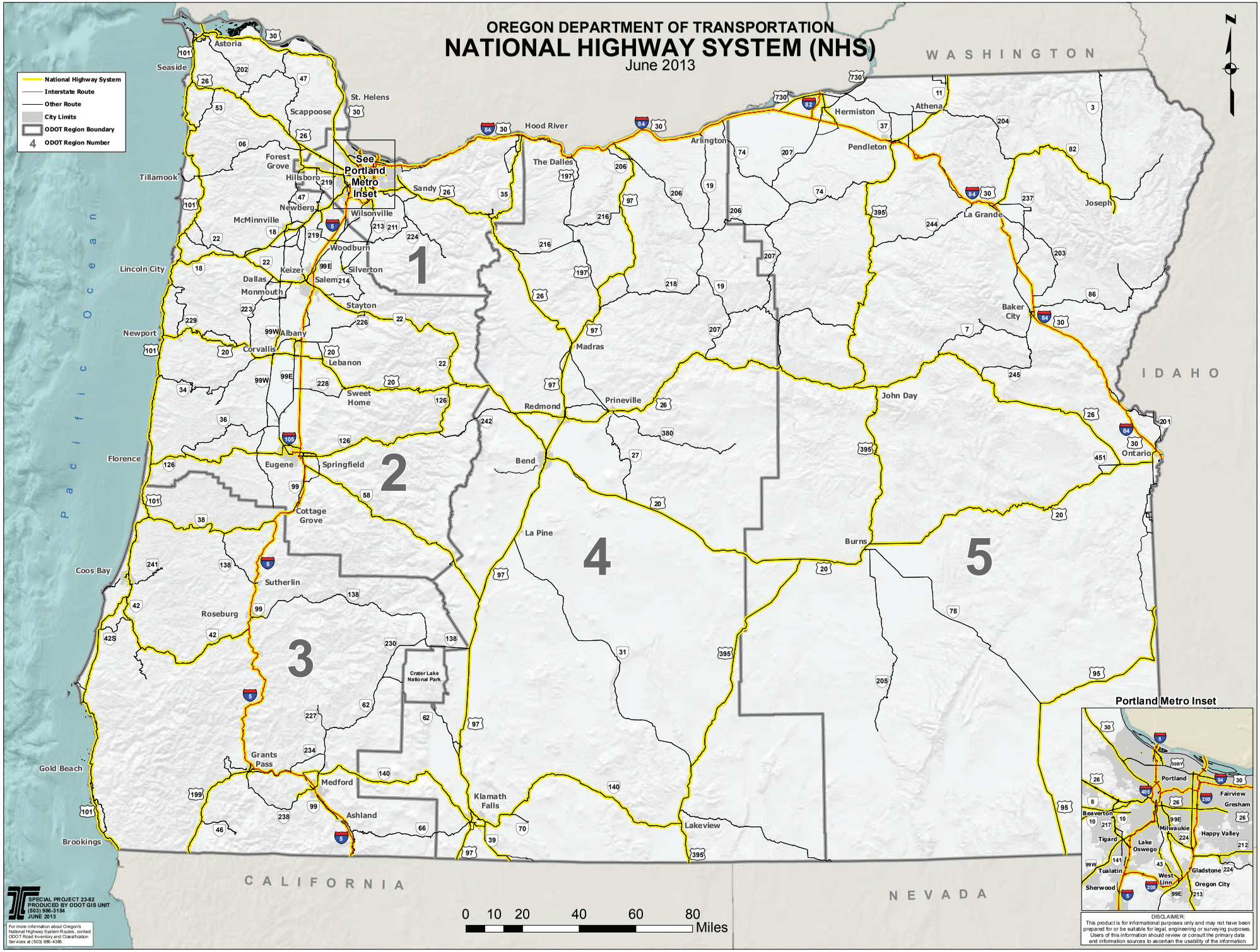
Following completion of the extensive repairs to the Lewis and Clark Bridge, a dedication was held at the bridge interpretive display at the west bridge approach. According to an article in The Daily Astorian published in May, the dedication was attended by Director Matthew Garrett, who was "flanked Tuesday by his employees, local luminaries, parents and the student poets from Lewis and Clark Elementary School whose work was sandblasted into and painted all over the display."

The contractor is now concentrating on rehabilitation and repairs of the Old Young's Bay Bridge with work expected to be completed in November 2017. When all repairs are complete, the work is expected to add decades to the life of the bridges, preserving two historical treasures that are irreplaceable.

Oregon has more than 200 historic bridges eligible for the National Register of Historic Places with many located on US 101. Given the age of the structures and the oftentimes severe climatic conditions they are exposed to, rehabilitation costs are extensive. In comparison though, the real value of having an historic bridge in a community is priceless.



OREGON DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY SYSTEM (NHS)
June 2013



SPECIAL PROJECT 23-62
PRODUCED BY ODOT GIS UNIT
(503) 986-3154
JUNE 2013

For more information about Oregon's National Highway System Routes, contact ODOT Road Inventory and Classification Services at (503) 986-4386.

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Structurally Deficient Bridges on Interstate

Bridge	Structure Name	Project Action	CN Year
04516A	Hwy 1 over Jantzen Pedestrian Tunnel	Concrete Repair	2014
08588C	Hwy1 SB to Hwy2 EB over Hwy1 & Conn (Banfield Int)	Deck Overlay and Rail Retrofit	2018 (STIP)
08966	Willamette River & Hwy 227 Conn #1, Hwy 227	Deck Overlay, rail and concrete repairs	2017 (STIP)
09572	Hwy 227 over Future Hwy 62	Deck Seal	2013
02230A	Columbia River, Hwy 70 EB (Umatilla)	Deck Replacement	2017

Structurally Deficient Bridges on NHS

Bridge	Structure Name	Project Action	CN Year
00614A	Coast Fork Willamette River, Hwy 226 at MP 13.79		
00805C	Lower Lookingglass Creek, Hwy 35		2018 (STIP)
01172	Rogue River, Hwy 9 (Gold Beach, Isaac Patterson)		
01418	Rogue River, Hwy 25 SB (6th St, Caveman)		2017 (STIP)
01820	Yaquina Bay, Hwy 9		
01821E	Siuslaw River, Hwy 9 (Florence)	Cathodic Protection	2018 (STIP)
01984	SW Vermont St Viaduct , Hwy 1W	Deck and Joint Repair	2014
00391	Peterson Creek, Hwy 33		
02230A	Columbia River, Hwy 70 EB (Umatilla)	Deck Replacement	2017 (WSDOT, STIP)
02350A	Hwy 1E (SE MLK Blvd) over Hwy 2 & UPRR	Girder and Anchor Bolt Repair	2014 (MBM)
02793A	Powder River, Hwy 66 (Bridge St)		
03853	Buck Creek, Hwy 20	Bridge Replacement	2018 (STIP)
03855	Wild Horse Creek, Hwy 20 at MP 25.35	Bridge Replacement	2014
04516A	Hwy 1 over Jantzen Pedestrian Tunnel	Concrete Repairs	2014
04659	Farmer Creek, Hwy 9	Bridge Replacement	2018 (STIP)
05290	Hwy 1E over UPRR (at N Baldwin St)		
06713	Ecola Creek, Hwy 9	Grind and Pave Approaches	2013
06758	South Yamhill River, Hwy 483 McMinnville Spur	Replace Timber Piles	2013 (MBM)
07186	Half Viaduct, Hwy 18 at MP 56.29	Bridge Replacement	2012
07187	Half Viaduct, Hwy 18 at MP 56.32	Bridge Replacement	2012

Structurally Deficient Bridges on NHS

Bridge	Structure Name	Project Action	CN Year
07253B	Willamette R, Hwy 30 WB & Hwy 72 Conn (Marion St)		
07519	Clatskanie River, Hwy 2W		
07832	Hwy 1 Conn over CORP		
07935A	Malheur River, Hwy 6 EB	Overlay, Joint Seals	2013
08158	Willamette River Overflow, Hwy 140 at 23.89		
08588C	Hwy1 SB to Hwy2 EB over Hwy1 & Conn (Banfield Int)	Deck Overlay and Rail Retrofit	2018 (STIP)
08842	Middle Fork Coquille River, Hwy 35 at MP 23.37		
08966	Willamette River & Hwy 227 Conn #1, Hwy 227	Deck Overlay, rail and concrete repairs	2017 (STIP)
09358	Delta Hwy over Hwy 69	Deck overlay	2013
09572	Hwy 227 over Future Hwy 62	Deck Seal	2013
0M274	Ashland Creek, Hwy 63 SB		
20001	Salt Creek, Hwy 30 at MP 8.38		

Structurally Deficient Bridges Not on NHS

Bridge	STRUCNAME	Project Action	CN Year
03325A	South Fork Crooked River, Hwy 380 at MP 50.56	Crack Injection	2014 (MBM)
00447	Meacham Creek & UPRR, Hwy 6 Emigrant Hill Frtg Rd		
0M203	Knowles Cr, Hwy 62 Frtg Rd Lt at MP F15.19 (Camps)		
02061	Molalla River, Hwy 1E NB	Repair Spalls in Concrete	2013 (MBM)
01132F	Isthmus Slough, Hwy 241 (Eastside)	Rehab	2017
02284	East Champoeg Creek, Hwy 140	Replace Pile	2014 (MBM)
00840	West Multnomah Falls Viaduct, Hwy 100		
00841	East Multnomah Falls Viaduct, Hwy 100		
00851A	Siletz River, Hwy 181 at MP 23.10 (Fullller)		
00330	Youngs Bay, Hwy 105 (Old Youngs Bay)	Paint Steel, Strengthen Piles and Caps	2014
00357	Willamette River & Hwy 1E, Hwy 3 (Oregon City)		
08437	SW Multnomah Blvd over Hwy 1		
05041	Salt Creek (Ash Swale), Hwy 153	Replace Timber Piles	2014 (MBM)
04167	McKinney Slough, Hwy 27	Replace Bridge	2018
04950	Beaver Creek, Hwy 102 at MP 69.79	Replace Bridge	2016
02323	Nehalem River, Hwy 102 at MP 61.28		
08743	E Main St over Hwy 1		
08676B	Barnett Rd over Hwy 1		
08681	Valley View Rd Conn #2 over Hwy 1		
08682	Fern Valley Rd Conn #2 over Hwy 1	Replace Bridge	2013
16134	SW Allen Blvd over Hwy 144		
02496	North Umpqua River, Hwy 138 at MP 17.95 (Lone Rock		
02836A	Pine Creek, Hwy 414 (Halfway)		
07282	Ochoco Creek, Hwy 380	Replace Bridge	2016
08023	Chadwick Lane over Hwy 1		
08892	Spanish Hollow Cr, Hwy 42 Rt @ MP2.18 (Mud Hollow)	Scour Repair	2015

TUNNEL DATA
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TUNNEL DATA

INTRODUCTION

Regular monitoring and timely maintenance is critical to keep ODOT's tunnels functioning and to safely allow passage for all users. Minimizing closures prevents hardships for the traveling public in areas served by tunnels. Expensive to construct, tunnels generally exist when no other good solution to bypassing an obstacle is feasible. Therefore, alternate routes around tunnels are typically lengthy. Even where this is not the case, such as Tooth Rock Tunnel and the Vista Ridge tunnels, short detours would impact large volumes of traffic.

ODOT manages inspection, maintenance and major rehabilitation for nine state-owned vehicular tunnels and two pedestrian tunnels (formerly vehicular tunnels) using the Oregon DOT Tunnel Inspection procedures established more than 20 years ago.

Under the ODOT program, tunnel inspections occur on a two-year regular cycle, with in-depth inspections on a 10-year cycle and drainage inspections each year by ODOT district maintenance crews. Future tunnel inspections will continue to be based on the Oregon procedures, augmented by the new National Tunnel Inspection Standards (NTIS) that include collection of element conditions based on related defects. The Tunnel Data presents the 2015 ODOT tunnel features, conditions, maintenance, general risks and seismic vulnerability risks, and includes discussion about implementation of the new federal standards.

TUNNEL FEATURES

Tunnel features include liners, portals, ventilation, lighting, drainage and wearing surfaces that require regular inspections. Liners are present in all ODOT tunnels to stop rock from sloughing off the roof or walls and creating a hazard on the roadway. Sloughing may be due to damage from the initial tunnel excavation, weathering of the rock surface, or rock joint or bedding orientation favorable to rock fall.

All ODOT tunnels have natural ventilation. Only the Vista Ridge tunnels have ventilation adits (horizontal passages) installed. Accompanying fans were never installed because natural ventilation was deemed sufficient.

With the exception of the two pedestrian tunnels, all ODOT tunnels have lighting to increase visibility. Some tunnels have a system for bicyclists to alert motorists. Push buttons activate flashing lights on a sign at either end of the tunnel, notifying motorists of bicyclists in the tunnel.

All ODOT tunnels have gravity-fed drainage systems and a concrete slab-finished roadbed, covered in some instances with asphalt concrete to serve as the wearing surface.

All of ODOT's tunnels are classified as simple tunnels based on recently published Federal Highway Administration standards. The only unusual features present are the ventilation adits, a cross passage, roof slabs and hangers in the Vista Ridge tunnels, and the decorative timber liners (to provide a more historical appearance) in the two pedestrian tunnels.

Detailed background information including tunnel locations and features is presented in the Detailed Tunnel Information Section.

TUNNEL CONDITIONS

Since the early 1990s, inspectors have evaluated the tunnels using element condition ratings in accordance with the Oregon DOT Tunnel Inspection procedures. The National Bridge Inventory (NBI) has added general condition ratings (deck, superstructure, substructure). Over the past five years, ODOT has also performed laser image scans of vehicular tunnels to monitor deflection, cracks and anomalies. Tunnel condition maps have been developed to track deterioration.

ODOT state-owned tunnels are mostly in fair to good condition due to an aggressive $40 million tunnel rehabilitation program in the past 20 years. The rehabilitation program included replacing tunnel liners and lighting, increasing vertical clearance by lowering the roadway surface, repairing cracks in tunnel lining, portal stabilization and the repair of portal openings. Tunnel conditions are shown in table T-1. A list of tunnel repair and rehabilitation projects funded by the State Bridge Program since 1990 is attached in the Previous Tunnel Projects Section.

TUNNEL MAINTENANCE

Tunnel maintenance includes cleaning drains, replacing lightbulbs, repairing fixtures and cleaning rock fall from portal areas. Occasionally, a lighting system requires complete replacement. Spalls in liners may require patching and cracks may require sealing. Tunnels require the same maintenance needed on any riding surface.

TUNNEL RISKS

Several risks are associated with tunnel performance related to tunnel liners. During excavation for a reinforced concrete tunnel liner, it is difficult to cut the rock to exactly the shape desired. A gap, called overbreak, generally exists between a concrete liner and the actual rock face, and is often filled with timber

Table T-1. TUNNEL CONDITIONS AS OF DECEMBER 2015

Region	District	HWY	MP	Tunnel	Tunnel Name	Construct. Year	Length, ft	Material	Structure Condition	Notes
1	22	047	73.5	**09103**	Vista Ridge Tunnel, Hwy 47 EB	1969	1002	Reinforced Concrete	Fair	
1	22	047	73.6	**9103B**	Vista Ridge Tunnel, Hwy 47 WB	1970	1048	Reinforced Concrete	Fair	
1	23	002	41.2	**04555**	Tooth Rock Tunnel, Hwy 2 EB	1936	827	Reinforced Concrete	Fair	
1	23	100	20.2	**20318**	Oneonta Tunnel (Bike/Ped), Hwy 100 at MP 20.15	2008	115	Shotcrete	Good	Pedestrian traffic only
2	01	009	35.7	**02247**	Arch Cape Tunnel, Hwy 9	1937	1228	Shotcrete/ Concrete	Good	
2	01	047	40.9	**02552**	Sunset Tunnel, Hwy 47 (Dennis L Edwards Tunnel)	1940	772	Shotcrete/ Concrete	Good	
2	05	018	56.1	**02539**	Salt Creek Tunnel, Hwy 18	1939	905	Reinforced Concrete	Fair	
2	05	009	178.5	**03961**	Cape Creek Tunnel, Hwy 9	1931	714	Shotcrete/ Concrete	Fair	
2	05	062	19.7	**07139**	Knowles Creek Tunnel, Hwy 62 at MP 19.68	1958	1430	Reinforced Concrete	Poor	
3	07	045	39.8	**03437**	Elk Creek Tunnel, Hwy 45	1932	1090	Shotcrete	Good	
4	09	100	56.0	**00653**	Mosier Tunnels	1920	369	Shotcrete	Fair	Pedestrian traffic only

bracing. As the bracing decays with age, rock fragments may slough off the rock face onto the liner. The extra load may damage the liner and if not repaired leads to a risk of debris falling onto the roadway.

A shotcrete tunnel liner is constructed directly against the rock face so no gap exists. Any weaker areas of rock are reinforced by rock bolts. If the rock bolts are not maintained, the support they add may lessen, resulting in more stress on the shotcrete liner, which could eventually result in rock fall.

Vehicular fires in the tunnel immediately threaten motorists with noxious gasses and may weaken the liner, leading to long-term problems.

Traffic crashes in tunnels present a unique risk to public safety due to limited access by rescue vehicles and equipment, and reduced public egress after certain types of accidents. If a hauler transporting hazardous materials through a tunnel is involved in a crash, the release of hazardous materials in a confined space can create a risk. In addition, the possible resulting fire and smoke inhalation dangers can increase in the confined space within a tunnel. In Portland the section of U.S. 26 from Interstate 405 to Oregon 217, which includes the Vista Ridge tunnels, is designated a Restricted Hazardous Materials Route to reduce these risks.

Plugged and poorly functioning drainage systems are a common risk in tunnels. Drainage failure can result in water building up behind a tunnel liner, subjecting it to pressure beyond the design capacity. Also, since water seeks the easiest path, if a drainage system is completely plugged, water can run under the roadway surface and cause either erosion or possibly seepage onto the roadway, causing icing problems at high elevations. Drainage systems require frequent inspection and repair.

SEISMIC VULNERABILITY RISKS

In general, underground facilities have performed well during moderate- to large-magnitude seismic events, especially well-designed and constructed bored tunnels. However, if an active fault crosses the tunnel alignment, the risk of seismic damage is possible even for smaller ground accelerations. Oregon tunnels are generally old, with most of them built more than 75 years ago by the drill-and-blast method. Unlined tunnels or shotcrete-lined tunnels are generally more vulnerable to earthquakes. Although most of the tunnels are lined with reinforced concrete liners, seismic loads were never considered during their design. Regardless of liner type, damage level can decrease as overburden depth increases. Also, the presence of weak soils can amplify the damage risk.

Ground motions of M8.0 or greater Cascadia Subduction Zone and the USGS 1,000-year return period seismic hazard maps (the higher of the two) have

been considered for the seismic vulnerability assessment of Oregon tunnels. Liner type and geological formation of soils surrounding the tunnel have also been taken into consideration to determine the anticipated damage level. If the liner type varies throughout the tunnel, the performance of the "weaker" liner has been considered for this assessment. A similar approach has been applied for variable soil types.

Vulnerability assessment for Oregon tunnels relates to two main tunnel components: portals and main structure. While the damage state inside the tunnel may consist of liner failure (damage) and damage of non-structural components (electrical, mechanical, lighting, ventilation, etc.), the damage state of portals considers the expected performance of the first highway mile from each portal. This approach captures major landslides or rockfalls within the tunnel proximity that would significantly impact tunnel access.

A five-scale damage level assignment has been used for both main structure and portal performance. While the lowest damage state "None" pertains to no visual damage, the highest damage state "Collapse" describes the most severe circumstances where a significant part or the total length of tunnel has collapsed. Although some Oregon tunnels are located in relatively high seismic regions, no tunnel is expected to collapse. Table T-2 describes the damage state descriptions.

Table T-2. DAMAGE STATE DESCRIPTIONS

Feature	Damage State(DS)	Description
STRUCTURE	**None**	No visual damage
	Minor	Fresh hairline cracks on the liner, very few broken light bulbs
	Moderate	Cracks and minor concrete spalls of the liner, disconnected or broken light fixtures, damaged and nonfunctional ventilation system
	Extensive	Significant size of concrete liner or exposed rock have fallen on roadway, part or all suspended ceiling has fallen in the roadway, majority of lighting and ventilation system has fallen
	Collapse	Part of or the entire tunnel has collapsed
PORTALS	**None**	No visual damage
	Minor	Fresh hairline cracks, and little to no debris within a mile from portal
	Moderate	Significant cracks or fallen small parts of portals, debris has blocked up to 50% of travel lanes within a mile from portal
	Extensive	Loss of entire portals, debris has blocked all travel lanes but still allows human traffic within a mile from portal
	Collapse	Both portals totally collapsed and no access to and from tunnel is available

It should be noted that seismic vulnerability of Oregon tunnels is based mainly on engineering judgment by considering individual characteristics and data of each tunnel. No structural analyses were available or were developed to support this assessment. Table T-3 presents the results of the assessment.

Table T-3. TUNNEL SEISMIC VULNERABILITY DATA

Structure Number	Tunnel Name	Liner Type	Portal Type[1]	Cover Type	Interior Vulnerability	Portal Vulnerability
09103	Vista Ridge EB	Concrete	RC	Basalt/sandy, clayey, rocky silt	Moderate[2]	Minor
09103B	Vista Ridge WB	Concrete	RC	Basalt/ weathered lava rock, silty clay soil	Moderate[2]	Minor
04555	Tooth Rock	Concrete	MS	Basalt	None	Minor
20318	Oneonta	Timber	Timber, MS	Basalt	None	
02247	Arch Cape	Concrete/ Shotcrete	RC	Basalt/Sandstone/ Colluvial Soil/Forested	Moderate	Moderate
02552	Dennis Edwards	Concrete	MS	Mudstone/ Siltstone/Forested	None	Minor
02539	Salt Creek	Concrete	MS	Basalt/Breccia/ Tuff/Forested	None	None
03961	Cape Creek	Concrete/ Shotcrete	RC	Basalt/Forested	Minor	Moderate
07139	Knowles Creek	Concrete	RC	Sandstone/Forested	None	Minor
03437	Elkton	Shotcrete	RC	Forested/ColluvialSoil/ Rock Blocks/Sandstone/ Siltstone/Shale	Minor	Minor
00653	Mosier	Timber/ Rock	Timber, MS	Basalt	None	None

[1] *MS=Masonry; RC=Reinforced Concrete*

[2] *Suspended concrete ceiling panels pose the biggest threat for these tunnels.*

NEW NATIONAL TUNNEL INSPECTION STANDARDS IMPLEMENTATION

Inspections have been performed on ODOT tunnels for more than 20 years based on the National Bridge Inspection Standards, modified by the Oregon DOT Tunnel Inspection Procedures for tunnels. Federal Highway Administration guidelines now require augmentation of the ODOT procedures to include the new National Tunnel Inspection Standards (NTIS). FHWA has mandated that state

DOTs follow the NTIS for the inventory, inspection and load rating of tunnels with requirements that are very similar to the NBIS. The mandate will affect the qualification of ODOT inspectors, necessitate inspection manual modifications and require the use of National Tunnel Inventory (NTI) coding for annual reporting to the NTI.

The following excerpt is from the Specifications for the National Tunnel Inventory: http://www.fhwa.dot.gov/bridge/inspection/tunnel/snti/hif15006.pdf

As the use of element level inspection techniques has proliferated, the need to include highway tunnels has been identified. These specifications incorporate tunnel elements including: structural, civil, mechanical systems; electrical and lighting systems; fire/life safety/security systems; signs, and protective systems. The goal of these specifications is to comprehensively detail how to inventory and document the condition of tunnels in a way that can be standardized across the nation while providing the flexibility to be adapted to both large and small agency settings...The FHWA Specifications for the National Tunnel Inventory builds on the element level condition assessment methods originally developed in the AASHTO Guide for Commonly Recognized Structural Elements and recently improved in the AASHTO Manual for Bridge Element Inspection. The multi-path distress language provides the means to incorporate defects within the overall condition assessment of the element. The overall condition of an element can be utilized in this aggregate form, or broken down into specific defects present as desired by the agency for tunnel management system (TMS) use.

For ODOT to transition from current elements to the new NTIS required elements, future inspections will require revisions and additions to procedures, guidelines, and manuals. Implementation details are presented in the 2015 Final Rule for NTIS Implementation Section.

In the process of implementing the NTIS, six non-state tunnels will be added to the ODOT inspection inventory: four owned by the city of Portland, one owned by Malheur County and one owned by Idaho Power and Light. Revising tunnel inspection procedures will require ODOT to expend additional resources to meet the NTIS for state-owned, local and other agency tunnels. Other agency contacts are also listed in the 2015 Final Rule for NTIS Implementation Section.

FUTURE NEEDS

As part of the NTIS implementation, ODOT will inventory and assess additional tunnel elements, including drainage, lighting and signing, to identify possible future needs. Current unmet needs for maintenance and preservation include rock fall debris removal, drainage cleaning/unplugging/flushing, joint sealing, tile replacement and concrete spalls patching. The program-level estimate of

unmet needs is $250,000. Since many of the unmet needs are recurring issues, this cost is considered a biennial estimate. In addition, Oregon tunnels were constructed prior to development of the National Fire Prevention Association guidelines for providing fire protection and life safety features for road tunnels (NFPA 502). Although this guideline is not regulatory, we recommend Oregon highway tunnels be assessed for compliance and considered for retrofit to meet the latest requirements where possible and cost effective, which would significantly increase the biennial estimate needs.

Additional costs associated with managing the tunnel system include about $100,000 per biennium for in-depth consultant inspections. Rehabilitation costs are expected to cost about $3 million per biennium based on historical spending to address lighting, liners, drainage and other significant features.

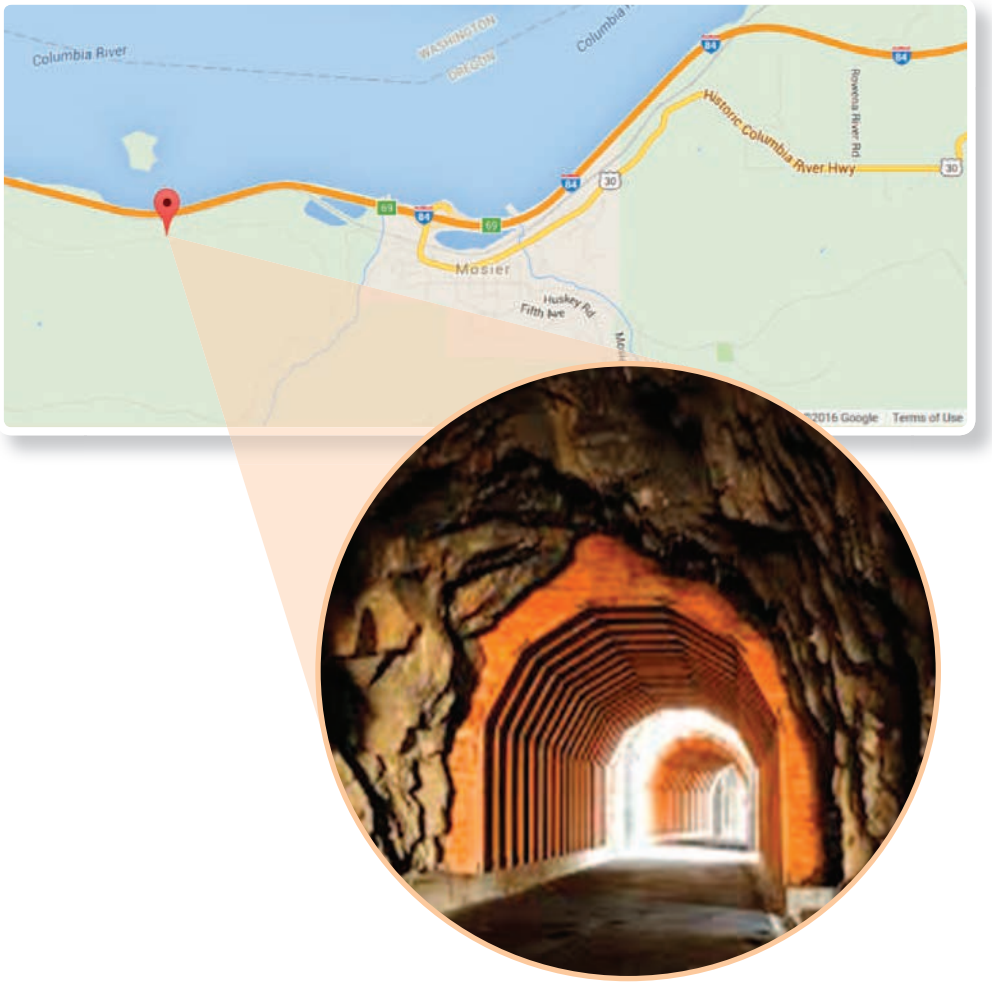
Table T-4. TUNNEL PROGRAM COSTS PER BIENNIUM

Work Type	Estimated Biennium Cost
Maintenance and Preservation Needs	$250,000
Tunnel Inspection and Evaluation	$100,000
Tunnel Rehabilitation	$3,000,000
Total	**$3,350,000**

00653 Mosier Twin Tunnels, Hwy 100 MP 56.04 (Pedestrian Tunnel Only)

The “Twin Tunnels” of Mosier were a part of the Historic Columbia River Highway. Engineered by John A. Elliot and built between 1919 and 1921, the tunnels were closed and sealed after the construction of Interstate 84 in 1955. These tunnels were bored out of a basalt outcropping. They consist of an 81-foot west bore, 24 feet of open space and a 288-foot east bore. Total length was 393 feet, with 369 feet of that in bores. The original vertical clearance was 16 feet, with an 8-foot-8-inch radius measured from a springline of 7 feet, 4 inches from the roadbed. Roadway width was 17 feet, 4 inches. Two windows measuring 8 to 10 feet were bored in the east tunnel. A cliff walk was constructed between the western most of the two windows to the open mid-tunnel area.

In 2000, with the help of Oregon Sen. Mark Hatfield, the tunnels were once again opened as part of the 4.6-mile Historic Columbia River Highway State Trail, open to foot and bicycle traffic only.



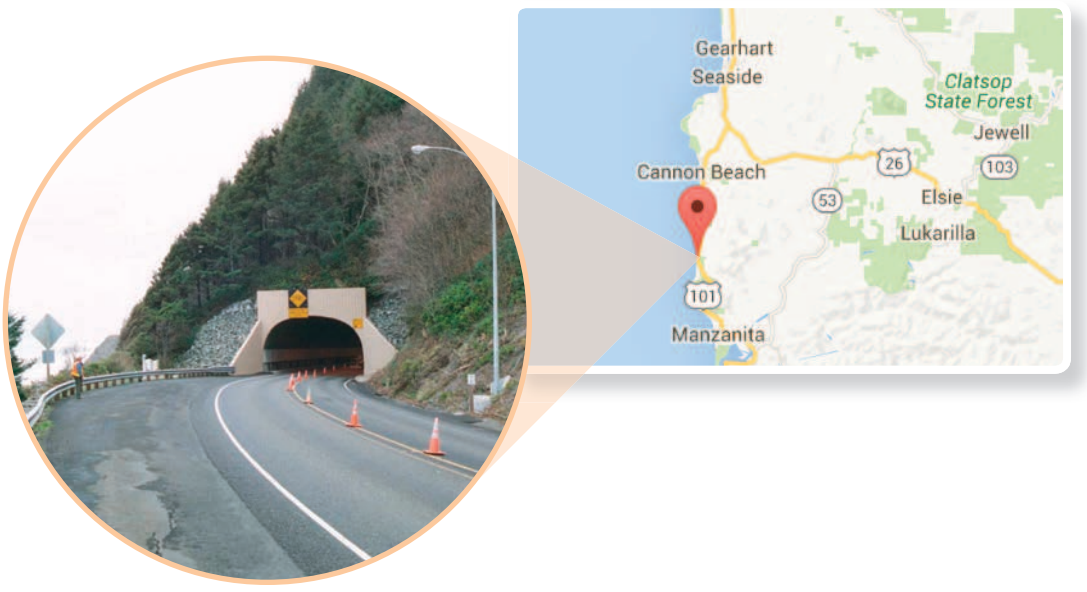
02247 Arch Cape Tunnel, Hwy 9 MP 35.68

The tunnel is 1,228-feet long and horseshoe-shaped (in cross-section). The approximate northern 878 feet of the tunnel is on a tangent alignment, while the southern 350 feet curves left heading south. The tunnel was originally constructed between 1936 and 1940 by Orino Brikemeir & Saramel using drill-and-blast construction methods. Because of the increasing deterioration of the tunnel support system, ODOT decided to reline the entire tunnel. The work was completed in 1998.

The new tunnel support liner consists of steel-reinforced concrete, rock dowels and shotcrete.

Details

- The soil above the tunnel consists of up to 90 feet of basalt, sandstone and deep colluvial soil under steep, forested slopes.
- The tunnel carries two-way traffic with no shoulders.
- The tunnel does not have a full-time maintenance crew or operation center. The District 1 (Seaside) bridge maintenance crew is responsible for cleaning weep holes and the drainage system twice per year. An electrical crew maintains the lighting.
- Because of the curvature of the tunnel there is no clear line of sight through the entire tunnel.
- The tunnel is not equipped with a fire control system.
- The tunnel is not equipped with a mechanical ventilation system.
- The tunnel is not equipped with a mechanism to close the tunnel in the event of a crisis.
- Seismic vulnerability risks: Moderate damage for main structure; Moderate damage for portals.



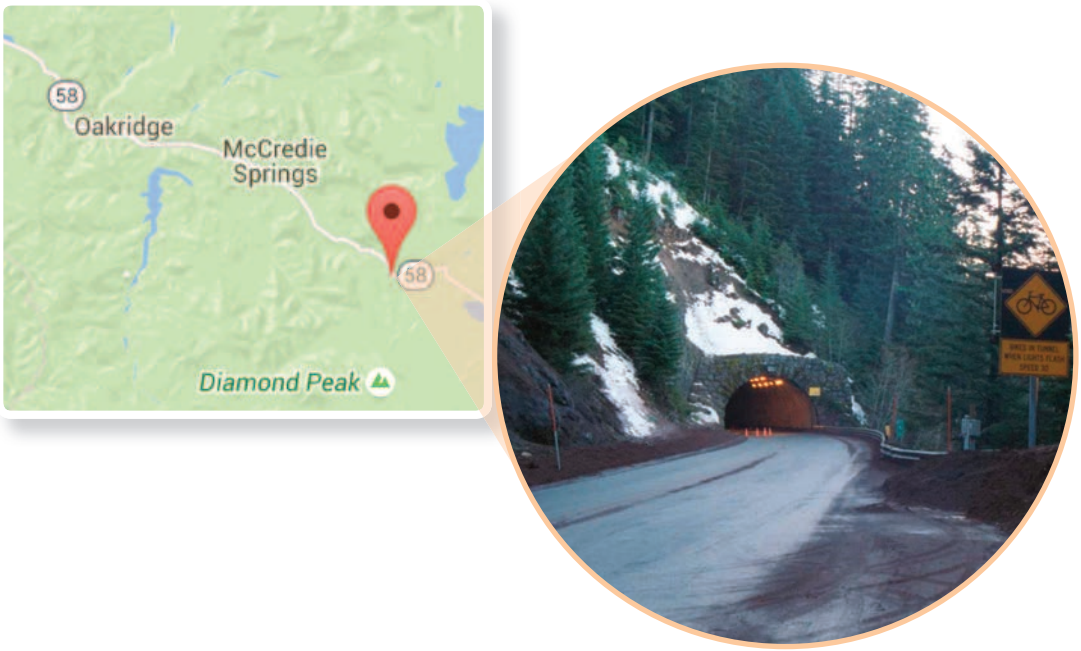
02539 Salt Creek Tunnel, Hwy 18 MP 56.10

The 905-foot long, horseshoe-shaped (in cross-section) tunnel is on a 4.5-degree curve. East-bound traffic is essentially heading in a compass-south direction and west-bound traffic is heading in a compass-north direction. The highway through the tunnel ascends to the east at an average 4.4 percent grade and is located in the snow zone. The concrete-lined tunnel was constructed in 1939.

In 2012 ODOT repaired cracks in the concrete tunnel liner, repaired the wearing surface of the tunnel and lowered the grade to increase the vertical clearance for truck traffic.

Details

- Above the tunnel are basalt, breccia and tuff 30 feet-40 feet deep. There are rock fall problems at both ends of the tunnel and terrain over the tunnel is heavily forested.
- The tunnel carries two-way traffic.
- The tunnel does not have a full-time maintenance crew or operation center.
- The District 5 (Eugene) bridge crew is responsible for cleaning weep holes and the drainage system twice per year. An electrical crew maintains the lighting.
- Because of the curvature of the tunnel there is no clear line of sight through the entire tunnel.
- The tunnel is not equipped with a fire control system.
- The tunnel is not equipped with a mechanical ventilation system.
- The tunnel is not equipped with a mechanism to close the tunnel in the event of a crisis.
- Seismic vulnerability risks: No damage for main structure; No damage for portals.



02552 Dennis L. Edwards Tunnel, Hwy 47 MP 40.90

The 771.5-foot long (as measured from the ends of the concrete portal liners excluding the stone masonry portals), horseshoe-shaped (in cross-section) tunnel is on an approximate tangent alignment; however, spiral curves extend approximately 65 feet inside the western and 165 feet inside the eastern portals. The highway through the tunnel ascends to the west at an average 2.4 percent grade. The timber lined tunnel was built in 1940. Elevation of the tunnel is approximately at 1,160 feet.

Details

- Above the tunnel is mudstone and siltstone and the area is heavily forested.
- The tunnel carries two-way traffic.
- The tunnel does not have a full-time maintenance crew or operation center. The District 2A (Portland) bridge crew is responsible for cleaning weep holes and the drainage system twice per year. An electrical crew maintains the lighting.
- The tunnel is on a tangent alignment providing line of sight through the entire tunnel.
- The tunnel is not equipped with a fire control system.
- The tunnel is not equipped with a mechanical ventilation system.
- The tunnel is not equipped with a mechanism to close the tunnel in the event of a crisis.
- Seismic vulnerability risks: No damage for main structure; Minor damage for portals.



03437 Elk Creek Tunnel, Hwy 45, MP 39.81

The 1,090-foot long, horseshoe-shaped (in cross-section) tunnel is on a 2.5-degree alignment that curves to the south. The original tunnel construction was completed in 1932. In 1998 the timber sets and lagging were replaced with a new liner that, depending on the location, consisted of shotcrete and pattern spaced rock dowels or steel sets backfilled with concrete and faced with shotcrete. The rock dowels were of various lengths but all were deformed bars and anchored with epoxy resin cartridges. The remaining sections of unlined tunnel were scaled and individual rock dowels were installed to reduce the potential of rock fall.

From 2010 to 2014 ODOT scaled the tunnel, lined portions of the tunnel that was previously bare rock, and repaired the lighting. The tunnel has now been rehabilitated through its entire length.

Details

- The slopes above the tunnel are forested and mantled with thick colluvium and rock blocks. The entire tunnel extends through sandstones and lesser siltstone and shale. The sandstone is generally massive, fine-to medium-grained.
- The tunnel carries two-way traffic
- The tunnel does not have a full-time maintenance crew or operation center. The District 7 (Coos Bay) bridge crew is responsible for cleaning weep holes and the drainage systems twice per year. An electrical crew maintains the lighting
- Because of the curvature of the tunnel there is no clear line of sight through the entire tunnel.
- The tunnel is not equipped with a fire control system.
- The tunnel is not equipped with a mechanical ventilation system.
- The tunnel is not equipped with a mechanism to close the tunnel in the event of a crisis.
- Seismic vulnerability risks: Minor damage for main structure; Minor damage for portals.



03961 Cape Creek Tunnel, Hwy 9 MP 178.49

The 714-foot long, horseshoe-shaped (in cross-section) tunnel is on a tangent alignment. The tunnel was originally constructed in 1931 with about two-thirds lined with timber sets, and the remainder unlined. In 1959, the timber-lined sections were covered with a concrete liner and 258 feet of the tunnel remained unlined.

From 2004 to 2006 some of the lined sections were replaced and the unlined portions were rock-bolted and covered with fiber reinforced shotcrete. ODOT also replaced the lighting and repaired a drainage problem. Due to sea air causing corrosion of the tunnel lighting system, ODOT is hiring a consultant to design the replacement of the lighting trays, electrical wiring and fixtures. Work is anticipated to begin in early 2017.

Details

- The predominant bedrock at the Cape Creek tunnel is Yachats basalt and the area over the top of the tunnel is heavily forested.
- The tunnel carries two-way traffic.
- The tunnel does not have a full time maintenance crew or operation center. The District 4 (Ona Beach) bridge crew is responsible for cleaning weep holes and the drainage systems twice per year. An electrical crew maintains the lighting.
- Because the tunnel is on a tangent alignment there is line of sight through the entire tunnel.
- The tunnel is not equipped with a fire control system.
- The tunnel is not equipped with a mechanical ventilation system.
- The tunnel is not equipped with a mechanism to close the tunnel in the event of a crisis.
- Seismic vulnerability risks: No damage for main structure; Minor damage for portals.



04555 Tooth Rock Tunnel, Hwy 2, MP 41.25

The 827-foot long, horseshoe-shaped (in cross-section) tunnel is on a tangent alignment, except for 250 feet of left-hand spiral near the east portal. This length includes the masonry portals and is measured at the crown of the tunnel. The tunnel, originally constructed in 1936, is entirely lined with concrete.

Details

- The tunnel is mined through Columbia River Basalt.
- The tunnel carries two-way traffic.
- The tunnel does not have a full-time maintenance crew or operation center. The District 2B (Portland) bridge crew is responsible for cleaning weep holes and the drainage systems twice per year. An electrical crew maintains the lighting.
- Because the tunnel is on a tangent alignment there is line of sight through the entire tunnel.
- The tunnel is not equipped with a fire control system.
- The tunnel is not equipped with a mechanical ventilation system.
- The tunnel is not equipped with a mechanism to close the tunnel in the event of a crisis.
- Seismic vulnerability risks: No damage for main structure; Minor damage for portals.



07139 Knowles Creek Tunnel, Hwy 62, MP 19.68

The 1,430-foot long, horseshoe-shaped (in cross-section) tunnel is on a tangent alignment. The tunnel was originally constructed between 1956 and 1958. The tunnel was initially lined with timber. Steel-reinforced concrete portals extending 49 feet into the tunnel were also constructed during this time. The tunnel is now completely concrete lined.

From 2002 to 2010 ODOT replaced the lighting system, repaired the rock face over the portals, investigated the cause of longitudinal cracks, and removed a large bolder at the west portal.

Details

- Maximum cover over the tunnel is about 900 feet made up of medium-bedded sandstone. The slopes are heavily forested.
- The tunnel carries two-way traffic.
- The Knowles Creek (Ralph Peterson Memorial) Tunnel does not have a full time maintenance crew or operation center. The District 5 (Eugene) bridge crew is responsible for cleaning weep holes and the drainage systems twice per year. An electrical crew maintains the lighting.
- Due to the vertical curvature in the roadway there is no clear line of sight through the entire tunnel.
- The tunnel is not equipped with a fire control system.
- The tunnel is not equipped with a mechanical ventilation system.
- The tunnel is not equipped with a mechanism to close the tunnel in the event of a crisis.
- Seismic vulnerability risks: No damage for main structure; Minor damage for portals.



09103 Vista Ridge Tunnel EB, Hwy 47. MP 73.53

The 1,002-foot long Eastbound Vista Ridge Tunnel is horseshoe-shaped consisting of steel sets and concrete liner with an average total height (at centerline) and width (between sidewalls) of approximately 28 feet and 45 feet, respectively. A reinforced concrete slab suspended from the arch of the tunnel separates the tunnel into two portions, which is for the ventilation providing a ventilation adit (horizontal passage) above the roadway. A 40-foot- wide pillar separates the adjacent Westbound Vista Ridge Tunnel. For the location map, see the Vista Ridge Tunnel WB.

Details

- The Eastbound Vista Ridge Tunnel penetrates a steep ridge. Much of the ground above the tunnel alignment consists of residential properties. Surface water is partially controlled by sewer systems. Numerous cuts and fills have been constructed in various locations for roadways, homes, and other uses. Vegetation on the ridge is largely non-native and varies from forest to brush to manicured lawns.
- The tunnel carries one-way traffic.
- The tunnel does not have a full-time maintenance crew or operation center. The Portland area bridge crew is responsible for cleaning weep holes and the drainage systems twice per year, maintaining the lighting and washing the tiles. The current lighting system is operated from wiring located in the ventilation adit.
- Due to the curvature of the tunnel there is no clear line of sight through the entire tunnel.
- The tunnel is not equipped with a fire control system.
- The tunnel is not equipped with a mechanical ventilation system. The tunnel does have a ventilation adit, which consists of the tunnel arch and a suspended concrete ceiling slab. The intersection of the ceiling slab with the arch does not correspond to the springline of the overall tunnel perimeter. Instead, the lower portions of the tunnel arch are included as part of the highway tunnel below. The surface of the ventilation adit arch is the formed concrete cast during the construction of the tunnel. As measured along the centerline, the ventilation adit is approximately 978 feet long, not including the curved air “scoops” at each end of the ventilation adit. A drawing dated August 1965 indicates that the ventilation adit was constructed to help ventilate the highway tunnel.
- The tunnel is not equipped with a mechanism to close the tunnel in the event of a crisis.
- Seismic vulnerability risks: Moderate* damage for main structure; Minor damage for portals.

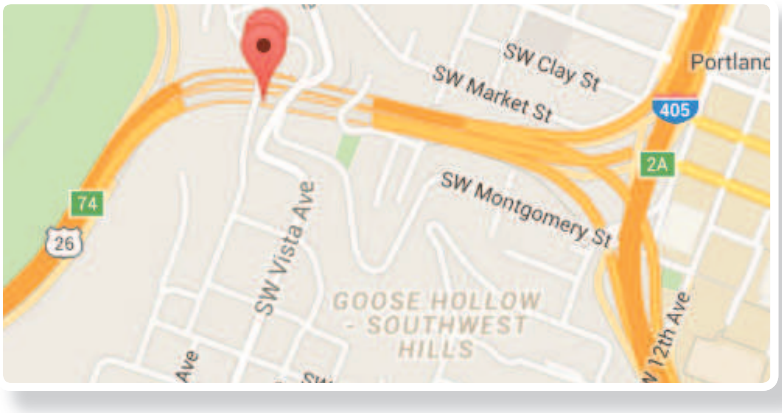
09103B Vista Ridge Tunnel WB, Hwy 47. MP 73.56

Details for the westbound Vista Ridge Tunnel are the same as the EB tunnel with a few exceptions. The Westbound Vista Ridge Tunnel is 1,048 feet long.

Details

- As measured along the centerline, the ventilation adit is approximately 1034 feet long, not including the curved air "scoops" at each end of the ventilation adit.
- Seismic vulnerability risks: Moderate* damage for main structure; Minor damage for portals.

  ** Suspended concrete ceiling slabs pose the biggest threat for these tunnels.*





WB Vista Ridge Tunnel Interior



WB Vista Ridge Tunnel Ventilation Adit and Suspended Concrete Panels



EB Vista Ridge Tunnel Ventilation Adit



EB Vista Ridge Tunnel Portal

20318 Oneonta Tunnel, Hwy 100 MP 20.15 (Pedestrian Tunnel Only)

The Oneonta Tunnel is a 115- foot long , and horseshoe-shaped (in cross-section) tunnel. The tunnel was constructed in 1914 by S.P. White and Co. using boring and mining techniques. The tunnel was closed to all vehicular traffic in 1948 due to a realignment of the highway, and was not reopened until 2009 as a pedestrian tunnel, when rehabilitation of the tunnel occurred as an addition to the Historic Columbia River Highway Trail.



PREVIOUS TUNNEL PROJECTS

Tunnel	Key #/EA	Work	Cost	Year
00653-Mosier	11011	Tunnel liner	$178,540	1999
02247-Arch Cape	06471	Replace tunnel liner	$9,126,543	1998
02247-Arch Cape	08859	Emergency interim repairs	$269,817	1995
02539-Salt Creek	16035	Repair cracked tunnel liner; increase vertical clearance by lowering the grade in the tunnel	$3,830,260	2012
02539-Salt Creek	MBM09-161	Wash tunnel	$73,798	2009
02539-Salt Creek	MBM08-185	Repair wearing surface	$47,751	2008
02539-Salt Creek	09317	Tunnel improvements	$1,426,393	2005
02552-Dennis Edwards	11948	Replace tunnel liner & lighting; increase vertical clearance	$5,665,313	2011
02552-Dennis Edwards	05395	Overlay	$118,163	1990
03437-Elk Creek	17935	Line portion of tunnel that has no liner	$1,860,782	2014
03437-Elk Creek	MBM12-004	Remove scale from tunnel liner	$12,279	2012
03437-Elk Creek	MBM10-015	Scale concrete liner	$16,962	2010
03437-Elk Creek	MBM10-173	Tunnel lighting	$36,437	2010
03437-Elk Creek	08781	Rehab tunnel; install new lighting	$3,920,360	1997
03961-Cape Creek	MBM10-193	Replace light fixtures	$175,333	2010
03961-Cape Creek	11794	Tunnel liner; lighting	$6,647,626	2004
04555-Tooth Rock	09349	Replace lighting system	$995,185	1999
04555-Tooth Rock	09786	Emergency slide repair	$118,606	1998
07139-Knowles Creek	MBM10-006	Repair rock face over portals	$622,276	2010
07139-Knowles Creek	MBM09-146	Repair rock face over portals	$34,175	2009
07139-Knowles Creek	MBM08-007	Coring of tunnel liner to ascertain cause & extent of longitudinal cracks	$23,877	2008
07139-Knowles Creek	MBMSFY05-023	Remove large rock on west end portal	$10,904	2005
07139-Knowles Creek	10433	Replace lighting system	$1,385,444	2002

Tunnel	Key #/EA	Work	Cost	Year
09103-Vista Ridge EB	09031	Replace lighting system	$1,088,807	1998
09103-Vista Ridge EB	07577*	Upgrade lighting in tunnel	$759,178	1996
09103B-Vista Ridge WB	07577*	Upgrade lighting in tunnel	$719,680	1996
20318-Oneonta	15771	Rehab	$1,228,364	2008

**Project information did not specify EB & WB tunnels or just WB. Costs for this Key# were split between both tunnels based on size.*

2015 FINAL RULE FOR NATIONAL TUNNEL INSPECTION STANDARDS IMPLEMENTATION

The ODOT Tunnel Committee will lead and execute the implementation actions needed to meet the requirements of the National Tunnel Inspection Standards (NTIS). The committee consists of a multidisciplinary group from the Bridge and Geo-Environmental sections.

Costs associated with the revisions to ODOT procedures, manuals and computer applications for state-owned tunnels will be funded with state funds. Conducting inspections and load rating will be funded through the Federal Bridge Asset Management Project in the State Transportation Improvement Program, using federal funds managed by ODOT Transportation Development. Costs associated with repairs and rehabilitation of state-owned tunnels will continue to be funded through the State Bridge Program (federal and state funds).

To meet the requirements of the NTIS for local and other agencies that own tunnels, The ODOT Tunnel Comittww reccomends that ODOT perform all of the inspections, similar to the Local Bridge Inspection Program. Specifics of the implementation include:

- Costs associated with the inspection and load rating of local agency and other agency tunnels would be funded through the Federal Bridge and Tunnel Asset Project in the STIP, under the Local Limitation.
- The Bridge Section will coordinate with the Active Transportation Section, Finance Office and the AOC/LOC to adjust the current agreement for Bridge Inspection Programs to include the Tunnel Inspection Program.
- Additional intergovernmental agreements with local and other agencies that own tunnels may need to be executed.
- Local tunnels identified for rehabilitation will be eligible for STIP funds allocated directly to local agencies if they choose to apply for formula funding.

ACTION PLAN FOR IMPLEMENTING NTIS:

ODOT will inspect or cause to be inspected all highway tunnels on public roads located within the state's boundaries except for federally owned tunnels. Specific actions associated with implementation include the following.

1. ODOT certified two tunnel inspectors and notified FHWA of qualifications by Dec. 1, 2015. Additional certified tunnel inspectors will be added after comprehensive training is conducted in the fall of 2016.
2. ODOT identified an initial draft list of structures that fit the NTIS definition of a tunnel by Dec. 1, 2015.
    a. Nine ODOT owned drilled and blasted tunnels
    b. Investigate cut and cover structures currently inspected as bridges
    c. Execute agreements with local tunnel owners
        i. City of Portland – four tunnels on city streets

ii. Malheur County Owyhee Reservoir Tunnel

iii. Idaho Power and Light access road tunnel

3. Develop a tunnel coding guide or addendum to the bridge coding guide, based on the FHWA Coding Guide. Draft expected to be completed by January 2017.

4. ODOT notified all public entities of the new rule requirements and identified tunnels that are not already included in the inventory by Dec. 1, 2015. The list of contacts is included at the end of this appendix.

5. ODOT compiled a final list of the tunnels that need to be inspected, by March 1, 2016.

6. ODOT created a line of data in a temporary Tunnel Database (developed in a spreadsheet) for these structures by March 1, 2016. The initial database will include listing of elements but not any defects. Defects will continue to be noted on the tunnel maps that exist for ODOT tunnels. A new field in the database will record the date, inspector and inspection findings, as input to the findings of the NTIS biannual inspection. In addition to the NTIS inspections, local maintenance crews conduct periodic drainage, signing and electrical inspections. For local tunnels, new tunnel maps will be generated showing defects found in the initial inspection. When a comprehensive tunnel inspection computer program is developed, ODOT inspection data up to that time will be added to the new AASHTOWare database. Defect data will be added to the database for inspections performed after the introduction of the software. It is anticipated that the software will become available in late 2016.

7. ODOT will initiate negotiations with the public agencies to assure the tunnels are inspected in accordance with the NTIS by Aug. 13, 2017. The intent of the negotiations is to have a written inter-governmental agreement that will clearly specify roles, responsibilities and timelines. Each agency will be given the following options:

    a. Allow the public agency to perform the tunnel inspection, on their own, or

    b. Allow the public agency to out-source the work to a Consulting Engineering Firm, or

    c. ODOT will work with the public agency, so that the state inspectors can perform the tunnel inspections paid by federal funds in the Planning Limitation Federal Inspection, Load Rating and Management Program.

8. ODOT will ensure that all structures are inspected and the date entered into the ODOT Tunnel Inspection Database, by Nov. 1, 2017. Steps already accomplished or planned include:
    a. Conducted an initial inspection of Elk Creek Tunnel in December 2015 by a designated Team Leader. Only inventory and element data recorded for this inspection. Existing tunnel maps will be reviewed and updated as needed.
    b. Conducted an initial inspection of Cape Creek Tunnel in April 2016.
    c. Conducted an initial inspection of Tooth Rock Tunnel in June 2016.
    d. Conducted an initial inspection of Dennis Edwards Tunnel in September 2016.
    e. Conduct other tunnel inspections on the current schedule after the fall 2016 training.
    f. Review the schedule and timing of all tunnel inspections to see if work load balancing is needed by revising the schedule for some of the tunnels.
9. ODOT will put in place a Tunnel Inspection Manual that contains all tunnel inspection program policies and procedures including quality assurance and control procedures. The plan of action is as follows:
    a. Copies of the tunnel inspection program policies and procedures will be placed on the bridge server by Oct. 1, 2017, for use by the State Bridge Inspectors and Bridge Operations personnel.
    b. A link to the Tunnel Inspection Manual will be placed on the Bridge Section web page by Oct. 1, 2017.

TUNNEL CONTACTS:

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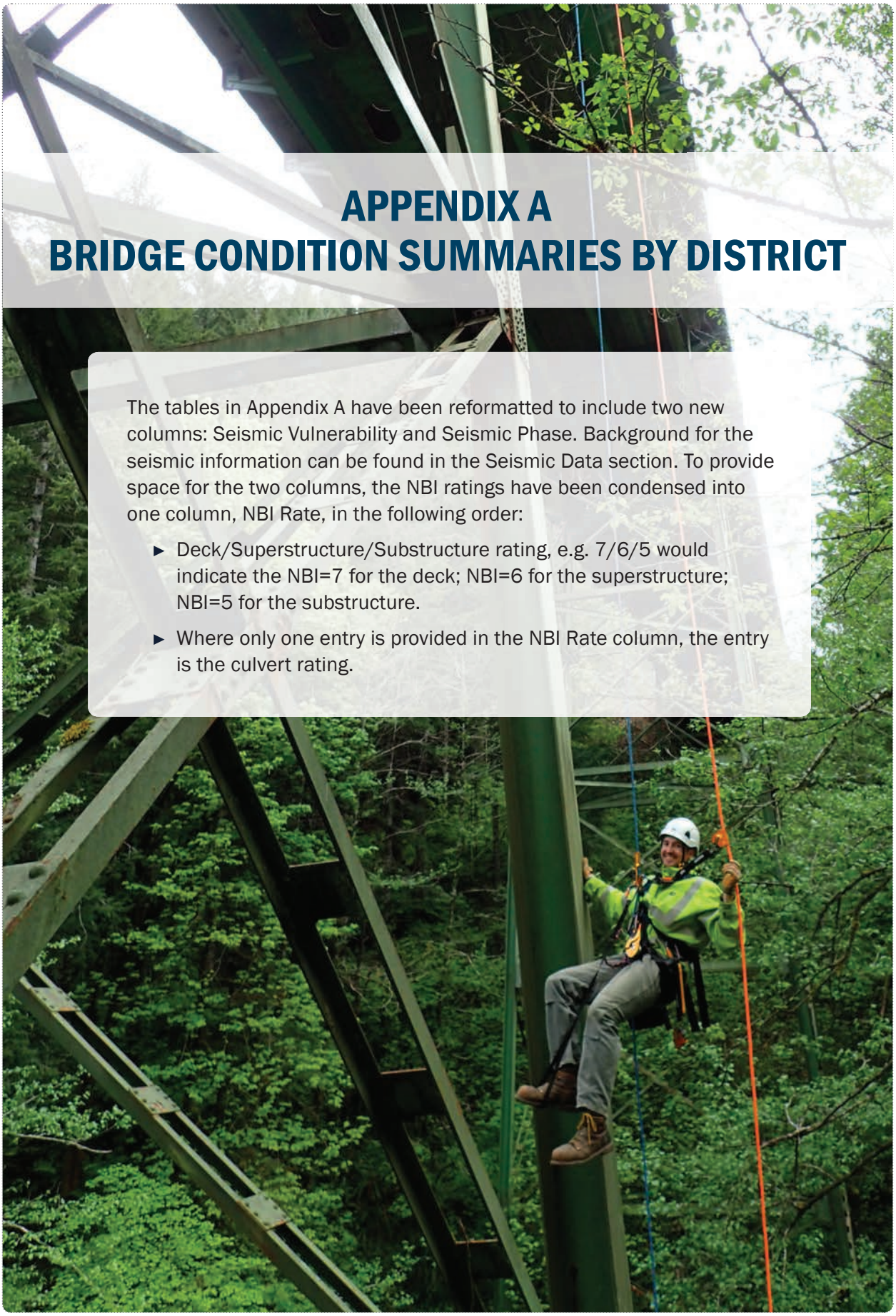
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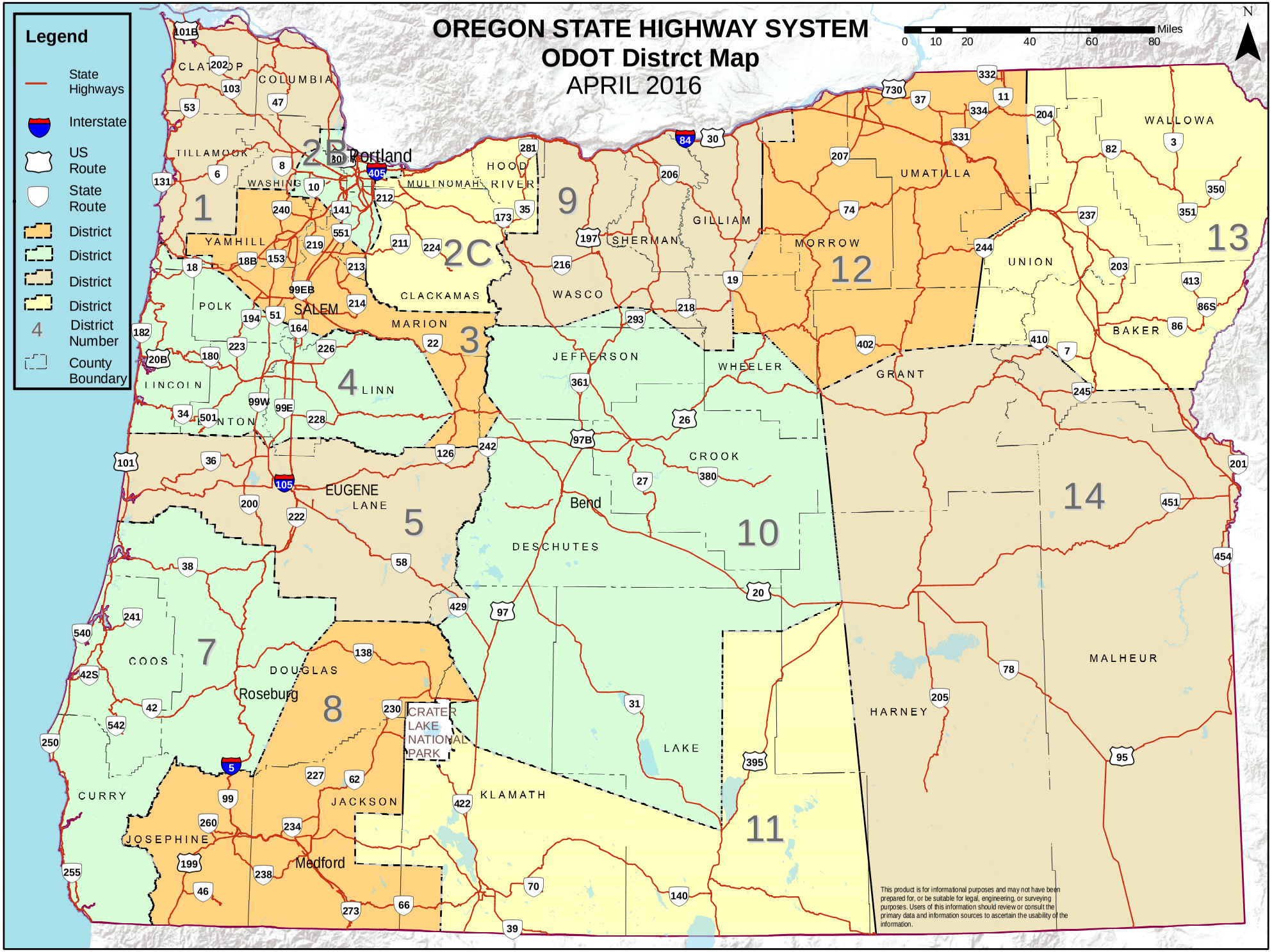


APPENDIX A
BRIDGE CONDITION SUMMARIES BY DISTRICT

The tables in Appendix A have been reformatted to include two new columns: Seismic Vulnerability and Seismic Phase. Background for the seismic information can be found in the Seismic Data section. To provide space for the two columns, the NBI ratings have been condensed into one column, NBI Rate, in the following order:

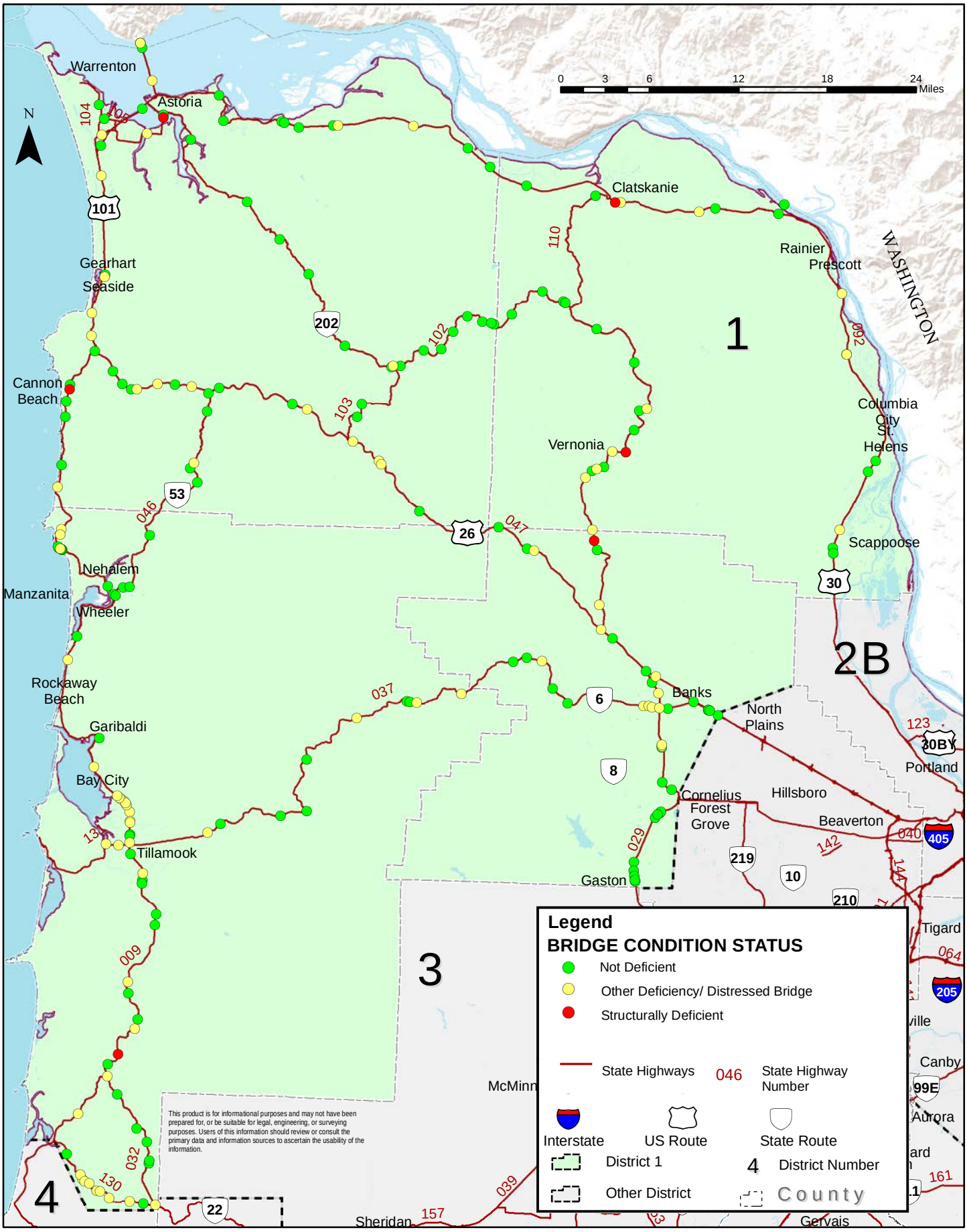
- Deck/Superstructure/Substructure rating, e.g. 7/6/5 would indicate the NBI=7 for the deck; NBI=6 for the superstructure; NBI=5 for the substructure.
- Where only one entry is provided in the NBI Rate column, the entry is the culvert rating.




OREGON STATE HIGHWAY SYSTEM
ODOT Distrct Map
APRIL 2016
Legend
State Highways
Interstate
US Route
State Route
District
District
District
District
4 District Number
County Boundary
Miles
0 10 20 40 60 80
N
Portland
SALEM
Bend
EUGENE
Roseburg
Medford
Klamath Falls
CRATER LAKE NATIONAL PARK
CLATSOP
COLUMBIA
TILLAMOOK
WASHINGTON
MULTNOMAH
HOOD RIVER
YAMHILL
POLK
MARION
CLACKAMAS
WASCO
SHERMAN
GILLIAM
MORROW
UMATILLA
WALLOWA
UNION
BAKER
GRANT
WHEELER
JEFFERSON
CROOK
DESCHUTES
LINN
BENTON
LINCOLN
LANE
DOUGLAS
COOS
CURRY
JOSEPHINE
JACKSON
KLAMATH
LAKE
HARNEY
MALHEUR
1
2B
2C
3
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14
This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

OREGON STATE HIGHWAY SYSTEM
2016 BRIDGE CONDITION - DISTRICT 1

APRIL 2016



2016 BRIDGE CONDITION REPORT - District 1

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	01	009	0.00	07949D	Columbia River, Hwy 9 (Astoria-Megler Bridge)	1965	Steel	4,917	7/7/7	GD	OD	DG	NV	
2	01	009	0.00	07949A	Columbia River, Hwy 9 (Astoria-Megler Br)	1966	Steel	120,724	6/6/6	FR	ND		V	
2	01	009	0.28	07949B	Columbia River, Hwy 9 (Astoria-Megler Br)	1966	Prestressed concrete	369,591	6/6/5	FR	ND		V	
2	01	009	2.41	07949C	Columbia River & Hwy 2W & Hwy 9 (Astoria-Megler)	1966	Steel continuous	222,055	5/6/6	FR	OD	Paint	V	
2	01	009	4.91	08306	Youngs Bay, Hwy 9 (New Youngs Bay)	1964	Steel	147,526	5/5/6	FR	ND		V	4
2	01	009	8.73	08317	Skipanon River, Hwy 9	1980	Prestressed concrete	4,224	7/6/7	FR	ND		V	4
2	01	009	12.82	01468	Hwy 9 over Glenwood Private Rd (Pooles)	1930	Concrete	910	6/6/7	FR	OD	LSL DG VC	NV	
2	01	009	19.58	03079A	Mill Creek, Hwy 9	1957	Steel continuous	-	5	FR	ND		PV	4
2	01	009	19.72	01305	Neawanna Creek, Hwy 9	1930	Concrete continuous	8,259	6/5/5	FR	OD	LSL DG	V	4
2	01	009	22.48	03080	Shangri La Creek, Hwy 9 (Dooley)	1960	Concrete	2,713	6/6/6	FR	OD	DG TS	V	4
2	01	009	24.10	01481	Necanicum River, Hwy 9 (Skiberene)	1930	Concrete continuous	5,217	6/5/5	FR	OD	LSL DG	V	4
2	01	009	25.27	16673	Hwy 9 over Hwy 47	1987	Prestressed concrete	9,480	7/7/6	FR	ND		V	4
2	01	009	28.37	18658	Hwy 9 over Hwy 9 Conn to Cannon Beach	2003	Prestressed concrete	5,409	7/7/7	GD	ND		NV	
2	01	009	28.70	06713	Ecola Creek, Hwy 9	1952	Concrete continuous	6,645	6/6/4	PR	SD	SD LSL TS	V	3
2	01	009	29.53	07226	Hwy 9 over Sunset Blvd (Cannon Beach)	1952	Concrete continuous	4,240	5/7/6	FR	ND		V	3
2	01	009	30.62	07405	Hwy 9 over Warren St (Cannon Beach)	1952	Concrete continuous	4,240	7/6/5	FR	ND		V	3
2	01	009	34.05	01878	Austins Point Half Viaduct, Hwy 9	1933	Wood or Timber	3,200	6/7/6	FR	ND		V	3
2	01	009	35.57	01797	Arch Cape Creek & Webb Ave, Hwy 9	1937	Wood or Timber	5,893	6/7/6	FR	OD	DG	V	3
2	01	009	39.13	02312	Short Sand Beach Creek, Hwy 9	1937	Concrete continuous	4,239	6/6/6	FR	OD	DG	V	3
2	01	009	39.53	02311	Necarney Creek, Hwy 9 (Sam Reed)	1937	Steel continuous	21,268	6/6/6	FR	OD	DG CP	V	3
2	01	009	40.58	01955	Half Viaduct, Hwy 9 at MP 40.58	1940	Concrete continuous	2,960	7/7/7	GD	ND		V	3
2	01	009	40.65	01954	Half Viaduct, Hwy 9 at MP 40.65	1940	Concrete continuous	1,575	7/7/7	GD	ND		V	3
2	01	009	40.66	01954A	Half Viaduct, Hwy 9 at MP 40.65	1940	Concrete continuous	855	7/7/7	GD	ND		V	3
2	01	009	40.71	02723	Neahkahnie Mountain (Chasm)	1937	Concrete continuous	3,313	6/5/6	FR	OD	LSL LC CP	V	3
2	01	009	40.75	01953	Half Viaduct, Hwy 9 at MP 40.75	1940	Concrete continuous	1,900	7/7/7	GD	ND		V	3
2	01	009	40.78	01952	Half Viaduct, Hwy 9 at MP 40.78	1940	Concrete continuous	1,370	7/7/7	GD	ND		V	3
2	01	009	40.86	01951	Half Viaduct, Hwy 9 at MP 40.86	1940	Concrete continuous	8,240	6/6/6	FR	ND		V	3
2	01	009	45.68	00574F	Nehalem River, Hwy 9	1984	Prestressed concrete continuous	46,196	6/6/7	FR	ND		V	4
2	01	009	46.45	00714A	Gallagher Slough, Hwy 9	1984	Prestressed concrete	2,560	7/7/7	GD	ND		V	4
2	01	009	46.60	01051A	Hwy 9 over POTB RR (Wheeler)	1984	Prestressed concrete	13,963	6/7/7	FR	ND		V	4
2	01	009	47.52	20406	Jetty Creek, Hwy 9	2008	Prestressed concrete	3,459	7/7/7	GD	ND		NV	
2	01	009	49.23	02349	Lake Lytle Outlet, Hwy 9	1938	Wood or Timber	5,401	6/7/6	FR	OD	DG	V	4
2	01	009	56.99	01226A	Miami River, Hwy 9	1991	Prestressed concrete	9,520	7/7/6	FR	ND		PV	4
2	01	009	59.32	08828	Hwy 9 over POTB RR at MP 59.32	1962	Concrete continuous	6,275	6/6/7	FR	OD	LSL DG	V	4

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	01	009	62.07	07481	Tidal Slough (Vaughn Cr) & Ctlps, Hwy9 at MP 62.07	1952	Concrete continuous	2,148	6/6/6	FR	OD	DG	V	4
2	01	009	62.25	07480	Tidal Slough & Cattlepass, Hwy 9 at MP 62.25	1952	Concrete continuous	2,148	6/6/6	FR	OD	DG	V	4
2	01	009	62.40	07426	Hathaway Slough, Hwy 9	1952	Concrete	5,385	6/6/6	FR	OD	LSL DG	V	4
2	01	009	62.67	07425	Stasek Slough, Hwy 9	1952	Concrete	8,055	6/6/5	FR	OD	TS	V	4
2	01	009	62.84	07456	Neilson Slough, Hwy 9	1952	Concrete	3,475	6/6/6	FR	OD	LSL DG	V	4
2	01	009	62.94	07424	Kilchis River & Possetti Road, Hwy 9	1952	Concrete continuous	9,591	6/6/5	FR	OD	VC	V	4
2	01	009	63.48	00505	Hwy 9 over POTB RR (Juno)	1931	Concrete continuous	6,540	5/6/6	FR	OD	Rail DG	V	4
2	01	009	64.14	01498	Wilson River Slough, Hwy 9	1931	Concrete continuous	4,360	6/6/6	FR	OD	DG	V	4
2	01	009	64.23	01499	Wilson River, Hwy 9	1931	Concrete	8,610	5/5/6	FR	OD	LSL	V	4
2	01	009	64.99	17370	Hall Slough, Hwy 9	2000	Prestressed concrete	6,138	7/7/7	GD	ND		NV	
2	01	009	65.12	17371	Dougherty Slough, Hwy 9	2000	Prestressed concrete	12,369	7/7/7	GD	ND		PV	4
2	01	009	65.55	01500	Hoquarten Slough, Hwy 9	1931	Concrete continuous	5,530	6/6/6	FR	OD	DG	V	4
2	01	009	66.36	07224	Drainage Ditch, Hwy 9 at MP 66.36	1950	Concrete continuous	3,842	6/6/6	FR	ND		V	2
2	01	009	67.98	07147	Trask River, Hwy 9	1949	Concrete continuous	13,104	7/6/6	FR	OD	Scour	V	2
2	01	009	68.45	04642A	South Prairie Creek, Hwy 9	1949	Concrete continuous	3,430	7/7/6	FR	ND		V	2
2	01	009	68.67	04643A	Anderson Creek, Hwy 9	1949	Concrete continuous	2,430	7/7/7	GD	ND		V	2
2	01	009	71.18	07181	Fawcett Creek, Hwy 9	1950	Concrete continuous	4,364	7/7/6	FR	ND		V	2
2	01	009	71.85	00877	Simmons Creek, Hwy 9	1989	Steel	-	6	FR	ND		PV	2
2	01	009	76.64	04651	Tiger Creek, Hwy 9 at MP 76.64	1919	Concrete	854	7/6/6	FR	OD	DG	NV	
2	01	009	77.53	02202	West Beaver Creek, Hwy 9	1914	Concrete	2,296	7/5/6	FR	ND		NV	
2	01	009	79.61	04654	Beaver Creek, Hwy 9 at MP 79.61	1916	Concrete continuous	3,282	7/6/6	FR	ND		V	2
2	01	009	80.32	02762	Beaver Creek, Hwy 9 at MP 80.32	1916	Concrete continuous	5,200	6/6/6	FR	OD	LSL DG	V	2
2	01	009	82.92	04659	Farmer Creek, Hwy 9	1916	Steel	988	4/6/5	PR	SD	SD LSL Paint	NV	
2	01	009	84.08	00555B	Big Nestucca River, Hwy 9 (Condor)	1991	Prestressed concrete	12,391	6/7/6	FR	ND		PV	2
2	01	009	85.01	04660A	Three Rivers, Hwy 9	1949	Concrete continuous	4,864	6/6/6	FR	OD	LSL DG	V	2
2	01	009	88.68	00870	Clear Creek, Hwy 9	1922	Concrete	912	6/6/6	FR	OD	DG	V	2
1	01	029	19.43	16129	Gales Creek Oflow # 1, Hwy 29 at MP 19.43	1975	Prestressed concrete	9,000	8/8/8	VG	ND		PV	
1	01	029	19.54	09637	Gales Creek, Hwy 29	1975	Prestressed concrete	9,900	8/8/8	VG	ND		PV	
1	01	029	19.72	16130	Gales Creek Oflow # 2, Hwy 29 at MP 19.72	1975	Prestressed concrete	14,040	7/5/7	FR	ND		PV	
1	01	029	19.99	09638	Carpenter Creek, Hwy 29	1975	Prestressed concrete	6,301	7/7/6	FR	ND		PV	
2	01	029	23.98	09494	Scoggin Creek & PNWR, Hwy 29	1967	Prestressed concrete continuous	14,480	5/7/6	FR	ND		PV	
2	01	029	24.59	09496	Creek, Hwy 29 at MP 24.59	1967	Prestressed concrete	4,692	7/6/6	FR	ND		PV	
2	01	029	24.97	09497	Creek, Hwy 29 at MP 24.97	1967	Prestressed concrete	4,692	7/6/6	FR	ND		PV	
2	01	029	25.20	09498	Creek, Hwy 29 at MP 25.30	1967	Prestressed concrete	4,682	7/6/7	FR	ND		PV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	01	029	25.32	00810A	Tualatin River, Hwy 29 (Gaston)	1967	Prestressed concrete	6,173	7/8/7	GD	ND		PV	
2	01	032	1.47	04673	Cedar Creek, Hwy 32	1920	Concrete	1,017	6/6/6	FR	ND		NV	
2	01	032	4.43	04675A	Three Rivers, Hwy 32	1986	Concrete continuous	4,942	6/6/7	FR	ND		PV	
2	01	032	5.81	04677	Alder Creek, Hwy 32 at MP 5.81	1935	Concrete	800	6/6/6	FR	ND		NV	
2	01	032	7.19	04805	Buck Creek, Hwy 32	1935	Concrete continuous	1,674	6/6/6	FR	ND		V	
2	01	032	7.32	04678	Alder Creek, Hwy 32 at MP 7.32	1935	Concrete continuous	1,200	5/5/6	FR	ND		V	
2	01	032	10.48	04680	Louie Creek, Hwy 32 at MP 10.49	1962	Wood or Timber	754	6/6/5	FR	OD	Scour LC	NV	
2	01	037	5.78	01868	Wilson River, Hwy 37 at MP 5.78 (Mills)	1939	Steel continuous	13,175	5/5/6	FR	OD	DG Paint	V	
2	01	037	6.90	01979B	Slide Drainage, Hwy 37 at MP 6.90	1967	Prestressed concrete	4,180	7/7/7	GD	ND		NV	
2	01	037	11.80	01869A	Wilson River, Hwy 37 at MP 11.80	1951	Concrete	10,537	6/6/6	FR	ND		V	
2	01	037	13.62	19820	Fall Creek, Hwy 37 AT MP 13.62	2007	Prestressed concrete	5,878	6/7/6	FR	ND		NV	
2	01	037	18.04	01872A	Jordan Creek, Hwy 37	1937	Concrete continuous	5,475	6/6/7	FR	ND		V	
2	01	037	23.64	01873A	Wilson River, Hwy 37 at MP 23.64	1957	Concrete continuous	5,394	6/6/5	FR	OD	LSL	V	
2	01	037	27.69	01874A	Wilson River, Hwy 37 at MP 27.69	1947	Concrete continuous	6,333	6/6/6	FR	ND		V	
2	01	037	27.90	02654A	Wilson River, Hwy 37 at MP 27.90	1957	Concrete continuous	5,852	6/7/6	FR	ND		V	
2	01	037	28.38	02671A	Devils Lake Fork Wilson River, Hwy 37 at MP 28.38	1940	Concrete continuous	5,198	6/7/6	FR	OD	LSL	V	
2	01	037	32.05	02472	Devils Lake Fork Wilson River, Hwy 37 at MP 32.05	1940	Steel continuous	20,389	6/6/6	FR	OD	DG	V	
2	01	037	36.61	02462A	South Fork Gales Creek, Hwy 37	1956	Concrete	1,156	7/7/7	GD	ND		NV	
2	01	037	37.61	02676A	Gales Creek, Hwy 37 at MP 37.61	1956	Concrete continuous	5,434	6/6/6	FR	ND		V	
2	01	037	38.66	02461A	Gales Creek, Hwy 37 at MP 38.65	1956	Concrete continuous	6,061	6/6/6	FR	OD	LSL	V	
2	01	037	40.87	19707	BATEMAN CREEK, HWY 037 AT MP 40.87	2006	Prestressed concrete	3,756	8/7/8	GD	ND		NV	
2	01	037	42.34	07677	Gales Creek, Hwy 37 at MP 42.34	1956	Concrete continuous	6,340	7/6/5	FR	ND		V	
2	01	037	48.00	07683	West Fork Dairy Creek, Hwy 37	1954	Concrete	2,587	7/6/6	FR	OD	DG	V	
2	01	037	48.35	07684	Oflow Bridge, Hwy 37 at MP 48.35	1954	Concrete continuous	1,777	7/7/6	FR	OD	DG	V	
2	01	037	48.57	07685	Oflow Bridge, Hwy 37 at MP 48.57	1954	Concrete	1,742	7/7/5	FR	OD	LSL DG	V	
2	01	037	49.09	08033	Hwy 37 over Hwy 102	1956	Concrete continuous	6,340	6/6/7	FR	OD	VC	V	
2	01	037	49.68	07686	Hwy 37 over PNWR & POTB RR (Wilkesboro)	1954	Concrete continuous	10,868	5/6/6	FR	ND		V	
2	01	037	51.46	07779	Hwy 37 WB over Hwy 47 EB	1954	Concrete continuous	6,061	5/7/6	FR	ND		V	
2	01	046	0.11	20732	Necanicum River, Hwy 46 at MP 0.11	2010	Prestressed concrete	3,002	7/7/7	GD	ND		NV	
2	01	046	1.46	03086	Bergsvik Creek, Hwy 46 at MP 1.46	1956	Concrete	1,178	6/6/6	FR	ND		V	
2	01	046	5.98	03088	Jack Horner Creek, Hwy 46	1951	Wood or Timber	1,824	6/6/6	FR	OD	LC	V	
2	01	046	6.50	01319	Soapstone Creek, Hwy 46	1928	Concrete	4,154	6/7/7	FR	ND		V	
2	01	046	7.74	02319	North Fork Nehalem River, Hwy 46 at MP 7.74	1937	Steel	4,958	6/5/6	FR	ND		V	
2	01	046	13.51	00883	Big Rack Heap Creek, Hwy 46	1922	Concrete	606	7/6/5	FR	ND		NV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	01	046	17.76	01217	Nehalem River, Hwy 46	1926	Steel	7,321	6/6/6	FR	ND		V	
2	01	046	17.91	01371A	Mohler Oflow, Hwy 46	1980	Prestressed concrete	7,392	7/7/7	GD	ND		V	
2	01	047	2.24	21188	Volmer Creek, Hwy 47 at MP 2.24	2011	Prestressed concrete	1,276	7/7/7	GD	ND		NV	
2	01	047	3.26	21189	Johnson Creek, Hwy 47 at MP 3.26	2011	Prestressed concrete	1,392	7/7/7	GD	ND		NV	
2	01	047	3.99	19666	Mail Creek, Hwy 47	2004	Prestressed concrete	4,391	7/7/7	GD	ND		NV	
2	01	047	4.40	02601	Necanicum River, Hwy 47 at MP 4.40 (Black)	1939	Concrete continuous	6,300	7/6/6	FR	OD	Rail LSL DG	V	3
2	01	047	5.85	03095	Lindsley Creek, Hwy 47	1955	Concrete	1,217	7/6/5	FR	OD	DG TS	V	3
2	01	047	7.07	06524	North Fork Necanicum River, Hwy 47 at MP 7.07	1942	Concrete continuous	3,620	6/6/6	FR	ND		V	3
2	01	047	8.22	03099	Little Humbug Creek, Hwy 47	1956	Concrete	1,210	6/6/5	FR	OD	DG	V	3
2	01	047	10.23	01812A	Necanicum River, Hwy 47 at MP 10.23	1970	Prestressed concrete	7,055	7/7/7	GD	ND		NV	
2	01	047	16.28	22057	West Humbug Creek, Hwy 47	2014	Prestressed concrete	3,648	7/8/8	GD	ND		NV	
2	01	047	17.37	01832	East Fork Humbug Creek, Hwy 47	1934	Wood or Timber	2,650	6/6/6	FR	OD	Rail DG	V	3
2	01	047	21.73	02165	Nehalem River & Hwy 103, Hwy 47	1939	Concrete	22,151	6/6/6	FR	OD	LSL	V	3
2	01	047	24.23	02164	North Fork Quartz Creek, Hwy 47	1939	Steel continuous	28,946	6/6/6	FR	OD	LSL DG Scour	V	5
2	01	047	24.47	02166	South Fork Quartz Creek, Hwy 47 at MP 24.47	1938	Concrete	963	6/6/6	FR	OD	Scour	NV	
2	01	047	28.92	02479A	South Fork Rock Creek, Hwy 47	1975	Steel	-	6	FR	ND		NV	
2	01	047	34.93	02027A	North Fork Wolf Creek, Hwy 47	1938	Prestressed concrete	5,762	7/7/6	FR	ND		PV	3
2	01	047	37.38	02029	Wolf Creek, Hwy 47	1938	Concrete continuous	6,067	6/7/6	FR	ND		PV	3
2	01	047	37.88	02364A	Nehalem River, Hwy 47	1940	Prestressed concrete	11,721	6/7/5	FR	OD	LSL LC	PV	3
2	01	047	45.31	02672	W Fork Dairy Creek, Hwy 47 at MP 45.31	1940	Wood or Timber	5,775	7/7/6	FR	OD	TS	PV	3
2	01	047	46.30	20945	West Fork Dairy Creek, Hwy 47 at MP 46.30	2013	Prestressed concrete	4,667	7/8/7	GD	ND		NV	
2	01	047	49.47	02363	Hwy 47 over Hwy 102 & POTB RR (Davies)	1941	Concrete continuous	17,784	7/6/6	FR	ND		V	3
2	01	047	50.22	02362A	W Fork Dairy Creek, Hwy 47 at MP 50.22	1941	Concrete continuous	3,863	7/6/6	FR	OD	LSL LC	PV	3
2	01	047	54.45	06999	Bledsoe Creek, Hwy 47 WB	1946	Steel continuous	-	6	FR	ND		PV	3
2	01	047	54.45	06999A	Bledsoe Creek, Hwy 47 EB	1971	Prestressed concrete	4,682	7/7/6	FR	ND		V	3
2	01	047	54.55	02366B	East Fork Dairy Creek, Hwy 47 EB	1971	Prestressed concrete	5,117	7/6/6	FR	ND		V	3
2	01	047	54.55	21323	East Fork Dairy Creek HWY 047 WB at MP 54.55	2010	Prestressed concrete continuous	5,784	7/7/8	GD	ND		NV	
2	01	092	21.48	02670A	South Fork Scappoose River, Hwy 2W	1980	Prestressed concrete	11,088	7/6/7	FR	ND		V	2
2	01	092	21.84	02668A	North Fork Scappoose River, Hwy 2W	1980	Prestressed concrete	-	7/6/5	FR	ND		NV	

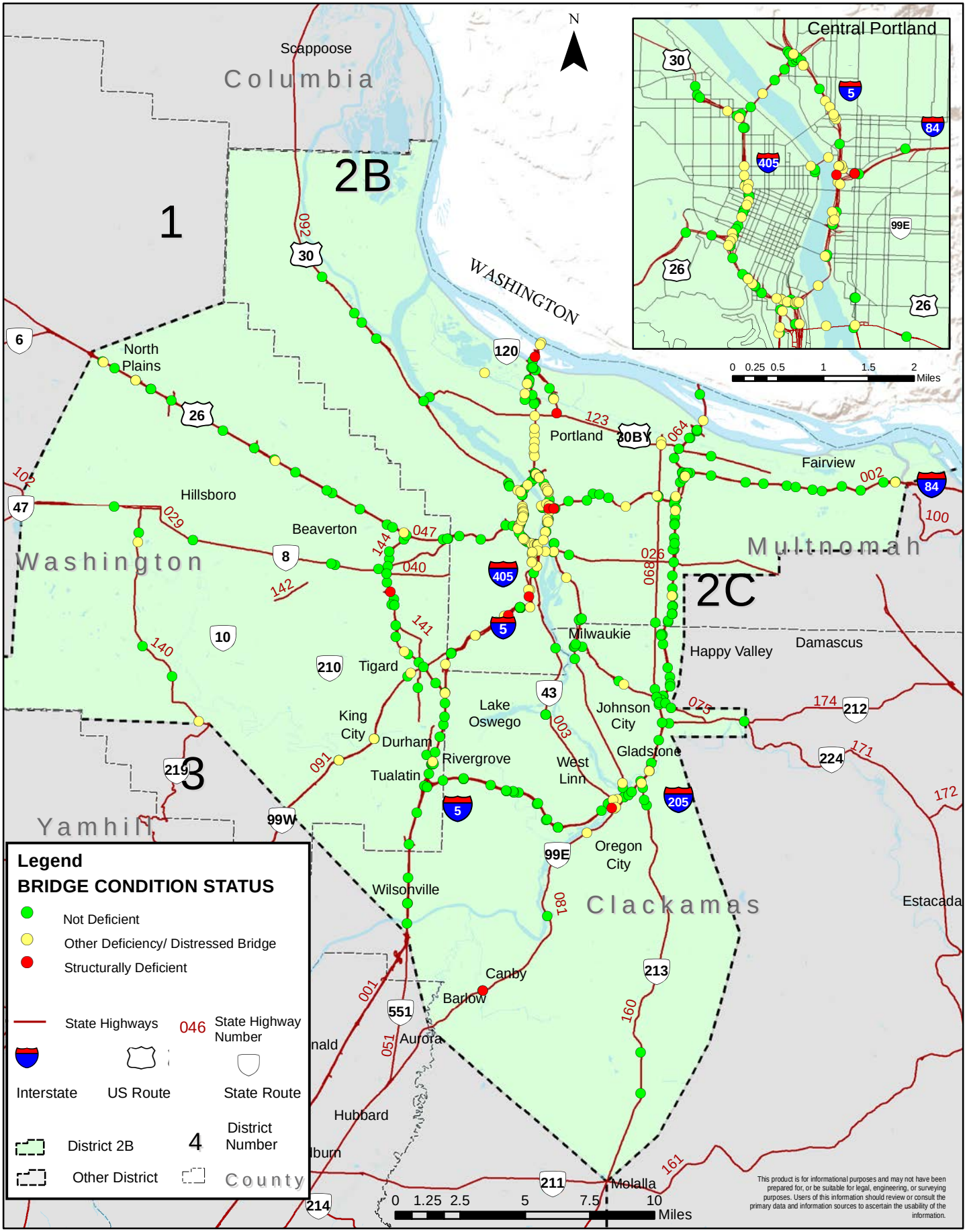
Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	01	092	23.15	02667	Honeyman Creek, Hwy 2W	1919	Concrete	-	6	FR	OD	LSL	NV	
2	01	092	27.53	17435	McNulty Creek, Hwy 2W	1996	Prestressed concrete	2,958	6/7/6	FR	ND		NV	
2	01	092	28.44	17434	Milton Creek, Hwy 2W	1996	Prestressed concrete	8,091	6/7/5	FR	ND		NV	
2	01	092	36.47	00338	Tide Creek, Hwy 2W Frtg Rd Rt	1920	Concrete continuous	2,025	6/6/6	FR	ND		V	
2	01	092	36.47	00338A	Tide Creek, Hwy 2W	1958	Concrete continuous	7,733	6/6/6	FR	OD	LSL	PV	2
2	01	092	40.74	00191A	Goble Creek, Hwy 2W	1960	Concrete	5,380	7/6/5	FR	OD	TS	V	2
2	01	092	48.92	02046	Columbia R, Hwy 2W Conn (Lewis & Clark, Longview)	1929	Steel continuous	184,056	6/6/5	FR	ND		V	
2	01	092	53.05	00146A	Beaver Creek, Hwy 2W	1968	Prestressed concrete	4,951	6/6/6	FR	ND		V	2
2	01	092	55.29	07722	Lost Creek, Hwy 2W	1953	Concrete continuous	1,742	7/7/6	FR	OD	DG	PV	2
2	01	092	60.82	07715	Hwy 2W over Swedetown County Rd	1954	Concrete continuous	4,528	6/6/6	FR	OD	DG VC	V	2
2	01	092	61.21	07519	Clatskanie River, Hwy 2W	1954	Concrete continuous	5,038	7/6/4	PR	SD	SD LSL DG	V	2
2	01	092	67.87	21455	Eilertsen Creek, Hwy 2W	2011	Prestressed concrete	1,776	8/7/8	GD	ND		NV	
2	01	092	70.71	00185A	Plympton Creek, Hwy 2W	1958	Concrete continuous	3,093	7/7/6	FR	ND		V	2
2	01	092	77.25	00921	Gnat Creek, Hwy 2W	1929	Concrete continuous	5,004	6/6/6	FR	OD	LSL DG	V	2
2	01	092	82.52	07417	Big Creek, Hwy 2W	1951	Concrete continuous	6,084	6/6/6	FR	OD	DG	V	2
2	01	092	85.27	09546	Ferris Creek, Hwy 2W	1967	Prestressed concrete continuous	42,418	6/6/6	FR	ND		V	2
2	01	092	86.21	09544	Bear Creek, Hwy 2W	1967	Prestressed concrete	7,050	7/7/7	GD	ND		V	2
2	01	092	86.43	09543	Marys Creek, Hwy 2W	1967	Prestressed concrete continuous	23,711	6/6/7	FR	ND		V	2
2	01	092	92.50	01827B	John Day River, Hwy 2W	1990	Prestressed concrete	47,523	6/6/5	FR	ND		PV	2
2	01	092	94.69	21357	Mill Creek, Hwy 2W	2014	Steel	5,120	7/7/8	GD	ND		NV	
2	01	092AX	48.36	09591	Lewis & Clark Br Conn over Hwy 2W	1969	Concrete continuous	11,021	7/6/7	FR	ND		PV	
2	01	092BE	72.75	09598	Hwy 2W Conn over Hwy 2W (Wauna Intchg)	1967	Prestressed concrete	7,182	5/6/7	FR	ND		V	2
2	01	102	4.58	02320A	Walluski River, Hwy 102	1980	Steel continuous	17,460	6/6/6	FR	ND		V	
2	01	102	11.85	03104A	North Fork Klaskanine River, Hwy 102 at MP 11.85	1921	Concrete continuous	4,804	5/6/6	FR	ND		V	
2	01	102	15.76	01964	North Fork Klaskanine River, Hwy 102 at MP 15.76	1934	Steel	1,093	6/6/6	FR	ND		NV	
2	01	102	19.27	01963	South Fork Klaskanine River, Hwy 102 at MP 19.27	1934	Steel	2,727	6/7/6	FR	ND		V	
2	01	102	25.43	03108	Hamilton Creek, Hwy 102	1963	Prestressed concrete	2,275	7/7/6	FR	ND		V	
2	01	102	29.32	01991	Beneke Creek, Hwy 102	1934	Steel	5,360	7/6/5	FR	OD	TS	V	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	01	102	29.84	03110A	Nehalem River, Hwy 102 at MP 29.84	1966	Prestressed concrete	11,755	7/7/6	FR	ND		V	
2	01	102	32.06	03111A	Nehalem River, Hwy 102 at MP 32.06	1953	Concrete continuous	9,300	7/6/6	FR	ND		V	
2	01	102	33.59	18775	Mulak Creek, Hwy 102	2000	Prestressed concrete	3,677	8/7/7	GD	ND		NV	
2	01	102	35.08	03112A	Nehalem River, Hwy 102 at MP 35.08	1953	Concrete continuous	10,455	6/5/6	FR	ND		V	
2	01	102	36.75	01707A	Sager Creek, Hwy 102	1932	Prestressed concrete	3,232	8/8/7	GD	ND		NV	
2	01	102	38.10	01710A	Oflow Channel, Hwy 102 at MP 37.98	1990	Prestressed concrete	1,044	8/7/8	GD	ND		NV	
2	01	102	38.59	03113A	Nehalem River, Hwy 102 at MP 38.59	1966	Prestressed concrete	11,742	5/7/6	FR	ND		V	
2	01	102	38.81	01712A	Grub Creek, Hwy 102	1990	Prestressed concrete	2,160	8/8/8	VG	ND		NV	
2	01	102	40.62	03139A	Nehalem River, Hwy 102 at MP 40.62 (Birkenfeld)	1956	Concrete continuous	8,017	5/6/6	FR	ND		V	
2	01	102	43.70	20848	Nehalem River, Hwy 102 at MP 43.70 (Banzer)	2010	Prestressed concrete continuous	10,821	7/8/7	GD	ND		NV	
2	01	102	45.45	19872	Ford Creek, Hwy 102	2006	Prestressed concrete	5,280	7/8/7	GD	ND		NV	
2	01	102	45.63	19873	Lyons Creek, Hwy 102 AT MP 45.63	2006	Prestressed concrete	3,776	8/8/8	VG	ND		NV	
2	01	102	48.63	19874	Battle Creek, Hwy 102 AT MP 48.63	2007	Prestressed concrete	4,620	7/7/8	GD	ND		NV	
2	01	102	53.07	01748A	Oak Ranch Creek, Hwy 102	1978	Prestressed concrete	2,520	7/7/7	GD	ND		NV	
2	01	102	57.14	01415	East Fork Nehalem River, Hwy 102 at MP 57.14	1929	Concrete continuous	3,280	7/7/7	GD	OD	Scour	V	
2	01	102	57.68	03145A	Nehalem River, Hwy 102 at MP 57.68	1959	Concrete continuous	6,475	6/6/5	FR	ND		V	
2	01	102	59.58	03146A	Nehalem River, Hwy 102 at MP 59.58	1958	Concrete continuous	5,612	6/6/5	FR	ND		V	
2	01	102	61.28	02323	Nehalem River, Hwy 102 at MP 61.28	1938	Steel	9,030	5/6/4	PR	SD	SD LSL Paint TS	V	
2	01	102	62.27	01508	Rock Creek, Hwy 102	1930	Concrete continuous	5,490	7/6/5	FR	OD	LSL	V	
2	01	102	63.65	02598A	Nehalem River, Hwy 102 at MP 63.65	1959	Steel	7,686	5/6/7	FR	ND		V	
2	01	102	64.21	03148	Beaver Creek, Hwy 102 at MP 64.21	1968	Prestressed concrete	2,688	7/7/5	FR	OD	TS	V	
2	01	102	64.60	02301	Beaver Creek, Hwy 102 at MP 64.60	1936	Wood or Timber	2,655	7/7/5	FR	ND		V	
2	01	102	65.22	03151	Beaver Creek, Hwy 102 at MP 65.22	1964	Prestressed concrete	2,646	7/6/6	FR	OD	TS	V	
2	01	102	69.03	03156A	Beaver Creek, Hwy 102 at MP 69.03	1966	Prestressed concrete	2,287	7/7/6	FR	OD	TS	V	
2	01	102	69.79	04950	Beaver Creek, Hwy 102 at MP 69.79	1964	Prestressed concrete	1,162	7/7/6	FR	SD	SD LSL TS	V	
2	01	102	70.51	01760	Beaver Creek, Hwy 102 at MP 70.51	1932	Wood or Timber	1,296	7/7/5	FR	ND		V	
2	01	102	75.09	04953A	Cummings Creek, Hwy 102	1954	Concrete	630	7/7/6	FR	OD	TS	NV	
2	01	102	81.94	20316	Oflow, Hwy 102 at MP 81.94	2006	Prestressed concrete	1,786	7/7/6	FR	ND		NV	
2	01	102	82.65	02303	West Fork Dairy Creek, Hwy 102 at MP 82.65	1936	Wood or Timber	2,236	6/6/5	FR	OD	TS	V	
2	01	102	86.22	04960A	South Fork Dairy Creek, Hwy 102	1942	Prestressed concrete	3,436	7/7/7	GD	OD	Rail	V	
2	01	102	86.34	02347	West Fork Dairy Creek, Hwy 102 at MP 86.34	1937	Wood or Timber	2,471	7/7/6	FR	OD	Rail DG TS	V	
2	01	102	86.39	02067A	Dairy Creek Oflow, Hwy 102	1978	Prestressed concrete	1,540	7/7/7	GD	ND		NV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
1	01	102	88.84	18615	Culvert, Hwy 102 at MP 88.82	2000	Concrete		8	VG	ND		NV	
1	01	102	89.69	18618	Culvert, Hwy 102 at MP 89.66	2000	Concrete continuous		8	VG	ND		NV	
2	01	103	0.02	03103A	Fishhawk Creek, Hwy 103 (Jewell)	1989	Concrete continuous	3,790	6/7/7	FR	ND		PV	
2	01	103	5.25	02074	Nehalem River, Hwy 103 at MP 5.25	1957	Concrete continuous	11,470	6/5/6	FR	ND		V	
2	01	103	6.32	18165	Cow Creek, Hwy 103	1997	Prestressed concrete	1,330	7/7/7	GD	ND		NV	
2	01	104	2.32	11233B	Power Slough (Alder Creek), Hwy 104	1989	Prestressed concrete	2,520	7/7/7	GD	ND		NV	
2	01	105	0.17	11226A	Skipanon River, Hwy 105	1978	Prestressed concrete	31,536	6/6/6	FR	ND		V	
2	01	105	4.78	00711	Lewis & Clark River, Hwy 105	1924	Steel	22,449	6/5/5	FR	OD	LSL LC CP	V	
2	01	105	6.89	00330	Youngs Bay, Hwy 105 (Old Youngs Bay)	1921	Steel	56,242	6/5/4	PR	SD	SD LSL TS LC CP MB	V	
2	01	105	7.10	02418	Hwy 105 over Port of Astoria Belt Line (Abandoned)	1921	Concrete continuous	1,457	6/6/6	FR	ND		V	
2	01	110	1.25	20804	Fish Passage Culvert HWY 110 at MP 1.25	2008	Concrete	-	7	GD	ND		NV	
2	01	130	1.27	04691A	Little Nestucca River, Hwy 130 at MP 1.27 (Meda)	1956	Concrete continuous	8,077	6/6/5	FR	ND		V	
2	01	130	3.23	01864	Panther Creek, Hwy 130	1957	Wood or Timber	1,701	7/7/6	FR	OD	LC	V	
2	01	130	3.60	01863	Squaw Creek, Hwy 130	1942	Wood or Timber	1,840	7/6/6	FR	OD	LC	V	
2	01	130	3.82	01862	Austin Creek, Hwy 130	1962	Wood or Timber	1,373	7/6/6	FR	OD	LC	V	
2	01	130	4.15	01861	Little Nestucca River, Hwy 130 at MP 4.15	1934	Steel	3,951	6/5/6	FR	OD	Paint LC	V	
2	01	130	4.76	01860	Bear Creek, Hwy 130	1954	Wood or Timber	1,650	5/6/6	FR	OD	LC	V	
2	01	130	5.11	01859A	Little Nestucca River, Hwy 130 at MP 5.11 (Yach)	1952	Steel	3,690	6/5/7	FR	OD	LSL	V	
2	01	130	5.97	01858A	Little Nestucca R, Hwy 130 at MP 5.97 (Muscott)	1951	Steel	3,690	6/5/7	FR	OD	LSL	V	
2	01	130	7.55	01857A	Little Nestucca River, Hwy 130 at MP 7.55 (Weed)	1951	Steel	6,150	6/5/6	FR	OD	LSL	V	
2	01	130	8.52	02299A	Little Nestucca River, Hwy 130 at MP 8.52 (Meader)	1972	Prestressed concrete continuous	8,849	7/7/7	GD	ND		V	
2	01	131	7.49	01345C	Tillamook River, Hwy 131	1962	Steel	20,260	6/6/5	FR	OD	LSL Paint	V	
2	01	131	8.33	05640A	Trask River, Hwy 131 (Stillwell)	1948	Steel	12,430	5/6/6	FR	OD	LSL	V	
2	01	C0000	55.19	06519A	Dersham Rd over Hwy 47	1971	Prestressed concrete continuous	9,039	7/6/6	FR	ND		PV	3
2	01	C0000	82.84	07418	Maggie Johnson Rd over Hwy 2W	1951	Concrete continuous	3,075	7/6/6	FR	ND		V	
2	01	Hwy 48!	4.62	01400	Skipanon River, Hwy 485 (Fort Stevens Spur)	1929	Steel	3,548	5/5/6	FR	OD	LSL Paint LC	V	

OREGON STATE HIGHWAY SYSTEM
2016 BRIDGE CONDITION - DISTRICT 2B

APRIL 2016



2016 BRIDGE CONDITION REPORT - District 2B

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
1	2B	001	283.11	02254A	Willamette River, Hwy 1 (Boone Bridge)	1953	Steel	135,839	6/6/6	FR	ND		V	1
1	2B	001	283.88	17995	Hwy 1 NB over Wilsonville Road	1999	Prestressed concrete	8,860	6/6/7	FR	ND		NV	
1	2B	001	283.88	17996	Hwy 1 SB over Wilsonville Road	1999	Prestressed concrete	8,860	6/6/6	FR	ND		NV	
1	2B	001	288.51	09743	Hwy 1 NB over Hwy 1 SB Conn to Hwy 64 NB	1969	Steel continuous	12,034	6/7/7	FR	ND		PV	1
1	2B	001	288.51	09743A	Hwy 1 SB over Hwy 1 SB Conn to Hwy 64 NB	1969	Steel continuous	12,769	7/7/7	GD	ND		PV	1
1	2B	001	289.38	07494B	Beaver Dam Creek (Nyberg Creek), Hwy 1 SB	1975	Concrete continuous	14,180	7/7/6	FR	ND		PV	
1	2B	001	289.38	07494C	Beaver Dam Creek (Nyberg Creek), Hwy 1 NB	1975	Concrete continuous	12,673	6/6/7	FR	ND		PV	
1	2B	001	289.85	02376B	Tualatin River, Hwy 1	1975	Prestressed concrete	42,551	6/7/6	FR	ND		PV	
1	2B	001	290.48	07729A	Hwy 1 over SW Lower Boones Ferry Rd	1975	Concrete continuous	30,043	6/6/6	FR	ND		PV	
1	2B	001	290.97	02259C	Hwy 1 over PNWR (Cook)	1975	Prestressed concrete continuous	24,373	6/7/7	FR	ND		PV	
1	2B	001	296.04	08203B	Hwy 1 over SW 26th Ave	1959	Concrete continuous	17,153	5/6/6	FR	ND		PV	
1	2B	001	297.12	08199A	SW Terwilliger Blvd Conn to NB Hwy 1	1993	Prestressed concrete continuous	12,758	6/7/7	FR	ND		NV	
1	2B	001	298.24	20788	SW Iowa Street Viaduct, Hwy 1	2014	Prestressed concrete	46,652	8/8/8	VG	OD	DG	NV	
1	2B	001	299.23	08195	Hwy 1 over Hwy 3 SB (SW Hood Ave)	1959	Concrete continuous	24,626	5/6/6	FR	OD	VC	PV	
1	2B	001	300.10	08591C	Hwy 1 SB over Hwy1 NB to Hwy 61 (W Marquam Intchg)	1966	Steel	69,700	6/6/6	FR	OD	VC	PV	
1	2B	001	300.12	08591D	Hwy 1 NB over SW Moody Ave (West Marquam Intchg)	1966	Steel	66,042	6/6/6	FR	OD	VC	PV	
1	2B	001	300.38	08328	Willamette River, Hwy 1 (Marquam)	1966	Steel	133,631	6/6/5	FR	OD	VC	V	3
1	2B	001	300.68	08590D	Hwy 1 NB over Hawthorne Br Ramps (E Marquam Int)	1966	Steel	143,792	7/7/6	FR	ND		V	3
1	2B	001	300.69	08590C	Hwy 1 SB over Marquam Bridge Ramp	1966	Steel	153,576	5/6/6	FR	OD	VC	V	3
1	2B	001	301.70	N8588E	Hwy 1 NB over UPRR	1963	Steel	100,283	6/6/6	FR	OD	Paint VC	V	3
1	2B	001	301.70	S8588E	Hwy 1 SB over UPRR	1963	Steel	97,835	6/6/6	FR	OD	Paint VC	V	3
1	2B	001	301.99	08583	Hwy 1 over NE Hassalo St & NE Holladay St	1963	Prestressed concrete	47,705	6/7/6	FR	ND		V	3
1	2B	001	302.65	08782A	Elliot School Viaduct, Hwy 1	1963	Prestressed concrete	57,569	6/6/6	FR	ND		V	3
1	2B	001	302.99	N8958A	Fremont Viaduct, Hwy 1 NB	1963	Steel	92,363	5/7/6	FR	OD	VC	V	3
1	2B	001	302.99	S8958A	Fremont Viaduct, Hwy 1 SB	1963	Steel	99,894	5/7/7	FR	OD	VC	V	3
1	2B	001	305.92	08882	Hwy 1 over N Columbia Blvd & UPRR	1964	Prestressed concrete	78,614	6/6/6	FR	ND		V	2

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2016 BRIDGE CONDITION REPORT - District 2B

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
1	2B	001	306.27	08883	Columbia Slough & Hwy 1 Conn, Hwy 1	1964	Prestressed concrete continuous	147,748	6/6/6	FR	ND		V	2
1	2B	001	306.70	09316A	Hwy 1 over N Victory Blvd	1964	Prestressed concrete	22,632	6/7/7	FR	ND		V	2
1	2B	001	306.86	09015A	Hwy 1 over Hwy 1W NB Conn to Hwy 1 NB	1964	Concrete	10,454	6/6/6	FR	ND		NV	
1	2B	001	307.59	16526	Oregon Slough & N Jantzen Dr, Hwy 1 & 120	1987	Prestressed concrete	196,077	6/7/6	FR	ND		V	2
1	2B	001	307.93	04516A	Hwy 1 over Jantzen Pedestrian Tunnel	1959	Concrete	4,611	7/7/7	GD	SD	SD LC	NV	
1	2B	001	308.38	01377A	Columbia R & N Hayden Isl Dr, Hwy1 NB (Interstate)	1916	Steel	137,979	5/5/5	FR	OD	LSL VC	V	
1	2B	001	308.38	07333	Columbia R & N Hayden Isl Dr, Hwy1 SB (Interstate)	1958	Steel	145,051	6/5/6	FR	OD	LSL VC	V	
1	2B	001RJ	288.48	09743C	Hwy 1 NB Conn to Hwy 64 NB over Hwy 1 SB Conn	1969	Steel continuous	10,457	6/7/7	FR	ND		PV	1
1	2B	001RK	289.40	16955	Beaver Dam Creek (Nyberg Creek), Hwy 1 NB Conn	1991	Prestressed concrete	35,310	6/6/7	FR	ND		NV	
1	2B	001RL	289.50	07582A	SW Nyberg Road over Hwy 1	1975	Prestressed concrete continuous	20,855	6/6/6	FR	OD	VC	PV	
1	2B	001RW	291.30	07728A	SW Upper Boones Ferry Rd (Carman Dr) over Hwy 1	1975	Prestressed concrete continuous	25,417	6/6/6	FR	ND		PV	
1	2B	001SF	293.26	07726A	SW Haines St over Hwy 1	1985	Prestressed concrete	15,654	7/7/6	FR	OD	VC	NV	
1	2B	001TB	300.42	08591B	Hwy 1 SB to Hwy 61 NB over Streets (W Marquam Int)	1965	Steel	58,857	6/6/6	FR	ND		PV	
1	2B	001TD	302.20	08589A	Hwy 1 SB to Belmont St over Hwy 1 (Morrison Int)	1963	Steel	38,932	5/6/6	FR	ND		V	3
1	2B	001TE	301.10	08589B	SE Belmont St to Hwy 1 NB over Hwy1 (Morrison Int)	1963	Steel	34,594	5/6/6	FR	OD	DG	PV	
1	2B	001TI	301.12	08589C	Hwy1 SB Conn Morrison St over Hwy1 (Morrison Int)	1963	Steel	37,748	5/6/6	FR	OD	LSL DG VC	PV	
1	2B	001TI	301.81	R8588E	Hwy 1 SB Conn #7 to SE Morrison St (Morrison Intg)	1963	Steel	19,816	6/6/7	FR	OD	VC	PV	
1	2B	001TO	303.04	16358	NB Hwy 1 Conn to N Greeley Ave over City Streets	1986	Prestressed concrete	19,457	7/6/6	FR	ND		NV	
1	2B	001TO	303.06	08958E	Hwy 1 NB to Hwy 61 SB over Conn (E Fremont Intchg)	1973	Steel continuous	92,137	5/7/7	FR	ND		V	3
1	2B	001TP	303.22	16534	NB Hwy 1 Conn to N Greeley Ave over Hwy 1W	1985	Prestressed concrete	6,991	6/6/6	FR	ND		NV	
1	2B	001TQ	303.10	16535	N Greeley Ave Conn to SB Hwy 1over Hwy 1W	1985	Prestressed concrete continuous	21,439	6/6/6	FR	ND		NV	
1	2B	001TS	303.98	09011	N Going St Conn #2 over Hwy 1 & Conns	1964	Concrete continuous	13,232	7/6/7	FR	OD	VC	PV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
1	2B	001TX	304.93	08997	Rosa Parks Way (N Portland Blvd) over Hwy 1	1964	Concrete continuous	14,060	7/6/7	FR	OD	VC	PV	
1	2B	001UE	305.92	20651	Columbia Blvd Ramp to Hwy 1 SB	2008	Steel continuous	24,580	7/8/7	GD	ND		NV	
1	2B	001UI	306.90	16506	N Victory Bd Conn Hwy 1 NB over Conn (Swift-Delta)	1991	Prestressed concrete continuous	29,239	7/6/7	FR	ND		NV	
1	2B	001UI	307.36	17107	Hwy 1 NB Conn to Hwy 1E over Bikepath	1992	Prestressed concrete	2,904	7/7/7	GD	ND		NV	
1	2B	001UP	289.41	16956	Beaver Dam Creek (Nyberg Creek), Hwy 1 NB Conn	1991	Concrete continuous	11,213	5/5/7	FR	ND		NV	
1	2B	001UY	300.68	08590Y	NB Hwy 1 Ramp to Hwy 2 EB (E Marquam Intchg)	1992	Steel continuous	41,838	7/7/7	GD	ND		NV	
1	2B	001UY	301.50	08588D	Hwy 1 NB Conn to Hwy 2 EB over UPRR (Banfield Int)	1963	Steel	52,796	6/6/6	FR	OD	DG VC	V	3
1	2B	001UY	301.50	08589D	SE Morrison St to Hwy1 NB over Conn (Morrison Int)	1963	Steel	25,435	5/6/7	FR	OD	VC	PV	
1	2B	001VK	301.23	19660	SE Morrison St EB Conn #5 to Hwy 2 EB	1996	Prestressed concrete	18,029	6/7/7	FR	ND		NV	
1	2B	001VL	297.53	08392D	NB Hwy 1 Ramp to SW Terwilliger Blvd	1993	Concrete continuous	10,423	5/6/7	FR	ND		NV	
1	2B	001WC	6.21	08205R	Hwy 1W SB Ramp to Hwy 1 SB	1959	Concrete continuous	6,480	5/6/6	FR	OD	VC	PV	
1	2B	001WD	292.25	18480	Hwy 1 NB Ramp to Hwy 144 NB over Hwy 1 & Conns	2001	Prestressed concrete continuous	64,611	6/6/5	FR	ND		NV	
1	2B	002	0.23	08588C	Hwy1 SB to Hwy2 EB over Hwy1 & Conn (Banfield Int)	1963	Steel	47,500	4/6/6	PR	SD	SD LSL DG VC	V	3
1	2B	002	0.24	08588A	Hwy 2 WB to Hwy 1 NB over UPRR (Banfield Intchg)	1963	Steel	62,838	5/6/6	FR	OD	DG	V	3
1	2B	002	1.82	07981A	Hwy 2 over Doernbecher Access Rd	1958	Concrete	6,779	6/5/6	FR	ND		NV	
1	2B	002	3.55	07032A	Hwy 2 over NE 58th Ave Conn to Hwy 2 WB	1955	Concrete	6,451	6/6/5	FR	OD	VC	NV	
1	2B	002	6.60	13514H	Hwy 2 & UPRR over Hwy 2 EB Conn #1 to Hwy 64 NB	1981	Concrete	20,501	5/5/5	FR	ND		NV	
1	2B	002	6.94	13514F	Hwy 2 WB over Hwy 2 WB Conns to Hwy 64	1979	Prestressed concrete continuous	23,159	6/5/6	FR	ND		V	1
1	2B	002	10.08	07043A	Hwy 2 over NE 122nd Ave	1990	Prestressed concrete	24,476	7/7/7	GD	ND		PV	1
1	2B	002	11.43	07044A	Hwy 2 over NE 148th Ave	1990	Concrete continuous	23,267	6/6/6	FR	ND		PV	1
1	2B	002	12.13	07088A	Hwy 2 over NE 162nd Ave	1990	Prestressed concrete	18,267	6/6/6	FR	ND		PV	1
1	2B	002	13.03	07089A	Hwy 2 over NE 181st Ave	1992	Prestressed concrete	17,248	6/7/6	FR	ND		PV	1
1	2B	002	13.39	07498A	Hwy 2 over UPRR (Cereghino)	1992	Prestressed concrete	20,859	6/7/7	FR	ND		NV	

2016 BRIDGE CONDITION REPORT - District 2B

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
1	2B	002	14.05	17212	Hwy 2 over NE 201st Ave (NE Birdsdale Rd)	1996	Prestressed concrete	15,130	6/6/6	FR	ND		NV	
1	2B	002	15.22	17213	Hwy 2 over NE 223rd Ave (NE Fairview Ave)	1996	Prestressed concrete	17,721	7/6/6	FR	ND		NV	
1	2B	002	16.90	21816	Hwy 2 WB over Marine Dr	2015	Prestressed concrete	13,433	8/8/8	VG	ND		NV	
1	2B	002	17.37	07046	Hwy 2 EB over NW Graham Rd	1948	Concrete continuous	5,410	6/6/6	FR	OD	VC	PV	
1	2B	002	17.37	07046A	Hwy 2 WB over NW Graham Rd	1958	Concrete continuous	5,220	5/6/6	FR	ND		PV	
1	2B	002AB	0.52	08588B	Hwy 2 WB to Hwy 1 SB over Hwy 1 (Banfield Intchg)	1963	Steel	52,742	5/6/5	FR	OD	DG VC	V	3
1	2B	002AF	0.33	H8588A	Hwy 2 WB Conn to Hwy 1 NB over Lloyd Blvd.	1963	Steel	16,649	6/6/6	FR	OD	Paint	V	3
1	2B	002AG	1.27	07036	Hwy 2 WB Conn to NE Lloyd Blvd over UPRR	1958	Concrete continuous	12,740	6/6/6	FR	ND		V	
1	2B	002AJ	1.95	R7025B	NW 33rd Ave Conn to Hwy 2 WB over UPRR & MAX LRT	1985	Concrete continuous	9,765	6/6/6	FR	ND		NV	
1	2B	002AM	3.26	16553	Hwy 2 WB Conn to NE 43nd Ave over UPRR & MAX LRT	1985	Prestressed concrete continuous	20,708	7/6/7	FR	ND		NV	
1	2B	002AW	6.72	13514B	Hwy 2 EB Conn to Hwy 64 NB over Hwy 64 NB Conn	1979	Prestressed concrete	4,830	7/5/7	FR	ND		NV	
1	2B	002AY	6.83	13514L	RR Service Rd over Hwy 2 & Hwy 64 Conns	1979	Prestressed concrete	3,240	7/7/6	FR	ND		NV	
1	2B	002BA	6.09	R2163A	NE 102nd Conn to Hwy 2 WB over UPRR	1954	Concrete continuous	8,280	6/6/6	FR	ND		V	
1	2B	002IO	16.00	17365	NE Arata Rd (NE 238th Ave) over Hwy 2	1998	Prestressed concrete continuous	25,252	6/6/6	FR	ND		NV	
1	2B	002IQ	-0.22	R7040A	Hwy 1E NB (NE Grand Ave.) Conn to Hwy 2 EB	1956	Concrete continuous	7,167	6/6/6	FR	ND		V	
1	2B	003	0.09	08194	Hwy 3 NB over Hwy 1 & Conns (Hood Ave)	1959	Concrete continuous	24,933	5/6/6	FR	OD	DG VC	V	4
1	2B	003	4.00	01185A	Riverside Canyon (Partial Viaduct), Hwy 3	1926	Concrete continuous	16,614	7/7/6	FR	ND		PV	4
1	2B	003	6.76	00409	Oswego Creek, Hwy 3 SB (Sucker Creek)	1930	Concrete	7,575	6/5/5	FR	ND		PV	4
1	2B	003	6.82	00409B	Oswego Creek, Hwy 3 NB (Sucker Ck) Partial Viaduct	1983	Prestressed concrete continuous	24,425	7/7/6	FR	ND		V	4
1	2B	003	11.43	00357	Willamette River & Hwy 1E, Hwy 3 (Oregon City)	1922	Steel	24,855	6/6/6	FR	SD	SD LSL LC	V	
1	2B	003AE	0.16	08194R	Hwy 3 NB to Hwy 3 SB (Hood Ave)	1926	Concrete continuous	3,864	5/6/7	FR	ND		V	
1	2B	003AL	9.00	09403A	Hwy 3 NB Conn to Hwy 64 NB	1970	Steel continuous	17,222	6/7/7	FR	ND		PV	4
1	2B	026	0.10	05194R	Arthur St Viaduct, Hwy 26 Conn to Hwy 1W	1947	Concrete	8,446	5/5/6	FR	OD	LSL	V	5
1	2B	026	0.77	05054	Willamette R & Hwy 1 & OPR, Hwy 26 (Ross Island)	1926	Steel continuous	187,201	6/5/6	FR	OD	LSL Paint VC	V	5

2016 BRIDGE CONDITION REPORT - District 2B

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
1	2B	026	1.01	06767A	Hwy 26 over Hwy 1E (McLoughlin Bd) (Ross Is Appr)	1966	Prestressed concrete	6,685	6/7/6	FR	OD	DG	V	4
1	2B	026AA	0.58	06895R	Hwy 26 WB to Hwy 1W over Hwy 26 EB & SW Grover St	1948	Concrete continuous	2,157	5/6/6	FR	OD	DG VC	PV	5
1	2B	026AC	0.13	09153R	Hwy 26 Conn (SW Front Ave) over Hwy 61	1964	Prestressed concrete	6,860	6/6/6	FR	OD	VC	V	4
1	2B	026AD	0.99	06767	Hwy 26 EB Off Ramp to Hwy 1E SB	1956	Steel	11,891	6/7/7	FR	ND		V	4
1	2B	029	3.28	01386	Beaverton Creek, Hwy 29	1928	Concrete	-	7	GD	ND		NV	
1	2B	029	4.97	0P461	Johnson Creek, Hwy 29 (Twin Pipes)	1983	Steel	-	5	FR	ND		NV	
1	2B	029	5.13	16185	Hwy 29 over PNWR	1983	Prestressed concrete	15,687	7/7/7	GD	ND		NV	
1	2B	029	10.55	01754A	Dawson Creek, Hwy 29 (Rock Creek)	1961	Prestressed concrete	16,511	7/7/7	GD	ND		PV	
1	2B	029	14.31	00744B	Dairy Creek, Hwy 29	1923	Concrete continuous	22,373	6/6/6	FR	ND		V	
1	2B	047	55.69	02367A	Hwy 47 EB over PNWR (Vadis)	1971	Prestressed concrete continuous	24,649	6/7/6	FR	ND		V	3
1	2B	047	55.73	02367	Hwy 47 WB over PNWR (Vadis)	1946	Concrete continuous	14,169	6/6/6	FR	OD	LSL	PV	3
1	2B	047	57.84	21322	Mckay Creek HWY 047 WB at MP 57.84	2010	Prestressed concrete	8,339	7/7/8	GD	ND		NV	
1	2B	047	57.85	02365A	McKay Creek, Hwy 47 EB	1968	Prestressed concrete	5,513	7/6/6	FR	ND		V	3
1	2B	047	63.38	02333	Rock Creek, Hwy 47 WB	1947	Concrete continuous	3,525	5/7/6	FR	OD	LSL DG	PV	3
1	2B	047	63.38	02333A	Rock Creek, Hwy 47 EB	1964	Prestressed concrete	4,142	7/7/7	GD	ND		V	3
1	2B	047	65.67	16966	NW 158th Ave (Bethany Blvd) over Hwy 47	1991	Prestressed concrete continuous	19,543	7/7/7	GD	ND		NV	
1	2B	047	68.34	09345	Hwy 47 EB AND WB over SW Cedar Hills Blvd	1966	Prestressed concrete	34,331	7/7/5	FR	ND		V	3
1	2B	047	68.55	19725	144AG over 047BT MP 69.08 to Cedar Hills Blvd	2006	Prestressed concrete	14,929	5/5/6	FR	ND		NV	
1	2B	047	69.19	06980A	Hwy 47 over Hwy 144	1986	Prestressed concrete	43,733	7/7/6	FR	ND		V	3
1	2B	047	70.83	19199	Hwy 47 over Hwy 29 WB (SW Canyon Rd) (Sylvan)	2004	Concrete	12,729	6/6/6	FR	ND		NV	
1	2B	047	70.87	18647	Hwy 047DQ EB Off-Ramp at MP 70.87 over Hwy 029	2002	Prestressed concrete continuous	18,398	7/8/7	GD	ND		NV	
1	2B	047	73.41	09391	Hwy 47 over Jefferson Rd Conn	1968	Concrete	20,267	6/6/5	FR	ND		NV	
1	2B	047	73.70	09392	Hwy 47 over SW 18th Ave	1968	Concrete	7,512	6/6/7	FR	ND		NV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
1	2B	047	73.94	09254D	Hwy 47 EB Conn to SW Market St over Hwy 61	1967	Concrete continuous	7,397	6/5/6	FR	OD	DG	PV	3
1	2B	047	73.97	09254C	SW Clay St Conn to Hwy 47 WB over Hwy 61	1967	Concrete continuous	11,579	6/5/7	FR	ND		PV	3
1	2B	047 F	57.16	21530	Ghost Creek, Hwy 47 R/W Left at MP 57.16	2012	Prestressed concrete	3,700	7/8/8	GD	ND		NV	
1	2B	047AQ	61.06	09722	NW Helvetia Rd Conn over Hwy 47	1985	Steel continuous	33,232	5/7/7	FR	ND		NV	
1	2B	047AW	62.47	06735A	NW Cornelius Pass Rd Conn over Hwy 47	1988	Prestressed concrete continuous	34,704	6/7/6	FR	ND		NV	
1	2B	047BB	64.29	09770	NW 185th Ave Conn over Hwy 47	1972	Prestressed concrete continuous	20,074	6/6/6	FR	ND		PV	3
1	2B	047BH	65.80	08910A	NW Cornell Rd Conn over Hwy 47	1993	Prestressed concrete continuous	32,412	7/7/6	FR	ND		NV	
1	2B	047BK	67.15	08404A	NW Murray Blvd Conn over Hwy 47	1991	Prestressed concrete continuous	22,469	6/7/6	FR	ND		NV	
1	2B	047BZ	69.35	16637	47 WB Con to 144 SB over Barnes Rd. Con 144 SB	1985	Concrete	5,500	6/6/5	FR	OD	DG	NV	
1	2B	047CB	70.64	18207	Camelot Ct Conn over Hwy 47	1999	Prestressed concrete	5,826	7/7/8	GD	ND		NV	
1	2B	047CH	71.32	18674	Sylvan Conn (Skyline Blvd) over Hwy 47	2002	Steel	24,036	6/7/7	FR	ND		NV	
1	2B	047CK	72.18	17368	Highland Rd Intchg over Hwy 47	1995	Prestressed concrete	5,649	7/6/7	FR	ND		NV	
1	2B	047DH	58.75	19592	JACKSON SCHOOL ROAD OVER HWY 47	2006	Prestressed concrete continuous	22,793	7/7/6	FR	ND		NV	
1	2B	059AA	2.36	R7026A	Hwy 59 Conn over MAX LRT & UPRR	1984	Concrete continuous	36,056	6/6/6	FR	ND		NV	
1	2B	061	0.48	08591F	Hwy 1 NB Conn to Hwy 61 NB over Conns	1966	Steel	42,089	6/6/6	FR	ND		V	2
1	2B	061	0.53	08591E	Hwy 61SB Conn to Hwy 1 SB over SW Water Ave	1966	Steel	11,285	6/5/6	FR	ND		V	2
1	2B	061	0.78	09159	SW Broadway Conn #6 to Hwy 61 SB over Hwy 61	1964	Concrete continuous	7,017	6/6/6	FR	OD	VC	PV	
1	2B	061	0.99	09156	SW 5th Ave Conn #8 to Hwy 61 SB over Hwy 61	1964	Concrete continuous	7,535	6/6/7	FR	ND		PV	
1	2B	061	1.00	09157	SW 5th Ave over Hwy 61	1964	Concrete continuous	14,351	5/5/6	FR	ND		PV	
1	2B	061	1.02	09158	SW 6th Ave Conn #3 over Hwy 61	1964	Concrete continuous	15,900	6/5/6	FR	OD	LSL DG	PV	
1	2B	061	1.09	09160	SW Broadway Conn #4 over Hwy 61	1967	Concrete continuous	11,233	5/6/6	FR	ND		PV	
1	2B	061	1.39	09255	SW 12th Ave over Hwy 61	1967	Concrete continuous	17,487	6/5/6	FR	ND		PV	
1	2B	061	1.65	09254B	Hwy 61 over Hwy 47 EB Conn #1 to Hwy 61 NB	1967	Concrete	15,998	5/5/6	FR	ND		NV	
1	2B	061	1.72	09253	SW Columbia St over Hwy 61	1967	Steel	15,795	5/7/7	FR	ND		PV	
1	2B	061	1.89	09251	Hwy 61 NB Conn to SW 14th Ave over Hwy 61 & Conns	1968	Concrete continuous	8,496	6/5/6	FR	OD	Rail	PV	
1	2B	061	1.92	09250	SW Salmon St over Hwy 61	1968	Concrete continuous	11,100	6/6/6	FR	ND		PV	
1	2B	061	1.97	09249	SW Taylor St Conn #4 to Hwy 61 SB over Hwy 61	1968	Concrete continuous	5,730	6/5/6	FR	ND		PV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
1	2B	061	2.14	09282	SW 14th Ave over Hwy 61 & Conn #1	1968	Steel	14,916	6/7/7	FR	ND		PV	
1	2B	061	2.20	09281	W Burnside St over Hwy 61	1968	Prestressed concrete continuous	8,786	6/6/6	FR	OD	LSL	PV	
1	2B	061	2.25	09278	NW Couch St over Hwy 61	1968	Concrete continuous	6,930	6/6/7	FR	ND		PV	
1	2B	061	2.26	09279	NW Couch St & W Burnside St over NW 16th Ave Conn	1968	Concrete	13,565	6/6/6	FR	OD	VC	PV	
1	2B	061	2.35	09277	NW Everett St over Hwy 61	1968	Concrete continuous	10,500	6/6/7	FR	OD	LSL	PV	
1	2B	061	2.84	09268N	Hwy 61 NB over City Streets	1972	Steel continuous	150,713	5/6/7	FR	ND		V	2
1	2B	061	2.84	09268S	Hwy 61 SB over City Streets	1972	Steel continuous	177,191	5/6/6	FR	ND		V	2
1	2B	061	3.10	09268	Hwy 61 over NW Front Ave & RR (W Fremont Approach)	1973	Steel continuous	58,393	6/6/6	FR	ND		PV	2
1	2B	061	3.32	02529	Willamette River, Hwy 61 (Fremont)	1973	Steel continuous	308,788	6/6/6	FR	OD	Paint	V	2
1	2B	061	3.58	08958	Hwy 61 over City Streets (E Fremont Approach)	1973	Steel continuous	93,665	6/6/6	FR	ND		V	2
1	2B	061	3.72	08958B	Hwy 61 over City Strs & RR (E Fremont Bridge Appr)	1973	Steel continuous	98,552	5/7/7	FR	ND		V	2
1	2B	061	3.88	08958H	Hwy61 NB Conn to Hwy1 NB over Hwy1 (E Fremont Int)	1973	Steel continuous	45,240	6/6/7	FR	OD	VC	V	2
1	2B	061	3.88	08958I	Hwy1 SB Conn to Hwy61 SB over Conn (E Fremont Int)	1973	Steel continuous	45,154	6/6/7	FR	ND		V	2
1	2B	061AA	0.52	08193	Harbor Dr. Conn to Hwy 1 over SW Sheridan St	1959	Concrete continuous	13,316	6/6/6	FR	OD	VC	PV	
1	2B	061AB	1.07	08591A	Hwy 61 SB to Hwy 1 NB over Hwy 1 (W Marquam Int)	1965	Steel	71,230	6/6/6	FR	OD	VC	V	2
1	2B	061AL	1.57	09254E	Hwy 61 NB Conn #2 to Hwy 47 WB over Hwy 61 & Conns	1967	Concrete continuous	33,087	5/6/6	FR	OD	VC	V	2
1	2B	061AO	1.65	09254A	Hwy 61 Conn over Hwy 61 SB Conn to Hwy 47 WB	1967	Concrete	6,732	5/6/6	FR	OD	VC	NV	
1	2B	061AP	1.17	09254H	Conns 6, 7, & 8 over Hwy 47 Conn #2 to Hwy 61 SB	1967	Concrete	6,765	6/6/6	FR	OD	VC	NV	
1	2B	061AQ	1.52	09254F	SW Montgomery St Cpnn #7 over Hwy 61	1967	Concrete continuous	6,641	7/5/6	FR	ND		PV	
1	2B	061AR	1.14	09254G	SW 13th Ave Conn #8 over Hwy 61	1967	Concrete continuous	6,406	7/5/7	FR	ND		PV	
1	2B	061AS	2.25	09280	NW Couch St Conn #2 over Hwy 61 NB Conn #1	1968	Concrete	3,007	6/6/7	FR	OD	VC	NV	
1	2B	061AY	3.24	09268W	Hwy 61 SB Conn to Hwy 2W WB	1973	Steel continuous	27,576	5/6/6	FR	ND		V	2
1	2B	061AZ	3.77	08958D	Hwy 61 NB to Hwy 1 SB over Strs (E Fremont Intchg)	1973	Steel continuous	46,553	6/7/7	FR	ND		V	2
1	2B	061BA	3.89	08958F	Hwy 61 NB Conn (Kerby) over Hwy 1 (E Fremont Int)	1973	Steel continuous	44,669	6/7/7	FR	ND		V	2
1	2B	061BB	3.29	08958G	Ivy St Conn to Hwy 61 SB over Hwy1 (E Fremont Int)	1973	Steel continuous	34,013	6/7/7	FR	ND		V	2
1	2B	064	2.08	09740	Hwy 64 NB over Prosperity Park Road	1970	Concrete continuous	18,072	7/6/6	FR	ND		PV	1

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
1	2B	064	2.10	09740A	Hwy 64 SB over Prosperity Park Road	1969	Concrete continuous	15,876	7/6/6	FR	ND		PV	1
1	2B	064	3.81	09738A	Hwy 64 SB over Borland Road	1970	Concrete continuous	11,726	5/6/6	FR	ND		PV	1
1	2B	064	3.82	09738	Hwy 64 NB over Borland Road	1970	Concrete continuous	10,089	5/6/6	FR	ND		PV	1
1	2B	064	4.08	09737A	Tualatin River, Hwy 64 SB	1970	Prestressed concrete continuous	40,272	6/7/7	FR	ND		V	1
1	2B	064	4.10	09737	Tualatin River, Hwy 64 NB	1970	Prestressed concrete continuous	35,620	7/7/6	FR	ND		V	1
1	2B	064	5.14	09735	Hwy 64 NB over Woodbine Road	1970	Concrete continuous	9,204	5/6/6	FR	ND		PV	1
1	2B	064	5.19	09735A	Hwy 64 SB over Woodbine Road	1970	Concrete continuous	9,256	5/6/6	FR	ND		PV	1
1	2B	064	5.84	09734	Hwy 64 NB over Blankenship Road	1970	Prestressed concrete	6,018	7/6/6	FR	ND		PV	1
1	2B	064	5.90	09734A	Hwy 64 SB over Blankenship Road	1970	Prestressed concrete	6,018	6/6/6	FR	ND		PV	1
1	2B	064	6.40	09728	Hwy 64 NB over 10th Street (West Linn)	1970	Prestressed concrete	6,062	6/6/6	FR	ND		PV	1
1	2B	064	6.42	09728A	Hwy 64 SB over 10th Street (West Linn)	1970	Prestressed concrete	6,239	6/6/6	FR	ND		PV	1
1	2B	064	6.64	13514D	Hwy 64 over Hwy 2 WB Conn to Hwy 64 SB	1980	Concrete	20,256	5/5/5	FR	ND		PV	1
1	2B	064	9.03	09403	Willamette R & Hwys 1E & 3, Hwy 64 (Geo Abernethy)	1970	Steel continuous	281,200	7/7/7	GD	OD	VC	V	1
1	2B	064	9.51	09702	Hwy 64 over Main St (Oregon City)	1972	Concrete continuous	29,330	6/6/6	FR	ND		PV	1
1	2B	064	9.69	09883	Culvert, Hwy 64 at MP 9.69	1971	Concrete continuous	-	6	FR	ND		NV	
1	2B	064	10.72	N8837B	Clackamas River, Hwy 64 NB (Parkplace)	1962	Steel	37,569	7/6/6	FR	OD	Scour	V	1
1	2B	064	10.72	S8837A	Clackamas River, Hwy 64 SB (Parkplace)	1962	Steel	38,829	6/6/6	FR	OD	Scour	V	1
1	2B	064	13.76	09717	Hwy 64 NB over UPRR	1973	Prestressed concrete	20,084	7/7/6	FR	ND		V	1
1	2B	064	13.76	09717A	Hwy 64 SB over UPRR	1973	Prestressed concrete	18,502	7/7/6	FR	ND		V	1
1	2B	064	16.80	09711	Hwy 64 NB over SE 92nd Ave	1974	Prestressed concrete continuous	27,406	7/6/6	FR	ND		PV	1
1	2B	064	16.80	09711A	Hwy 64 SB over SE 92nd Ave	1974	Prestressed concrete continuous	27,104	7/6/6	FR	ND		PV	1
1	2B	064	17.22	13541	Johnson Cr & Mt Scott Blvd (Flavel St), Hwy 64 NB	1974	Prestressed concrete continuous	24,763	6/6/7	FR	ND		PV	1

2016 BRIDGE CONDITION REPORT - District 2B

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
1	2B	064	17.22	13541A	Johnson Cr & Mt Scott Blvd (Flavel St), Hwy 64 SB	1974	Prestressed concrete continuous	24,769	6/6/7	FR	ND		PV	1
1	2B	064	17.43	13540	Hwy 64 NB over Portland Traction RR (Abandoned)	1974	Prestressed concrete	20,234	6/7/6	FR	ND		V	1
1	2B	064	17.43	13540A	Hwy 64 SB over Portland Traction RR (Abandoned)	1974	Prestressed concrete	21,841	6/7/6	FR	ND		V	1
1	2B	064	17.80	13538	Hwy 64 NB over SE Woodstock Blvd & SE Foster Rd	1978	Prestressed concrete continuous	26,987	6/6/6	FR	ND		PV	1
1	2B	064	17.80	13538A	Hwy 64 SB over SE Woodstock Blvd & SE Foster Rd	1978	Prestressed concrete continuous	26,787	6/6/6	FR	OD	LSL	PV	1
1	2B	064	18.11	13537	Hwy 64 over SE Harold St	1978	Prestressed concrete	18,253	6/6/6	FR	ND		PV	1
1	2B	064	19.12	13531	Hwy 64 over Hwy 26 (SE Powell Blvd)	1979	Concrete continuous	31,693	7/6/6	FR	ND		PV	1
1	2B	064	19.62	13528	Hwy 64 over SE Division Street	1979	Concrete continuous	30,198	6/6/6	FR	ND		NV	
1	2B	064	19.82	16302	Hwy 64 over MAX LRT	1978	Concrete	17,776	7/7/6	FR	ND		PV	1
1	2B	064	21.57	13516A	Hwy 64 over Hwy 2	1978	Prestressed concrete continuous	66,319	7/6/6	FR	ND		PV	1
1	2B	064	22.24	13514I	Hwy 64 NB over Light Rail	1979	Concrete	15,980	6/6/6	FR	ND		PV	1
1	2B	064	24.27	16055A	Columbia Slough & NE Alderwood Rd, Hwy 64 SB	1980	Prestressed concrete	21,614	7/7/6	FR	ND		V	1
1	2B	064	24.34	16055	Columbia Slough & NE Alderwood Rd., Hwy 64 NB	1980	Prestressed concrete	24,158	7/7/6	FR	ND		V	1
1	2B	064	24.67	13507A	Hwy 64 SB over NE Airport Way	1981	Prestressed concrete	14,900	6/6/7	FR	ND		V	1
1	2B	064	24.75	13507	Hwy 64 NB over NE Airport Way	1981	Prestressed concrete	14,889	7/6/6	FR	ND		V	1
1	2B	064	25.16	16188	Columbia River South Channel, Hwy 64	1982	Prestressed concrete	423,630	6/6/6	FR	OD	Scour	NV	
1	2B	064	26.32	09555	Columbia River N Channel, Hwy 64 (Glenn Jackson)	1982	Prestressed concrete continuous	1,120,277	6/6/6	FR	ND		V	1
1	2B	064AA	1.04	09743B	Hwy 64 SB Conn to Hwy 1 SB over Hwy 1	1970	Steel continuous	23,319	6/6/6	FR	ND		V	1
1	2B	064AC	3.32	09739	Stafford Rd over Hwy 64	1970	Steel continuous	28,904	5/6/6	FR	ND		PV	
1	2B	064AP	9.14	09403C	Hwy 64 SB Conn #2 to Hwy 3 (West Linn Intchg)	1970	Steel continuous	16,059	6/7/6	FR	OD	LSL	PV	
1	2B	064AQ	9.30	09403R	Hwy 64 NB Conn #1 to Hwy 1E (West Linn Intchg)	1970	Steel	2,142	7/6/7	FR	ND		NV	
1	2B	064AW	10.24	09750	Parkplace Conn over Hwy 64	1971	Prestressed concrete continuous	24,832	6/6/6	FR	ND		PV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
1	2B	064BG	14.58	09715	SE Sunnyside Rd over Hwy 64	1973	Prestressed concrete continuous	27,599	6/5/6	FR	ND		PV	
1	2B	064CK	21.19	13516G	NE Glisan St to Hwy 64 NB over Hwy 64 NB Conn	1985	Prestressed concrete continuous	10,462	6/6/6	FR	ND		NV	
1	2B	064CM	21.38	13516F	Hwy 64 SB Conn #6 to Glisan St over Hwy 2 EB Conn	1985	Prestressed concrete	4,631	7/7/7	GD	ND		NV	
1	2B	064CP	21.58	13516D	Hwy 64 NB Conn #4 over Hwy 2 & Hwy 64 & MAX LRT	1985	Prestressed concrete continuous	41,605	6/6/6	FR	ND		NV	
1	2B	064CQ	21.86	13516C	Hwy 64 SB Conn to Hwy 2 WB over UPRR	1985	Prestressed concrete continuous	16,683	6/6/6	FR	ND		NV	
1	2B	064CX	24.79	13507B	Hwy 64 NB to NE Airport Way over Hwy 64 & Conns	1981	Prestressed concrete continuous	41,215	7/7/6	FR	ND		NV	
1	2B	064DF	16.24	09712B	Johnson Creek Blvd over Hwy 64	1974	Prestressed concrete continuous	34,844	7/6/6	FR	ND		PV	
1	2B	064DH	16.28	17076	Hwy 64 Conn over Bikepath	1990	Concrete	1,467	7/6/7	FR	ND		NV	
1	2B	064DI	16.17	17077	Hwy 64 Conn over Bikepath (Johnson Creek Blvd)	1990	Concrete	1,467	6/6/7	FR	ND		NV	
1	2B	064DN	14.23	17258	Mt Scott Creek, NB Hwy 64 Conn to SE Sunnybrook Rd	2003	Prestressed concrete continuous	22,847	7/7/6	FR	ND		NV	
1	2B	068	2.19	07999	Hwy68 Conn (NE Halsey St) over Hwy68 (NE 82nd Ave)	1956	Steel	18,300	6/6/6	FR	ND		V	
1	2B	068	2.24	01994	Hwy 68 (NE 82nd Ave) over UPRR & WB MAX LRT	1934	Concrete continuous	14,976	7/6/6	FR	ND		V	
1	2B	068	2.25	07031A	Hwy 68 (NE 82nd Ave) over Hwy 2 and EB MAX LRT	1985	Prestressed concrete	16,121	6/7/6	FR	ND		NV	
1	2B	068	2.43	07999C	Hwy 68 Conn (NE Halsey St) over Hwy 2	1985	Prestressed concrete	15,120	7/6/6	FR	OD	LSL VC	NV	
1	2B	068	7.10	04566B	Johnson Creek, Hwy 68 (SE 82nd Ave)	1930	Steel	5,853	7/6/6	FR	ND		V	
1	2B	068	9.67	02135A	Mt Scott Creek & UPRR, Hwy 68 (82nd Ave) @ MP 9.67	1941	Concrete continuous	16,170	6/7/6	FR	ND		V	
1	2B	068 Cor	4.09	21871	SE 82nd Dr. Conn. to Hwy 068 Over Hwy 64	2015	Steel	17,275	8/8/8	VG	ND		NV	
1	2B	068AB	0.10	08401B	NE Columbia Blvd over Hwy 68 (NE 82nd Ave)	1960	Concrete continuous	12,254	6/5/6	FR	OD	VC	PV	
1	2B	075	0.52	21869	UPRR, Hwy 75	2016	Steel	26,599	8/8/8	VG	ND		NV	
1	2B	075	0.80	21870	Private Streetcar Track, Hwy 075	2015	Prestressed concrete	3,420	8/8/8	VG	ND		NV	
1	2B	081	-5.95	08995C	Hwy 1E (NE MLK Blvd) over Hwy 1 & Conns	1991	Prestressed concrete continuous	62,849	6/7/7	FR	ND		NV	
1	2B	081	-5.75	07400A	Hwy 1E over Marine Drive Conn	1990	Concrete continuous	11,753	6/6/7	FR	ND		NV	
1	2B	081	-4.86	07297	Hwy 1E over NE 6th Dr	1950	Concrete	2,759	6/6/6	FR	ND		NV	
1	2B	081	-4.46	07298	Hwy1E (MLK Blvd) over N Vancouver Way (Schmeer Rd)	1950	Concrete	3,225	7/7/6	FR	ND		NV	

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1	2B	081	-4.42	01377C	Columbia Slough, Hwy 1E	1934	Steel	24,131	5/5/5	FR	OD	LSL	V	
1	2B	081	-3.86	05290	Hwy 1E over UPRR (at N Baldwin St)	1916	Concrete continuous	12,615	4/5/5	PR	SD	SD DG	V	
1	2B	081	-0.20	02350A	Hwy 1E (SE MLK Blvd) over Hwy 2 & UPRR	1908	Steel	37,119	6/4/4	PR	SD	SD LSL Paint VC	V	
1	2B	081	-0.12	07040	Hwy 1E NB (NE Grand Ave) over Hwy 2 Conns & UPRR	1908	Steel	22,774	7/6/5	FR	ND		V	
1	2B	081	1.15	19667	HWY 1E At MP 1.15 OVER UPRR & SE DIVISION ST	2009	Prestressed concrete continuous	103,377	6/8/8	FR	ND		NV	
1	2B	081	1.59	02097	SE Grand Ave Viaduct, Hwy 1E	1937	Concrete continuous	38,863	6/6/6	FR	ND		V	
1	2B	081	4.40	16926	SE Tacoma St over Hwy 1E (SE McLoughlin Blvd)	1992	Prestressed concrete	11,550	6/7/7	FR	ND		NV	
1	2B	081	4.43	02008A	Johnson Creek, Hwy 1E (SE McLoughlin Blvd)	1991	Prestressed concrete	11,688	7/7/7	GD	ND		NV	
1	2B	081	4.45	17124	SE Tacoma St over UPRR	1992	Concrete	7,410	6/6/8	FR	ND		NV	
1	2B	081	5.51	09670A	Johnson Creek, Hwy 1E SB Conn to Hwy 171	1968	Concrete continuous	5,860	7/7/7	GD	ND		PV	
1	2B	081	5.97	01949	Kellogg Lake Outlet, Hwy 1E (SE McLoughlin Blvd)	1934	Concrete continuous	2,806	6/6/6	FR	ND		V	
1	2B	081	11.20	01617	Clackamas River, Hwy 1E (McLoughlin Br)	1933	Steel	47,669	6/6/6	FR	OD	LSL	V	
1	2B	081	11.38	01618A	Hwy 1E over Clackamette Park Conn	1990	Prestressed concrete	10,832	6/7/6	FR	ND		NV	
1	2B	081	11.79	09865	Abernethy Creek, Hwy 1E (McLoughlin Blvd)	1971	Steel	-	6	FR	ND		NV	
1	2B	081	12.22	02732	SE Water St Partial Viaduct, Hwy1E (McLoughlin Bd)	1940	Concrete continuous	20,630	6/6/6	FR	OD	LSL DG	PV	5
1	2B	081	12.29	02374	SE Water Street Viaduct, Hwy 1E (McLoughlin Blvd)	1940	Concrete continuous	22,840	5/6/6	FR	OD	LSL DG	PV	5
1	2B	081	13.86	07164	Partial Viaduct, Hwy 1E SB	1949	Concrete continuous	4,950	6/6/6	FR	OD	DG	PV	3
1	2B	081	17.87	00580	Beaver Creek (Parrot Creek), Hwy 1E	1929	Concrete continuous	14,410	5/5/5	FR	ND		PV	3
1	2B	081	22.03	02061	Molalla River, Hwy 1E NB	1936	Steel	21,190	5/5/5	FR	SD	SD LSL	V	3
1	2B	081	22.03	02061A	Molalla River, Hwy 1E SB	1963	Prestressed concrete	22,544	6/7/6	FR	ND		V	3
1	2B	081	307.34	17108	Hwy 1E Conn to Hwy 1 NB over Bikepath	1992	Prestressed concrete	3,080	7/7/7	GD	ND		NV	
1	2B	081BP	4.50	17082	Johnson Creek, Hwy 1E Conn to SE Tacoma St	1992	Concrete	6,237	7/6/7	FR	ND		NV	
1	2B	091	-5.50	06686C	Hwy 1W over N Victory Blvd	1962	Concrete	9,804	6/6/5	FR	OD	TS	PV	
1	2B	091	-4.84	04518	Hwy 1W over N Columbia Blvd & UPRR	1929	Concrete continuous	34,511	6/6/6	FR	ND		V	
1	2B	091	-3.18	04517	Columbia Slough & N Schmeer Rd Conn, Hwy 1W	1916	Steel	33,479	5/5/5	FR	OD	VC	V	
1	2B	091	-0.44	06683B	Hwy 1W NB Conn #1 (Steel Br E Approach)	1910	Steel	17,405	6/5/6	FR	OD	Paint	V	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
1	2B	091	-0.29	02733C	Hwy 1W NB Front Ave (Steel Br Ramp)	1950	Concrete continuous	21,247	6/6/5	FR	ND		V	
1	2B	091	1.29	09153	Hwy 1W over Hwy 61	1964	Prestressed concrete	21,599	6/7/6	FR	OD	LSL VC	PV	
1	2B	091	1.41	05194	Hwy 1W over SW Arthur St	1947	Steel continuous	37,750	6/6/6	FR	ND		V	
1	2B	091	1.61	06896	Hwy 1W over Hwy 26 WB Conn #1 to Hwy 1W SB	1946	Concrete	2,322	6/6/6	FR	OD	VC	NV	
1	2B	091	1.67	06895	Hwy 1W over Hwy 26 EB & SW Grover St	1948	Concrete continuous	7,025	6/6/6	FR	ND		V	
1	2B	091	1.93	05195A	Harbor Drive Viaduct, Hwy 1W NB	1949	Concrete continuous	21,664	6/6/6	FR	OD	LSL DG	V	
1	2B	091	3.25	01983	SW Newbury St Viaduct, Hwy 1W	1934	Wood or Timber	19,604	5/6/6	FR	OD	DG TS	V	
1	2B	091	3.50	01984	SW Vermont St Viaduct , Hwy 1W	1934	Wood or Timber	30,532	5/6/6	FR	SD	SD LSL DG	V	
1	2B	091	4.86	02010	Hwy 1W over SW Multnomah Blvd	1935	Concrete continuous	10,435	6/6/6	FR	OD	DG	V	
1	2B	091	5.26	08322	Hwy 1W over SW 26th Ave	1958	Concrete continuous	8,750	6/6/6	FR	ND		V	
1	2B	091	6.22	08205	Hwy 1W (SW Barbur Blvd) over Hwy 1	1959	Concrete continuous	25,799	6/6/6	FR	OD	DG VC	PV	
1	2B	091	7.40	07758C	Hwy 1W (Barbur Blvd) over Hwy 1 & Hwy 1W NB Conn	1985	Prestressed concrete	37,456	6/7/6	FR	ND		NV	
1	2B	091	8.65	09519	Hwy 1W over Hwy 144	1967	Prestressed concrete	18,208	6/6/6	FR	ND		V	2
1	2B	091	9.21	02532	Hwy 1W over PNWR (Tigard)	1940	Concrete continuous	21,947	6/6/6	FR	OD	LSL	PV	2
1	2B	091	9.37	02533	Fanno Creek, Hwy 1W	1940	Concrete continuous	8,184	6/6/6	FR	ND		PV	2
1	2B	091	12.18	01417N	Tualatin River, Hwy 1W NB	1955	Concrete continuous	17,195	5/6/6	FR	ND		PV	2
1	2B	091	12.20	01417S	Tualatin River, Hwy 1W SB	1929	Steel	20,145	5/6/6	FR	OD	LC	V	2
1	2B	091	13.82	01578	Rock Creek, OR 99W SB (Onion Flat)	1931	Concrete continuous	5,080	6/6/6	FR	OD	LSL	PV	2
1	2B	091	13.83	01578A	Rock Creek, OR 99W NB (Onion Flat)	1955	Concrete continuous	4,880	6/6/6	FR	ND		PV	2
1	2B	091	297.05	17064	Hwy 1W Conn to Hwy1 NB over Hwy1 (Terwilliger Int)	1993	Prestressed concrete continuous	24,939	6/7/7	FR	ND		NV	
1	2B	091	297.21	17176	Hwy 1W Conn to Hwy 1 NB (Terwilliger Blvd Intchg)	1993	Concrete continuous	13,579	5/6/7	FR	ND		NV	
1	2B	091AJ	7.82	07758D	Hwy 1W (Barbur Bd) NB Conn to Hwy 1 NB over Hwy 1	1985	Steel continuous	10,651	6/5/6	FR	ND		NV	
1	2B	091BW	-0.31	06683A	Hwy 1W Conn over Front Ave & UPRR (Steel Br Ramp)	1950	Steel	28,298	6/5/6	FR	OD	Paint	V	
1	2B	091BX	-0.28	02733B	Hwy 1W Conn over Front Ave (Steel Br Everett Ramp)	1950	Concrete continuous	10,021	6/6/6	FR	ND		V	
1	2B	092	1.24	09268B	Hwy 2W EB Conn to Hwy 61 SB	1972	Steel continuous	95,958	5/6/6	FR	ND		V	2
1	2B	092	1.26	09268A	NB Hwy 61 Conn to Hwy 2W WB	1972	Steel continuous	100,565	5/6/6	FR	OD	VC	V	2

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1	2B	092	1.46	09268E	Hwy 2W EB Conn to Hwy 61 NB	1973	Steel continuous	27,740	5/6/6	FR	OD	DG VC	V	2
1	2B	092	10.00	18940	Miller Creek, Hwy 2W	2002	Prestressed concrete	9,825	6/8/7	FR	ND		NV	
1	2B	092	10.77	02641A	Partial Viaduct, Hwy 2W (Sauvies Island Dr)	1949	Concrete continuous	28,279	7/7/7	GD	ND		NV	
1	2B	092	11.23	02014A	Hwy 2W over PNWR	1968	Concrete	10,669	6/6/6	FR	ND		NV	
1	2B	092	13.19	01740	McCarty Creek, Hwy 2W	1968	Concrete continuous	11,332	7/7/6	FR	ND		V	2
1	2B	092AA	1.69	16511	NW Vaughn Street over Hwy 2W	1988	Prestressed concrete continuous	14,414	6/6/6	FR	ND		NV	
1	2B	120	0.38	01726	Columbia Slough, Hwy 120	1933	Steel	11,424	6/6/5	FR	OD	LSL DG TS LC	V	
1	2B	123	0.27	06498	Hwy 123 over NW Mill St	1931	Steel	8,400	6/5/6	FR	ND		V	
1	2B	123	0.91	06497	Willamette R & Hwy 2W NB & UPRR, Hwy123 (St Johns)	1931	Steel	174,526	6/6/6	FR	ND		V	
1	2B	123	5.33	08996	Hwy 123 (N Lombard St) over Hwy 1 & Conns	1964	Concrete continuous	16,055	7/6/6	FR	OD	VC	PV	
1	2B	123	10.41	08402	Hwy123 (NE Killingsworth St) over Hwy68 (82nd Ave)	1958	Concrete continuous	13,905	6/6/6	FR	OD	VC	V	
1	2B	123	11.12	09666	Hwy 123 (NE Killingsworth St) over Hwy 64	1978	Prestressed concrete continuous	38,024	6/7/6	FR	ND		NV	
1	2B	123	12.43	09059	Hwy 123 (NE Sandy Blvd) over NE 122nd Ave	1962	Concrete continuous	8,382	7/6/7	FR	ND		PV	
1	2B	140	1.02	04962A	Jackson Bottom Slough, Hwy 140	1966	Prestressed concrete	5,593	7/7/5	FR	ND		PV	
1	2B	140	1.39	01081	Tualatin River, Hwy 140	1924	Concrete continuous	6,400	7/6/5	FR	OD	Scour	V	
1	2B	140	5.49	19896	Christensen Creek (Campbells Bridge), Hwy 140	2007	Prestressed concrete	9,630	6/7/6	FR	ND		NV	
1	2B	140	7.21	02742A	Burris Creek, Hwy 140 (Christensen Farm)	1960	Prestressed concrete	2,176	7/7/6	FR	ND		PV	
1	2B	140	9.59	04966A	McFee Creek, Hwy 140 (Bonner)	1959	Concrete	3,355	7/6/5	FR	OD	TS	PV	
1	2B	141	2.71	09671	Hwy 141 over Hwy 144 @ MP 3.82	1968	Concrete continuous	13,340	6/6/7	FR	ND		PV	
1	2B	141	4.71	09454	Hwy 141 over Hwy 144 @ MP 5.66	1966	Steel	18,682	6/6/6	FR	ND		PV	
1	2B	141	5.73	04968	Fanno Creek, Hwy 141 at MP 5.73	1965	Prestressed concrete	3,840	6/7/5	FR	ND		PV	
1	2B	141	8.88	04970B	Tualatin River, Hwy 141	1967	Prestressed concrete	15,792	7/7/6	FR	ND		PV	
1	2B	141	12.84	07579A	Hwy 141 (SW Elligsen Rd, Stafford Rd) over Hwy 1	1970	Prestressed concrete continuous	27,745	6/6/6	FR	ND		PV	
1	2B	143	9.20	09672	Hwy 143 over Hwy 144 @ MP 4.27	1968	Concrete continuous	30,174	5/6/6	FR	ND		PV	
1	2B	144	1.47	09611	Hwy 144 over Hwy 29 (SW Canyon Rd)	1971	Concrete continuous	17,014	7/6/6	FR	ND		PV	4

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1	2B	144	1.76	09612	Hwy 144 over Hwy 40	1971	Concrete continuous	15,657	7/6/6	FR	ND		PV	4
1	2B	144	2.07	09045	Hwy 144 over PNWR & 5th St	1968	Prestressed concrete	32,374	6/7/7	FR	ND		PV	4
1	2B	144	2.85	09457	Fanno Creek, Hwy 144	1968	Concrete continuous	16,751	7/7/7	GD	ND		PV	4
1	2B	144	5.11	0M080	Ashbrook Creek, Hwy 144	1970	Concrete continuous	-	6	FR	ND		PV	4
1	2B	144	7.22	09569	Hwy 144 over Hwy 1 & Conn	1966	Steel continuous	23,321	6/7/6	FR	OD	DG VC	V	4
1	2B	144AJ	0.92	13494	SW Walker Road over Hwy 144	1972	Prestressed concrete	17,214	7/7/7	GD	ND		PV	
1	2B	144AQ	2.49	16134	SW Allen Blvd over Hwy 144	1981	Concrete continuous	57,893	4/6/7	PR	SD	SD LSL	NV	
1	2B	144AW	3.02	16143	SW Denny Rd & Ramps over Hwy 144	1978	Concrete continuous	49,478	6/6/6	FR	ND		PV	4
1	2B	144AX	3.02	13074A	Fanno Creek, Hwy 144 Denney Rd Conn	1979	Prestressed concrete	8,205	7/7/7	GD	ND		NV	
1	2B	144BF	4.95	13574	SW Greenburg Road over Hwy 144	1973	Prestressed concrete continuous	21,535	7/7/7	GD	OD	VC	PV	4
1	2B	160	-0.03	09727	HWY 160 (OR 213) over UPRR, MP -0.05	1971	Concrete continuous	19,260	6/5/6	FR	OD	Rail	PV	
1	2B	160	0.01	21417	Hwy 160 (OR 213) over Washington St at MP 0.01	2012	Steel	14,557	7/8/7	GD	ND		NV	
1	2B	160	0.85	16522	Hwy 160 over Redland Rd	1983	Prestressed concrete continuous	20,007	6/6/7	FR	ND		NV	
1	2B	160	10.81	20666	Milk Creek Hwy 160 at MP 10.81	2009	Prestressed concrete	11,560	7/8/8	GD	ND		NV	
1	2B	160	12.46	01352A	Molalla River, Hwy 160 (Wrights)	1975	Prestressed concrete continuous	30,283	7/7/6	FR	ND		PV	
1	2B	171	0.11	09668	Hwy 171 (Milw Expy) over Hwy 1E (McLoughlin Blvd)	1969	Concrete continuous	33,299	6/6/6	FR	ND		PV	
1	2B	171	0.38	09554	Hwy 171 over UPRR AND SE 26TH AVE.	1968	Prestressed concrete continuous	19,977	6/6/6	FR	ND		PV	
1	2B	171	2.64	09831	Mt Scott Creek, Hwy 171	1970	Prestressed concrete	9,174	7/7/7	GD	OD	Rail	NV	
1	2B	171	3.89	09386	Hwy 171 over Hwy 68 (SE 82nd Ave) (Lake Rd Intchg)	1965	Prestressed concrete continuous	18,564	6/7/6	FR	ND		PV	
1	2B	171	4.44	09719	Hwy 64 NB Conn to Hwy 68 NB & Hwy171 WB over Hwy64	1974	Prestressed concrete continuous	19,401	6/5/6	FR	ND		PV	
1	2B	171	4.91	08911A	Hwy 171 over Hwy 64 (Clackamas Intchg)	1962	Prestressed concrete	23,481	6/7/5	FR	ND		V	3
1	2B	171	5.20	07867A	Hwy 171 over UPRR Mainline	1984	Prestressed concrete	24,543	6/6/7	FR	ND		V	3

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
1	2B	171	8.13	01439B	Rock Creek, Hwy 171	1985	Prestressed concrete	16,638	7/7/7	GD	ND		V	3
1	2B	171AA	0.33	09669A	Hwy 171 Conn to Hwy 1E NB over Hwy 1E NB	1994	Prestressed concrete continuous	47,113	6/6/7	FR	ND		NV	
1	2B	171AH	2.42	09623	Lake Rd (Harmony Rd) over Hwy 171	1970	Prestressed concrete continuous	20,188	7/6/6	FR	ND		PV	
1	2B	171AK	4.09	09718	Hwy 171 Conn (SE 82nd Dr) over Hwy 64	1975	Prestressed concrete continuous	28,859	6/6/6	FR	ND		PV	
1	2B	C0000	0.00	08898	Strawberry Lane over Hwy 64	1962	Prestressed concrete	7,400	7/7/7	GD	ND		PV	
1	2B	C0000	0.00	09757	82nd Dr over Hwy 64 (Gladstone Intchg)	1971	Prestressed concrete continuous	24,018	6/6/6	FR	ND		PV	
1	2B	C0000	0.00	09713	Otty Road over Hwy 64	1974	Prestressed concrete continuous	24,972	6/6/6	FR	ND		PV	
1	2B	C0000	0.00	18596	SE Monterey Ave over Hwy 64	2002	Prestressed concrete continuous	24,169	6/7/7	FR	ND		NV	
1	2B	C0000	0.11	09607	Hwy 47 Conn #2 (Parkway) over Hwy 144	1971	Concrete continuous	11,050	6/6/6	FR	ND		PV	4
1	2B	C0000	0.19	09608	SW Wilshire Ave over Hwy 144	1971	Concrete continuous	22,315	6/6/6	FR	ND		PV	
1	2B	C0000	0.63	16523	Holcomb Blvd (Oregon City) over Hwy 160	1983	Prestressed concrete	8,358	7/7/6	FR	ND		NV	
1	2B	C0000	0.71	09154	SW 1st Ave over Hwy 61	1964	Concrete continuous	19,161	6/6/6	FR	OD	LSL	PV	
1	2B	C0000	0.88	09155	SW 4th Ave over Hwy 61 & Conn #8	1964	Concrete continuous	13,297	6/6/6	FR	ND		PV	
1	2B	C0000	1.18	09609	SW Cabot Street over Hwy 144	1971	Prestressed concrete	9,628	7/6/6	FR	ND		PV	
1	2B	C0000	1.18	09161	SW Park Ave over Hwy 61	1967	Concrete continuous	19,335	7/5/6	FR	ND		PV	
1	2B	C0000	1.27	09741	Meridian Rd over Hwy 64	1969	Steel continuous	20,099	6/7/6	FR	ND		PV	
1	2B	C0000	1.60	21629	SE 17th Ave over Hwy 26 (SE Powell Blvd)	2013	Prestressed concrete	5,729	7/8/8	GD	ND		NV	
1	2B	C0000	1.74	16510	NW Wilson Street over Hwy 2W	1985	Prestressed concrete continuous	10,338	7/6/6	FR	ND		NV	
1	2B	C0000	1.77	09252	SW Jefferson St over Hwy 61	1967	Steel	14,820	6/7/7	FR	ND		PV	
1	2B	C0000	1.84	16509	NW York St & PTRR over Hwy 2W	1985	Prestressed concrete continuous	9,871	6/6/6	FR	ND		NV	
1	2B	C0000	1.97	09249T	SW Taylor St over Hwy 61	1968	Concrete continuous	8,355	6/5/6	FR	ND		PV	
1	2B	C0000	1.98	05195B	SW Barbur Blvd over Hwy 1W SB	1949	Concrete	11,359	6/6/6	FR	OD	VC	NV	
1	2B	C0000	2.02	09284	SW Yamhill St over Hwy 61	1968	Concrete continuous	9,250	7/6/7	FR	OD	LSL	PV	
1	2B	C0000	2.07	09283	SW Morrison St over Hwy 61	1968	Concrete continuous	9,250	7/5/6	FR	OD	LSL	PV	
1	2B	C0000	2.12	09282A	SW Alder St over Hwy 61	1968	Steel	12,925	6/7/7	FR	ND		PV	
1	2B	C0000	2.45	09276	NW Glisan St over Hwy 61	1968	Concrete continuous	8,306	7/6/7	FR	OD	VC	PV	

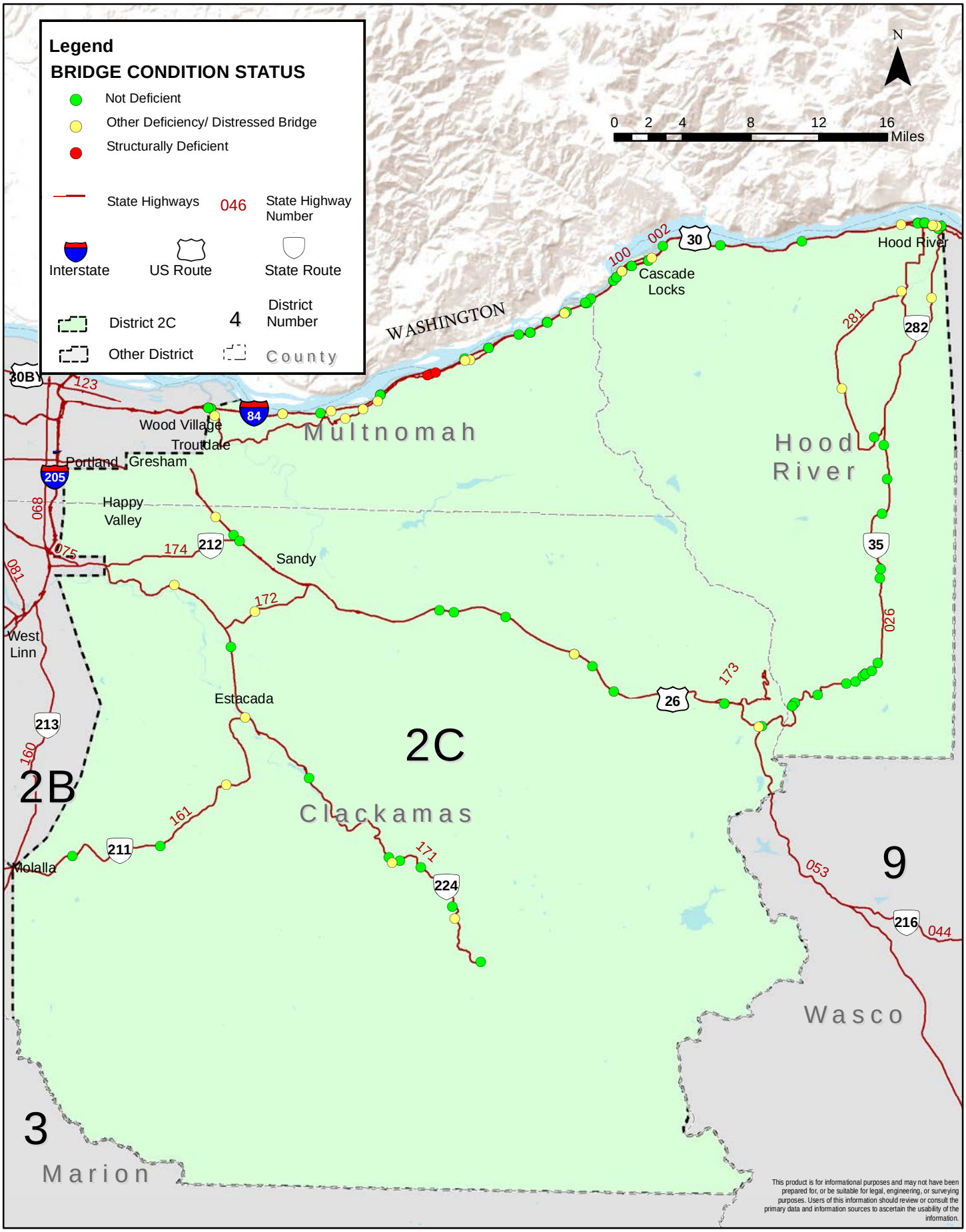
Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
1	2B	C0000	2.62	02237A	SE Milwaukie Ave over Hwy 1E	1968	Steel	11,100	5/5/5	FR	OD	VC	PV	
1	2B	C0000	4.30	09736	Johnson Rd over Hwy 64	1970	Steel continuous	20,738	7/6/6	FR	ND		PV	
1	2B	C0000	5.82	13516	NE Halsey St over Hwy 2 & UPRR & MAXLRT @ MP 5.82	1977	Prestressed concrete continuous	71,873	6/6/6	FR	OD	LSL	NV	
1	2B	C0000	6.69	09565	SW 72nd Ave over Hwy 144	1967	Steel continuous	14,572	7/7/6	FR	ND		PV	
1	2B	C0000	6.73	02163A	NE 102nd Ave over Hwy 2	1936	Steel	38,939	5/6/6	FR	OD	VC	V	
1	2B	C0000	6.76	13514E	NE 102nd Ave over Hwy 2 Conn 2&3 & Hwy 64 Conn 1&2	1977	Prestressed concrete continuous	32,544	6/7/6	FR	ND		PV	3
1	2B	C0000	8.28	09724	Sunset Ave (West Linn) over Hwy 64	1970	Prestressed concrete continuous	14,400	7/6/5	FR	ND		PV	
1	2B	C0000	8.64	09704	West A St (West Linn) over Hwy 64	1970	Prestressed concrete continuous	14,460	7/6/5	FR	ND		PV	
1	2B	C0000	8.69	09703	Broadway (West Linn) over Hwy 64 & Hwy 3 Conn #1	1970	Prestressed concrete continuous	22,533	7/7/7	GD	ND		PV	
1	2B	C0000	14.32	17118	SE Sunnybrook Rd over Hwy 64	2003	Prestressed concrete continuous	28,618	6/6/7	FR	ND		NV	
1	2B	C0000	14.43	17208	NE 207th Ave over Hwy 2	1996	Prestressed concrete continuous	20,508	7/7/7	GD	ND		NV	
1	2B	C0000	18.62	13533	SE Holgate Blvd over Hwy 64	1978	Prestressed concrete continuous	24,853	7/6/6	FR	ND		NV	
1	2B	C0000	19.63	13528A	SE Division Street OX Light Rail & Hwy 64 Conn SB	1979	Prestressed concrete	8,999	6/6/6	FR	ND		NV	
1	2B	C0000	20.06	13527	SE Market St over Hwy 64 at MP 20.06	1978	Prestressed concrete continuous	17,941	6/6/7	FR	ND		NV	
1	2B	C0000	20.57	13523	SE Washington St over Hwy 64	1978	Prestressed concrete continuous	16,458	6/7/6	FR	ND		NV	
1	2B	C0000	20.62	13522	SE Stark Street over Hwy 64	1979	Prestressed concrete continuous	18,686	6/6/6	FR	ND		NV	
1	2B	C0000	20.87	13521	E Burnside St over Hwy 64	1978	Prestressed concrete continuous	30,769	6/6/6	FR	ND		NV	
1	2B	C0000	21.12	13520	NE Glisan Street over Hwy 64	1978	Prestressed concrete continuous	29,644	6/5/5	FR	OD	Rail	NV	
1	2B	C0000	22.71	13514C	Hwy 64 over Hwy 64 SB Conn to Hwy 2 EB	1979	Concrete	24,699	5/5/5	FR	ND		PV	1
1	2B	C0000	23.27	09667	NE Prescott St over Hwy 64	1978	Prestressed concrete continuous	21,849	6/6/6	FR	ND		NV	
1	2B	C0000	56.24	09915	Gordon Rd over Hwy 47	1970	Prestressed concrete continuous	9,039	7/6/6	FR	ND		PV	
1	2B	C0000	57.16	21494	Glencoe Rd Conn (North Plains) over Hwy 47	2013	Steel continuous	22,749	7/8/8	GD	OD	VC	NV	
1	2B	C0000	284.88	07695A	Boeckman Road over Hwy 1	1969	Steel continuous	14,564	6/7/6	FR	ND		PV	
1	2B	C0000	287.42	07575A	Norwood Road over Hwy 1	1969	Steel continuous	12,457	7/6/6	FR	ND		PV	

2016 BRIDGE CONDITION REPORT - District 2B

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
1	2B	C0000	291.81	07727A	SW Bonita Road over Hwy 1	1975	Prestressed concrete continuous	14,415	6/6/6	FR	ND		PV	
1	2B	C0000	296.34	08202	SW Spring Garden St over Hwy 1	1959	Concrete continuous	7,920	7/5/7	FR	OD	LSL VC	PV	
1	2B	C0000	296.46	08201	SW 19th Ave over Hwy 1 & Conn	1959	Concrete continuous	16,275	5/6/7	FR	ND		PV	
1	2B	C0000	296.55	08437	SW Multnomah Blvd over Hwy 1	1959	Steel continuous	14,243	4/6/7	PR	SD	SD Paint VC	PV	
1	2B	C0000	297.45	08392C	SW Terwilliger Blvd over Hwy 1 & Conns	1993	Prestressed concrete continuous	42,456	7/6/6	FR	ND		NV	
1	2B	C0000	297.55	08198	SW Brier Place over Hwy 1	1959	Concrete continuous	14,364	5/6/6	FR	OD	VC	PV	
1	2B	C0000	298.83	08196	SW Corbett Ave over Hwy 1	1959	Concrete continuous	18,570	6/7/6	FR	ND		PV	
1	2B	C0000	302.29	08575	NE Weidler St over Hwy 1	1963	Concrete continuous	8,880	6/6/6	FR	OD	VC	PV	
1	2B	C0000	302.33	08575Q	N Williams Ave over Hwy 1	1963	Concrete continuous	10,780	6/6/6	FR	OD	VC	PV	
1	2B	C0000	302.35	08575R	NE Broadway over Hwy 1	1963	Concrete continuous	8,451	6/6/6	FR	OD	VC	PV	
1	2B	C0000	302.43	08574	N Vancouver Ave over Hwy 1	1963	Concrete continuous	27,047	6/6/6	FR	OD	VC	PV	
1	2B	C0000	302.53	08573	N Flint Ave over Hwy 1	1963	Concrete continuous	29,231	6/6/6	FR	OD	VC	PV	
1	2B	C0000	303.88	09012	N Skidmore St over Hwy 1 & Conn	1964	Concrete continuous	29,219	6/6/6	FR	OD	VC	PV	
1	2B	C0000	304.18	09007	N Alberta St over Hwy 1	1964	Concrete continuous	7,050	7/6/6	FR	OD	VC	PV	
1	2B	C0000	304.43	09002	N Killingsworth St over Hwy 1	1964	Concrete continuous	10,200	6/6/6	FR	OD	VC	PV	
1	2B	C0000	304.68	09000	N Ainsworth St over Hwy 1	1964	Concrete continuous	12,540	7/6/6	FR	OD	VC	PV	
1	2B	C21651	288.98	07586A	SW Sagert Road over Hwy 1	1969	Steel continuous	12,192	6/7/6	FR	ND		PV	

OREGON STATE HIGHWAY SYSTEM
2016 BRIDGE CONDITION - DISTRICT 2C

APRIL 2016



2016 BRIDGE CONDITION REPORT - District 2C

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
1	2C	002	17.68	20878	Sandy River, Hwy 002 EB at MP 17.68	2011	Steel continuous	67,898	8/6/8	FR	ND		NV	
1	2C	002	17.68	20879	Hwy Sandy River, HWY 002 WB at MP 17.68	2013	Steel continuous	53,199	6/8/8	FR	ND		NV	
1	2C	002	17.82	06945	Hwy 2 EB over Conn #2 (Jordan Rd)	1946	Concrete	1,990	7/7/7	GD	ND		PV	1
1	2C	002	17.82	06945A	Hwy 2 WB over Conn #2 (Jordan Rd)	1946	Concrete	2,127	8/8/8	VG	ND		PV	1
1	2C	002	24.33	02565	Rooster Rock Creek, Hwy 2 Rt	1939	Concrete continuous	-	6	FR	ND		NV	
1	2C	002	33.60	02682	Horsetail Creek & Oneonta Creek, Hwy 2	1946	Concrete continuous	-	5	FR	ND		NV	
1	2C	002	35.12	02176	Hwy 2 WB over Hwy 100 & UPRR (Dodson)	1949	Steel continuous	22,198	5/6/6	FR	ND		PV	1
1	2C	002	35.12	02176A	Hwy 2 EB over Hwy 100 & UPRR (Dodson)	1960	Steel continuous	21,839	5/6/6	FR	ND		PV	1
1	2C	002	37.12	08692	Hwy 2 over Conn to Warrendale	1961	Prestressed concrete	11,898	7/7/8	GD	ND		V	1
1	2C	002	37.83	02193B	McCord Creek, Hwy 2 EB	1962	Prestressed concrete	13,411	6/6/7	FR	ND		V	1
1	2C	002	37.83	18067	McCord Creek, Hwy 2 WB	1998	Prestressed concrete continuous	18,630	7/8/8	GD	ND		NV	
1	2C	002	38.98	02194A	Moffett Creek, Hwy 2 WB	1950	Concrete continuous	10,205	5/6/6	FR	ND		PV	1
1	2C	002	38.98	20855	Moffett Creek Hwy 002 EB at MP 38.98	2009	Steel continuous	20,791	7/8/8	GD	ND		NV	
1	2C	002	40.14	02062A	Tanner Creek, Hwy 2 WB	1950	Concrete continuous	19,677	5/5/5	FR	ND		PV	1
1	2C	002	40.14	02062B	Tanner Creek, Hwy 2 EB	1962	Concrete continuous	17,911	7/6/6	FR	OD	LSL DG	PV	1
1	2C	002	40.27	06924	Hwy 2 over Bonneville Dam Conn	1951	Concrete	2,752	6/7/7	FR	ND		PV	1
1	2C	002	41.31	09382	Eagle Creek Viaduct, Hwy 2 WB	1969	Steel continuous	119,984	7/7/7	GD	ND		V	1
1	2C	002	41.55	02063	Eagle Creek, Hwy 2 EB	1969	Steel continuous	20,271	6/7/7	FR	ND		PV	1
1	2C	002	41.96	09377	Ruckel Creek & UPRR, Hwy 2	1969	Steel continuous	40,150	7/7/7	GD	ND		V	1
1	2C	002	43.66	08609	Hwy 2 over Hwy 100 EB	1962	Steel	18,630	7/6/6	FR	ND		V	1
1	2C	002	43.93	08610	Hwy 2 EB over Moody St (Cascade Locks)	1962	Concrete continuous	8,610	7/7/7	GD	ND		PV	1
1	2C	002	43.93	08610W	Hwy 2 WB over Moody St (Cascade Locks)	1962	Concrete continuous	8,732	7/7/7	GD	ND		PV	1
1	2C	002	44.40	08611	Hwy 2 EB over Hazel St (Cascade Locks)	1962	Prestressed concrete	5,390	7/7/8	GD	OD	DG	V	1

2016 BRIDGE CONDITION REPORT - District 2C

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
1	2C	002	44.40	08611W	Hwy 2 WB over Hazel St (Cascade Locks)	1962	Prestressed concrete	5,390	7/7/8	GD	OD	DG	V	1
1	2C	002	45.01	20742	Hwy 2 WB over Hwy 002HX to Hwy 100 at MP 45.01	2009	Prestressed concrete	5,254	8/8/8	VG	ND		NV	
1	2C	002	45.01	20743	Hwy 2 EB over Hwy 002HX to Hwy 100 at MP 45.01	2009	Prestressed concrete	5,254	8/8/8	VG	ND		NV	
1	2C	002	46.10	07403A	Herman Creek, Hwy 2	1952	Concrete continuous	11,325	7/6/7	FR	ND		PV	1
1	2C	002	47.31	08623	Hwy 2 over Herman Creek Conn	1965	Concrete continuous	9,594	6/7/6	FR	ND		PV	1
1	2C	002	50.99	08604	Hwy 2 over Conn (Wyeth Intchg)	1965	Concrete continuous	8,591	7/7/6	FR	ND		PV	1
1	2C	002	56.04	08534	Hwy 2 over Conn Viento Intchg	1965	Concrete continuous	8,613	7/6/6	FR	ND		PV	1
1	2C	002	63.02	07496	Hwy 2 WB overJaymar Rd (Westcliff Dr)	1952	Concrete continuous	3,968	6/6/7	FR	ND		PV	1
1	2C	002	63.02	07496A	Hwy 2 EB over Jaymar Rd (Westcliff Dr)	1964	Concrete continuous	4,973	7/6/7	FR	ND		PV	1
1	2C	002	63.41	02443	Hwy 2 WB over UPRR	1953	Prestressed concrete continuous	23,480	6/6/6	FR	ND		PV	1
1	2C	002	63.41	08662	Hwy 2 EB over UPRR	1964	Steel continuous	22,550	7/6/7	FR	ND		PV	1
1	2C	002	64.15	02444	Hood River, Hwy 2 EB	1953	Steel continuous	14,350	5/6/7	FR	OD	DG	PV	1
1	2C	002	64.15	02444A	Hood River, Hwy 2 WB	1962	Steel continuous	16,008	6/7/6	FR	OD	DG	PV	1
1	2C	002	64.44	21218	Hwy 2 over Hood River Bridge Connector (Conn 2)	2009	Steel	8,362	7/8/8	GD	ND		NV	
1	2C	002BT	22.10	08470R	Hwy 2 Conn #1 to Corbett Conn #2 (Corbett Intchg)	1960	Concrete continuous	15,492	6/6/6	FR	OD	DG	PV	
1	2C	002BU	22.11	08470	Corbett Conn #2 to Hwy 2 over Hwy 2 (Corbett Int)	1960	Steel	11,646	6/6/6	FR	OD	VC	PV	
1	2C	002BY	25.03	08037	Rooster Rock Park Conn over Hwy 2	1957	Concrete continuous	7,277	6/6/7	FR	OD	DG	V	
1	2C	002CA	28.09	06671	Hwy 2 Conn Rt over UPRR	1945	Concrete continuous	17,150	7/6/6	FR	ND		V	
1	2C	002CB	28.05	06671A	Bridal Veil Conn over Hwy 2	1960	Prestressed concrete	10,468	6/6/7	FR	ND		PV	
1	2C	002CS	41.57	02063A	Eagle Creek, Hwy 2 Service Rd Rt	1914	Concrete	2,756	5/5/5	FR	ND		PV	
1	2C	002CT	46.35	08634	Hwy 002 Conn (NW Forest Ln) over Hwy 002	1965	Prestressed concrete	8,354	7/7/7	GD	OD	VC	NV	
1	2C	002CV	46.06	07403B	Herman Creek, Hwy 2 Frontage Rd Rt	1965	Concrete continuous	3,267	7/7/7	GD	ND		NV	
1	2C	002DS	63.92	07459	Second Street (Hood River) over Hwy 2	1953	Concrete continuous	16,438	6/6/7	FR	OD	VC	PV	

2016 BRIDGE CONDITION REPORT - District 2C

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
1	2C	002DS	63.98	07458	Hwy 2 Frontage Rd (2nd St) over UPRR	1952	Concrete continuous	14,015	6/6/6	FR	ND		PV	
1	2C	002DU	64.25	02471B	Hwy 2 Conn over UPRR & Frontage Rd	1974	Concrete continuous	26,181	6/6/7	FR	ND		NV	
1	2C	026	19.05	09135	North Fork Deep Creek, Hwy 26	1965	Concrete continuous	-	6	FR	ND		NV	
1	2C	026	33.24	19957	Alder Creek, Hwy 26	2005	Prestressed concrete	13,975	7/7/7	GD	ND		NV	
1	2C	026	34.09	19958	Wildcat Creek, Hwy 26	2006	Prestressed concrete	6,153	7/7/8	GD	ND		NV	
1	2C	026	37.26	08522	Salmon River, Hwy 26	1972	Prestressed concrete continuous	385,537	7/6/6	FR	ND		PV	3
1	2C	026	42.60	19115	Bear Creek Bridge, Hwy 26 at MP 42.60	2002	Concrete	2,097	7/7/7	GD	ND		NV	
1	2C	026	42.61	19265	Bear Creek Access, Hwy 26 at MP 42.60	2005	Steel	838	7/8/8	GD	OD	DG	NV	
1	2C	026	43.81	19281	Zig Zag River, Hwy 26 at MP 43.81	2005	Steel	19,985	7/7/8	GD	ND		NV	
1	2C	026	46.04	19723	Zig Zag River, Hwy 26 at MP 46.02	2005	Prestressed concrete	4,938	7/7/7	GD	ND		NV	
1	2C	026	57.58	16136	Hwy 26 over Hwy 53	1974	Prestressed concrete	6,200	7/7/7	GD	OD	Rail	NV	
1	2C	026	57.79	19649	SALMON RIVER FISH PASSAGE HWY 026 AT MP 57.79	2005	Prestressed concrete	3,617	7/7/7	GD	ND		NV	
1	2C	026	61.59	21928	North Fork Mineral Creek Hwy 026 at MP 61.59	2011	Steel	-	8	VG	ND		NV	
1	2C	026	61.70	21344	White River HWY 026 at MP 61.70	2011	Prestressed concrete	12,363	8/8/8	VG	ND		NV	
1	2C	026	61.79	21346	Green Apple Creek HWY 026 at MP 61.79	2011	Concrete continuous	11,712	8/8/8	VG	ND		NV	
1	2C	026	65.88	21345	Clark Creek HWY 026 at MP 65.88	2011	Prestressed concrete	2,864	8/8/8	VG	ND		NV	
1	2C	026	66.48	21978	Culvert, Hwy 026 at MP 66.48	2011	Concrete	-	8	VG	ND		NV	
1	2C	026	66.99	21981	Culvert, Hwy 026 at MP 66.99	2011	Concrete	-	8	VG	ND		NV	
1	2C	026	67.17	21983	Culvert, Hwy 026 at MP 67.17	2011	Concrete	-	8	VG	ND		NV	
1	2C	026	67.25	03638A	N Fork of East Fork Hood River (Newton Cr), Hwy 26	1964	Concrete	1,248	7/7/7	GD	ND		NV	
1	2C	026	67.48	21984	Culvert, Hwy 026 at MP 67.48	2011	Concrete	-	8	VG	ND		NV	
1	2C	026	68.23	03639A	Hood River, Hwy 26	1964	Concrete continuous	4,914	7/6/7	FR	ND		NV	
1	2C	026	73.26	03640A	East Fork Hood River, Hwy 26 at MP 73.26	1962	Concrete continuous	3,510	7/7/7	GD	ND		NV	
1	2C	026	73.82	21152	Polallie Creek, Hwy 026 at MP 73.82	2010	Prestressed concrete	3,120	8/8/8	VG	ND		NV	
1	2C	026	77.65	16006	East Fork Hood River, Hwy 26 at MP 77.65	1961	Concrete continuous	4,928	7/6/7	FR	ND		NV	
1	2C	026	77.79	0M038	Dog River, Hwy 26	1961	Concrete continuous	-	6	FR	ND		NV	
1	2C	026	83.94	0M039	Irrigation Ditch, Hwy 26 at MP 83.94	1961	Concrete continuous	-	7	GD	ND		NV	
1	2C	026	97.49	00646A	Hwy 26 over MHR (Van Horn)	1962	Concrete continuous	4,941	6/6/7	FR	OD	DG LC	NV	

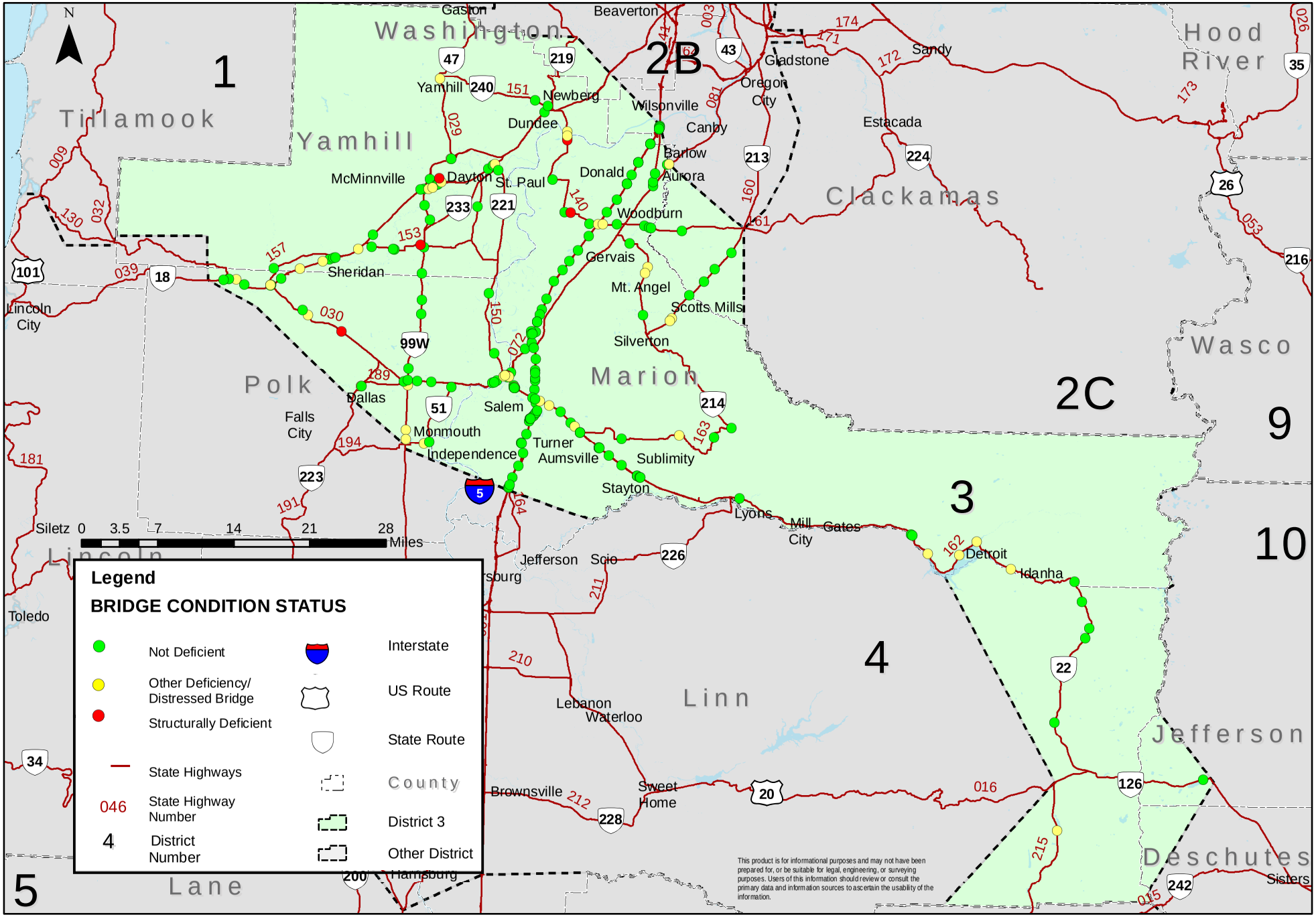
Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
1	2C	100	0.03	02019	Sandy River, Hwy 100	1912	Steel	8,554	5/5/5	FR	OD	LSL Paint LC	V	
1	2C	100	11.93	04527	Latourell Creek, Hwy 100	1914	Concrete continuous	7,825	6/5/5	FR	OD	LSL	V	
1	2C	100	13.14	04528	Youngs Creek, Hwy 100 (Shepperds Dell)	1914	Concrete	3,765	6/5/6	FR	OD	LSL LC	V	
1	2C	100	14.17	00823	Bridal Veil Creek, Hwy 100	1914	Concrete continuous	2,688	6/6/5	FR	OD	LSL	V	
1	2C	100	17.68	00840	West Multnomah Falls Viaduct, Hwy 100	1914	Concrete continuous	8,040	4/4/5	PR	SD	SD LSL LC	PV	
1	2C	100	17.89	04534	Multnomah Creek, Hwy 100	1914	Concrete	1,595	7/4/5	PR	SD	SD LSL	PV	
1	2C	100	18.21	00841	East Multnomah Falls Viaduct, Hwy 100	1914	Concrete continuous	17,220	4/5/5	PR	SD	SD LSL	PV	
1	2C	100	20.09	07108A	Oneonta Gorge Creek, Hwy 100	1948	Concrete	1,680	6/7/5	FR	OD	LSL Scour	NV	
1	2C	100	20.39	04543	Horsetail Creek, Hwy 100	1914	Concrete continuous	1,440	6/7/5	FR	OD	LSL LC	PV	
1	2C	100	48.95	09017	Hwy 100 over Hwy 2	1963	Steel	8,736	7/6/6	FR	OD	VC	NV	
1	2C	100	51.11	00200A	Hood River & UPRR, Hwy 100	1982	Prestressed concrete continuous	32,678	7/7/7	GD	ND		NV	
1	2C	161	15.41	17355	Molalla River, Hwy 161 (Meadowbrook)	1996	Prestressed concrete	13,737	7/7/7	GD	ND		NV	
1	2C	161	21.54	01608A	Canyon Creek, Hwy 161	1932	Prestressed concrete	4,457	6/7/7	FR	ND		V	
1	2C	161	27.33	01607A	Clear Creek, Hwy 161	1931	Concrete continuous	5,363	6/6/5	FR	OD	Scour	V	
1	2C	161	33.41	02208	Clackamas River, Hwy 161 (Estacada)	1936	Concrete	13,462	6/6/5	FR	OD	LSL	V	
1	2C	171	13.90	02082A	Deep Creek, Hwy 171	1948	Concrete continuous	5,146	6/6/5	FR	OD	LSL	V	
1	2C	171	19.05	03060B	Eagle Creek, Hwy 171	1972	Prestressed concrete	17,588	7/7/6	FR	ND		PV	
1	2C	171	30.04	05272A	North Fork Clackamas River, Hwy 171	1979	Steel	-	6	FR	ND		NV	
1	2C	171	38.77	08988	Clackamas River, Hwy 171 at MP 38.77 (Carter)	1954	Steel	10,221	6/6/6	FR	ND		PV	
1	2C	171	39.15	08989	Clackamas River, Hwy 171 at MP 39.16 (Armstrg)	1954	Steel	12,902	6/6/6	FR	OD	Paint	PV	
1	2C	171	39.73	16008	Hwy 171 Half Viaduct at MP 39.73	1970	Prestressed concrete	5,445	6/7/7	FR	ND		NV	
1	2C	171	41.48	18178	Roaring River, Hwy 171	1997	Prestressed concrete	5,483	8/8/8	VG	ND		NV	
1	2C	171	44.88	08991	Clackamas River, Hwy 171 at MP 44.88 (Whitewater)	1952	Steel	8,286	6/6/7	FR	ND		PV	
1	2C	171	45.83	08990	Clackamas R, Hwy 171 at MP 45.83 (Cripple Creek)	1952	Steel	7,881	6/6/6	FR	OD	Paint	PV	
1	2C	171	49.96	05269	Clackamas R, Hwy 171 at MP 49.96 (Ripple Brook)	1958	Concrete continuous	2,768	7/7/7	GD	ND		PV	
1	2C	172	2.08	03062	Deep Creek, Hwy 172	1948	Concrete continuous	4,991	6/5/7	FR	OD	LSL	V	

2016 BRIDGE CONDITION REPORT - District 2C

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
1	2C	174	8.47	13492	Hwy 174 over Hwy 26	1973	Prestressed concrete	20,736	7/7/6	FR	ND		V	3
1	2C	281	4.94	01600	Hood River, Hwy 281 (Tucker)	1931	Concrete	5,170	6/6/5	FR	OD	LSL	PV	
1	2C	281	12.90	01939	East Fork Hood River, Hwy 281	1934	Steel	5,775	5/5/5	FR	OD	LSL	PV	
1	2C	281	18.20	00640A	East Fork Hood River, Hwy 281	1989	Prestressed concrete	3,500	6/8/7	FR	ND		NV	
1	2C	C0000	0.00	20338	Multorpor Mountain Rd over Hwy 26	2006	Steel	5,936	7/7/8	GD	ND		NV	
1	2C	C0000	0.00	09381	Boring Rd over Hwy 26	1965	Concrete continuous	12,843	6/6/6	FR	OD	VC	PV	
1	2C	C0000	63.80	18571	Mt Hood Meadows Access Rd over Hwy 26	2001	Prestressed concrete	4,884	7/7/8	GD	ND		NV	

OREGON STATE HIGHWAY SYSTEM
2016 BRIDGE CONDITION - DISTRICT 3

APRIL 2016



2016 BRIDGE CONDITION REPORT - District 3

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	03	001	244.96	00367A	Miller Creek, Hwy 1 at MP 244.96	1957	Concrete continuous	-	6	FR	ND		NV	
2	03	001	245.87	03469A	Miller Creek, Hwy 1 at MP 245.87	1958	Concrete continuous	-	6	FR	ND		NV	
2	03	001	248.41	17477	Hwy 1 over Turner-Sunnyside Rd	1997	Prestressed concrete continuous	21,871	5/6/7	FR	ND		NV	
2	03	001	249.35	16161	Hwy 1 NB over Hwy 1E NB (Commercial St SE)	1981	Concrete continuous	7,462	7/6/6	FR	ND		PV	1
2	03	001	249.38	07524B	Hwy 1 SB over Hwy 1E NB (Commercial St SE)	1954	Concrete continuous	6,534	6/6/6	FR	ND		PV	1
2	03	001	251.79	19126	Hwy 1 over Fairview Industrial Drive SE	2007	Prestressed concrete	17,068	6/7/7	FR	ND		NV	
2	03	001	252.13	20026	Hwy 1 over UPRR Main Line	2007	Prestressed concrete	34,344	6/7/7	FR	ND		NV	
2	03	001	252.22	20032	Hwy 1 over Turner Road SE	2007	Prestressed concrete continuous	27,377	6/7/7	FR	ND		NV	
2	03	001	252.54	20034	Mill Creek, Hwy 1 NB	2007	Prestressed concrete	14,101	6/7/7	FR	ND		NV	
2	03	001	252.57	20035	Mill Creek, Hwy 1 SB AT MP 252.57	2007	Prestressed concrete	14,756	6/7/7	FR	ND		NV	
2	03	001	252.84	20109	Mill Creek Oflow, Hwy 1 at MP 252.84	2007	Concrete continuous	-	7	GD	ND		NV	
2	03	001	253.52	19127	Mill Creek Oflow, Hwy 1 AT MP 253.52	2008	Prestressed concrete	15,643	6/7/7	FR	ND		NV	
2	03	001	254.74	18267	Hwy 1 over State Street	2000	Prestressed concrete	19,910	6/7/7	FR	ND		NV	
2	03	001	256.28	17320	Hwy 1 over Market Street NE	1996	Prestressed concrete continuous	52,034	7/7/7	GD	ND		NV	
2	03	001	256.54	17319	Hwy 1 over Sunnyview Ave NE	1996	Prestressed concrete continuous	27,023	6/7/6	FR	ND		NV	
2	03	001	257.53	17487	Hwy 1 over Silverton Road NE	1999	Prestressed concrete	22,894	6/7/6	FR	ND		NV	
2	03	001	259.10	07854C	Hwy 1 over UPRR Main Line	1975	Prestressed concrete continuous	24,964	6/7/6	FR	ND		PV	1
2	03	001	259.95	07855D	Hwy 1 SB over Hwy 72 NB	1975	Prestressed concrete continuous	23,232	7/6/6	FR	ND		PV	1
2	03	001	259.95	07855C	Hwy 1 NB over Hwy 72 NB	1975	Prestressed concrete continuous	26,825	7/6/6	FR	ND		PV	1
2	03	001	261.12	16086	Labish Bottom, Hwy 1 NB	1975	Concrete continuous	21,808	7/7/6	FR	ND		PV	1
2	03	001	261.12	16086A	Labish Bottom, Hwy 1 SB	1975	Concrete continuous	23,302	7/7/6	FR	ND		PV	1
2	03	001	276.40	07799A	Hwy 1 NB over Fellers Road NE	1955	Concrete continuous	7,425	6/6/7	FR	ND		PV	1
2	03	001	276.40	07799B	Hwy 1 SB over Fellers Road NE	1955	Concrete continuous	7,425	6/6/7	FR	ND		PV	1
2	03	001	278.67	07796A	Hwy 1 NB over Ehlen Road NE	1955	Concrete continuous	7,425	6/6/6	FR	ND		PV	1

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	03	001	278.67	07796B	Hwy 1 SB over Ehlen Road NE	1955	Concrete continuous	7,425	6/6/6	FR	ND		PV	1
2	03	001	280.67	07795A	Hwy 1 NB over Arndt Road NE	1955	Concrete continuous	8,100	6/6/6	FR	ND		PV	1
2	03	001	280.67	07795B	Hwy 1 SB over Arndt Road NE	1955	Concrete continuous	8,100	6/6/6	FR	ND		PV	1
2	03	001	282.25	20418	Hwy 1 NB over Hwy 51 SB	2007	Prestressed concrete	5,640	6/7/7	FR	ND		NV	
2	03	001	282.28	20419	Hwy 1 SB over Hwy 51 SB	2007	Prestressed concrete	7,526	7/7/7	GD	ND		NV	
2	03	001 F	245.19	07940	Miller Creek, Hwy 1 Frtg Rd Rt	1957	Concrete continuous	-	6	FR	ND		NV	
2	03	001OL	244.86	00365A	Miller Creek, Hwy 1 Frtg Rd Lt	1920	Concrete	912	5/6/6	FR	ND		NV	
2	03	001OY	251.52	16967	Kuebler Blvd SE over Hwy 1 & Conn	1989	Prestressed concrete continuous	24,989	6/6/6	FR	ND		NV	
2	03	001PA	251.79	17015	Hwy 1 SB Conn over Fairview Industrial Drive SE	1989	Prestressed concrete	5,275	6/6/7	FR	ND		NV	
2	03	001PN	260.10	20298	Hwy 1 Conn (Chemawa Rd NE) over Ulali Drive	2006	Prestressed concrete	8,056	7/7/7	GD	ND		NV	
2	03	001PN	260.20	07855B	Chemawa Rd NE over Hwy 1 & Hwy 72 NB Conn	1975	Steel continuous	37,432	5/7/7	FR	OD	VC	PV	
2	03	001PN	260.20	16569	Hwy 1 Conn (Chemawa Rd) over UPRR & Indian Sch Rd	1983	Prestressed concrete	18,552	7/7/6	FR	ND		NV	
2	03	001PQ	259.97	07855E	Chemawa Rd NE to Hwy 1 SB over Hwy 72 (Salem Pkwy)	1984	Prestressed concrete continuous	13,183	6/6/7	FR	ND		NV	
2	03	001QX	282.43	09870	Hwy 1 Conn #1 over Hwy 51 NB	1971	Concrete continuous	9,859	6/6/6	FR	ND		PV	
2	03	001RB	282.17	07624B	Hwy 1 Conn #5 over Hwy 51 SB	1971	Concrete continuous	9,292	7/6/7	FR	ND		PV	
2	03	001UO	247.10	07939A	Hwy 1 Frtg Rd (Illahee Fr Rd) over Hwy 1	1980	Prestressed concrete continuous	7,287	7/5/7	FR	ND		NV	
2	03	001XC	251.78	20665	Kuebler Blvd NB On-Ramp Hwy 1 at MP 251.78	2010	Prestressed concrete	3,726	7/7/7	GD	ND		NV	
2	03	016	87.07	19184	LAKE CREEK, HWY 16	2005	Prestressed concrete	3,864	7/7/7	GD	ND		NV	
2	03	029	34.71	00526A	Yamhill Creek, Hwy 29	1958	Concrete	2,280	7/6/5	FR	OD	TS	V	
2	03	030	0.03	02081	South Yamhill River, Hwy 30 (Wallace)	1935	Steel continuous	6,470	6/5/6	FR	OD	DG	V	4
2	03	030	3.97	02015	Gooseneck Creek, Hwy 30	1934	Wood or Timber	3,062	6/6/6	FR	ND		V	4
2	03	030	4.71	01756A	Mill Creek, Hwy 30	1946	Steel	8,207	6/6/5	FR	OD	LSL Scour	V	4
2	03	030	8.38	02001	Salt Creek, Hwy 30 at MP 8.38	1934	Wood or Timber	2,679	6/6/4	PR	SD	SD TS	PV	4
2	03	030	15.72	19824	Hwy 30 EB Over Hwy 189	2006	Prestressed concrete continuous	9,085	7/8/8	GD	ND		NV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	03	030	16.94	09872	Hwy 30 over WPRR (Derry)	1973	Prestressed concrete continuous	17,659	6/7/7	FR	ND		PV	4
2	03	030	18.31	00351A	Mud Slough, Hwy 30 (Basket Slough)	1973	Concrete continuous	10,836	6/6/6	FR	ND		PV	4
2	03	030	24.31	08889	Hwy 30 over Hwy 150 at MP 24.30	1963	Steel continuous	38,287	6/6/6	FR	ND		V	4
2	03	030	24.53	09055	Hwy 30 over Access to Boat Moorage	1963	Concrete	2,945	7/7/5	FR	ND		NV	
2	03	030	24.86	08981	Hwy 30 WB over Hwy 150 at MP 24.86	1963	Steel	5,312	6/6/6	FR	ND		V	4
2	03	030	25.62	07366	Hwy 30 WB over Hwy 150 Conn	1952	Concrete continuous	4,634	5/6/6	FR	OD	DG VC	V	4
2	03	030	25.69	22523	Willamette River, Hwy 30AZ EB Ramp	1953	Concrete	18,262	8/8/8	VG	OD	DG	NV	
2	03	030	25.88	00123K	Willamette River, Hwy 30 EB (Center St)	1953	Steel continuous	173,796	5/5/5	FR	OD	LSL	V	4
2	03	030	25.88	22519	Willamette River, Hwy 30 EB Ramp N.	1953	Concrete	173,796	8/8/8	VG	OD	DG	NV	
2	03	030	25.91	07253B	Willamette R, Hwy 30 WB & Hwy 72 Conn (Marion St)	1953	Steel continuous	155,541	6/5/6	FR	SD	SD LSL	V	4
2	03	030AP	25.85	07253R	Hwy 30 Conn (Marion St Br) to Hwy 150	1953	Concrete continuous	16,050	7/6/6	FR	ND		V	
2	03	030AR	26.00	00123G	Willamette River, EB Hwy 30 Ramp to SB Hwy 72	1977	Concrete continuous	8,192	7/6/7	FR	ND		PV	4
2	03	039	22.62	17986	Hwy 39 over Casino Entrance Rd	1996	Prestressed concrete	1,899	7/7/7	GD	ND		NV	
2	03	039	23.10	01344C	South Yamhill River, Hwy 39 at MP 23.09	1992	Prestressed concrete	8,660	7/7/7	GD	ND		NV	
2	03	039	23.77	00745	South Yamhill River, Hwy 39 at MP 23.77	1946	Concrete continuous	9,574	6/5/6	FR	OD	LSL DG	V	2
2	03	039	27.17	08320	South Yamhill River & Hwy 157, Hwy 39 at MP 27.17	1958	Steel continuous	22,939	5/6/6	FR	ND		V	2
2	03	039	27.28	08321	Hwy 39 over Hwy 30	1958	Concrete continuous	8,986	6/6/6	FR	ND		PV	2
2	03	039	28.38	0M022	Culvert, Hwy 39 at MP 28.38	1957	Concrete continuous	-	6	FR	ND		PV	2
2	03	039	30.38	08060	Mill Creek, Hwy 39	1957	Concrete continuous	6,264	5/6/6	FR	OD	DG	V	2
2	03	039	33.21	0M023	Culvert, Hwy 39 at MP 33.21	1957	Concrete continuous	-	6	FR	ND		NV	
2	03	039	33.64	08063	South Yamhill River, Hwy 39 at MP 33.64	1956	Concrete continuous	15,290	5/6/6	FR	ND		PV	2
2	03	039	33.82	08064	Hwy 39 over Hwy 157 EB	1959	Concrete continuous	9,021	5/6/6	FR	ND		V	2
2	03	039	36.06	03114	Deer Creek, Hwy 39	1941	Concrete continuous	5,250	6/6/6	FR	OD	DG	V	2
2	03	039	37.98	02404A	Muddy Creek, Hwy 39	1978	Prestressed concrete	4,356	6/6/6	FR	ND		V	2
2	03	039	44.79	08688	Hwy 39 over WPRR	1964	Concrete continuous	5,921	5/6/7	FR	OD	DG	PV	2
2	03	039	45.63	08490	South Yamhill River, Hwy 39 at MP 45.63	1963	Steel	11,347	5/6/6	FR	ND		V	2
2	03	039	45.76	08492	Yamhill River Oflow, Hwy 39	1963	Concrete	10,449	5/6/5	FR	ND		V	2

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	03	039	51.38	08013	Hwy 39 over Hwy 150	1957	Concrete continuous	5,544	6/6/6	FR	ND		PV	2
2	03	039	51.57	08003	Yamhill River, Hwy 39 (Dayton)	1957	Steel continuous	23,272	5/5/6	FR	OD	Rail LC	V	2
2	03	039AK	44.06	08950	Hwy 39 EB Conn to Hwy 1W over Hwy 39 WB	1964	Concrete continuous	7,450	5/6/7	FR	ND		PV	2
2	03	043	1.86	00491A	South Fork Ash Creek, Hwy 43 (Independence)	1950	Concrete	4,000	6/6/5	FR	OD	TS	V	
2	03	051	4.17	17399	West Fork Mill Creek, Hwy 51 at MP 4.17	1995	Prestressed concrete	8,580	7/7/7	GD	ND		NV	
2	03	051	4.99	17398	West Fork Mill Creek, Hwy 51 at MP 4.99	1995	Prestressed concrete	4,752	7/7/7	GD	ND		NV	
2	03	072	1.73	16098	Clagget Creek, Hwy 72	1984	Prestressed concrete	6,160	7/7/7	GD	ND		NV	
2	03	072	4.51	16883	Mill Creek, Hwy 72	1930	Concrete	3,861	6/6/5	FR	ND		NV	
2	03	072	6.23	08111	Shelton Ditch, Hwy 72 (12th St SE)	1929	Concrete	2,740	6/6/5	FR	ND		NV	
2	03	072	6.45	16812W	Shelton Ditch & 13th St SE, Hwy 72 WB Off-Ramp	1988	Prestressed concrete continuous	24,391	5/6/6	FR	OD	DG	NV	
2	03	072	6.51	16812E	Hwy 72 EB (Mission St) On-Ramp over 13thSt & UPRR	1988	Prestressed concrete continuous	31,067	5/6/6	FR	OD	DG	NV	
2	03	072	6.55	16812M	Hwy 72 (Mission St SE) over 14th St SE & UPRR	1988	Concrete continuous	47,297	5/6/6	FR	ND		NV	
2	03	072	8.46	07769A	Mill Creek, Hwy 72 (Mission St SE)	1956	Prestressed concrete continuous	17,496	6/6/6	FR	ND		V	
2	03	072AE	6.49	16813	Hwy 72 (Mission St SE) over 13th St SE	1988	Prestressed concrete	8,924	5/6/6	FR	ND		NV	
2	03	072AF	6.42	16814	Hwy 72 (Mission St SE) On Ramp over Bike Path	1988	Concrete	1,100	6/6/7	FR	ND		NV	
2	03	081	24.67	02743	Pudding River, Hwy 1E	1922	Steel	30,814	6/5/5	FR	OD	Paint	PV	5
2	03	081	24.81	01830	Pudding River Relief Channel, Hwy 1E	1922	Concrete continuous	4,050	6/6/5	FR	ND		PV	5
2	03	081	27.26	07657	Hwy 1E over Hwy 51 (White School)	1954	Concrete continuous	4,840	6/6/7	FR	ND		PV	3
2	03	081	46.15	17488	Hwy 1E over Hwy 1 (Hayesville Intchg)	1997	Prestressed concrete continuous	39,819	6/6/7	FR	ND		NV	
2	03	091	24.29	02054A	Chehalem Creek, Hwy 1W	1975	Prestressed concrete continuous	70,598	6/7/6	FR	ND		V	2
2	03	091	34.96	00441	North Yamhill River, Hwy 1W SB	1921	Steel	9,602	5/5/5	FR	OD	LSL Paint	V	
2	03	091	35.04	00441A	North Yamhill River, Hwy 1W NB	1959	Concrete continuous	13,349	5/6/6	FR	ND		PV	
2	03	091	38.18	05023A	Cozine Creek, Hwy 1W	1900	Concrete continuous	-	6	FR	ND		NV	
2	03	091	39.24	08904	Hwy 1W over Hwy 39	1963	Concrete continuous	5,229	6/6/6	FR	ND		PV	
2	03	091	40.78	18675	South Yamhill River, Hwy 1W (Whiteson)	2002	Prestressed concrete	52,832	6/7/5	FR	ND		NV	
2	03	091	42.18	08208	Hwy 1W over Whiteson Dip	1956	Concrete	9,570	5/6/5	FR	ND		V	3

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	03	091	44.89	00416A	Ash Swale, Hwy 1W at MP 44.89 (Amity)	1922	Concrete continuous	11,610	6/6/6	FR	ND		PV	3
2	03	091	47.29	00372A	Ash Swale, Hwy 1W at MP 47.29	1922	Concrete continuous	4,324	6/6/6	FR	ND		PV	3
2	03	091	49.75	00417	Plum Creek, Hwy 1W at MP 49.75 (Ash Swale)	1919	Concrete	976	6/6/7	FR	ND		NV	
2	03	091	51.06	00403A	Ash Swale, Hwy 1W at MP 51.06	1920	Concrete	896	6/6/6	FR	ND		NV	
2	03	091	56.33	00827A	Baskett Slough, Hwy 1W	1923	Concrete continuous	1,849	7/6/7	FR	ND		PV	3
2	03	091	57.43	19825	Hwy 1W Over Hwy 30	2006	Prestressed concrete	13,971	7/8/8	GD	ND		NV	
2	03	091	57.89	00492A	Rickreall Creek, Hwy 1W	1960	Concrete continuous	6,279	6/6/6	FR	OD	DG	PV	3
2	03	091	62.01	07615	North Fork Ash Creek, Hwy 1W	1954	Concrete continuous	2,183	6/7/6	FR	OD	Scour	PV	3
2	03	091	62.87	07616	Middle Fork Ash Creek, Hwy 1W	1954	Concrete continuous	2,610	6/6/6	FR	OD	DG	PV	3
2	03	140	23.08	08155	Hess Creek, Hwy 140	1958	Concrete	7,837	5/6/6	FR	OD	TS	V	4
2	03	140	23.46	08156	Willamette River, Hwy 140	1958	Steel continuous	38,167	5/6/6	FR	OD	LC	V	4
2	03	140	23.66	08157	Willamette River Oflow, Hwy 140 at MP 23.66	1958	Concrete	5,225	7/6/5	FR	OD	TS	V	4
2	03	140	23.89	08158	Willamette River Oflow, Hwy 140 at MP 23.89	1958	Concrete continuous	14,802	6/6/4	PR	SD	SD LSL TS	V	4
2	03	140	28.55	02281	Mission Creek, Hwy 140	1958	Concrete	1,109	6/6/6	FR	ND		PV	4
2	03	140	33.19	02283	West Champoeg Creek, Hwy 140	1958	Concrete	1,767	6/6/6	FR	ND		PV	4
2	03	140	33.71	02284	East Champoeg Creek, Hwy 140	1959	Concrete	1,953	7/6/4	PR	SD	SD LSL TS	PV	4
2	03	140	36.06	04442A	Senecal Creek, Hwy 140	1985	Prestressed concrete	1,800	7/7/7	GD	ND		NV	
2	03	140	36.80	07802A	Hwy 140 over Hwy 1 (Woodburn Intchg)	1975	Prestressed concrete continuous	39,836	6/6/6	FR	OD	Rail	PV	3
2	03	140	37.21	21735	Hwy 140 over Pedestrian Path, Left & Right	2014	Prestressed concrete	1,298	8/8/8	GD	OD	DG	NV	
2	03	140	40.80	01917A	Pudding River, Hwy 140	1982	Prestressed concrete	14,036	7/6/6	FR	ND		NV	
2	03	140	44.07	04444	Bockler Creek, Hwy 140	1920	Concrete	610	6/6/6	FR	OD	LSL	NV	
2	03	140	44.68	04445	Zollner Creek, Hwy 140	1920	Concrete	610	6/6/7	FR	OD	LSL	NV	
2	03	140	48.70	09564	Abiqua Creek, Hwy 140	1966	Prestressed concrete	8,778	6/7/7	FR	ND		PV	
2	03	150	0.71	01470A	Palmer Creek, Hwy 150	1984	Prestressed concrete	13,009	7/7/6	FR	ND		NV	
2	03	150	12.50	01420A	Spring Valley Creek, Hwy 150	1989	Prestressed concrete	5,978	7/7/7	GD	ND		NV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	03	150	18.41	18440	Gibson Creek (Spring Branch), Hwy 150	2000	Prestressed concrete	7,968	7/7/7	GD	ND		NV	
2	03	151	9.66	19153	Chehalem Creek, Hwy 151 at MP 9.66	2003	Prestressed concrete	3,084	7/7/7	GD	ND		NV	
2	03	151	10.97	17451	East Fork Chehalem Creek, Hwy 151	1996	Prestressed concrete continuous	15,176	5/7/7	FR	ND		NV	
2	03	153	0.88	05038A	Deer Creek, Hwy 153	1987	Prestressed concrete	2,720	7/7/7	GD	ND		NV	
2	03	153	2.89	17483	South Yamhill River Oflow, Hwy 153 at MP 2.89	1996	Prestressed concrete	2,432	7/7/7	GD	ND		NV	
2	03	153	3.06	17482	South Yamhill River, Hwy 153	1997	Prestressed concrete continuous	9,350	7/6/7	FR	ND		NV	
2	03	153	5.88	05041	Salt Creek (Ash Swale), Hwy 153	1951	Wood or Timber	9,348	5/5/3	PR	SD	SD LSL TS	V	
2	03	154	3.05	01730	Farmer River (Palmer Creek), Hwy 154 (Fulgham)	1932	Wood or Timber	2,665	6/7/5	FR	ND		V	
2	03	157	2.25	00937A	Willamina River, Hwy 157	1963	Concrete continuous	6,678	7/6/6	FR	ND		V	
2	03	160	18.66	18277	Rock Creek, Hwy 160	1997	Prestressed concrete	2,901	6/7/7	FR	ND		NV	
2	03	160	20.80	03043A	Garrett Creek, Hwy 160	1953	Concrete	2,775	6/6/6	FR	ND		V	
2	03	160	22.34	03044A	Marquam Creek, Hwy 160	1985	Prestressed concrete	1,584	7/7/7	GD	ND		NV	
2	03	160	24.20	21281	Butte Creek, Hwy 160 (Jacks Bridge)	2013	Steel	8,441	7/8/8	GD	ND		NV	
2	03	160	26.91	02012	Abiqua Creek, Hwy 160	1934	Steel	4,509	5/6/5	FR	OD	LSL Scour TS	V	
2	03	160	27.20	02013	Abiqua Creek Oflow (Evans Creek), Hwy 160	1934	Concrete continuous	648	7/7/6	FR	OD	TS	V	
2	03	161	1.85	01437A	Pudding River, Hwy 161 (Killin)	1969	Prestressed concrete continuous	12,441	6/6/6	FR	ND		PV	
2	03	161	2.34	09793	Butte Creek Oflow, Hwy 161	1969	Prestressed concrete	6,900	6/6/7	FR	ND		PV	
2	03	161	2.63	18849	Butte Creek, Hwy 161	2001	Prestressed concrete	9,557	7/7/7	GD	ND		NV	
2	03	161	5.50	01802C	Rock Creek, Hwy 161	1986	Prestressed concrete	5,720	7/7/7	GD	ND		NV	
2	03	162	1.42	18268	Hwy 162 over Hwy 1	2000	Prestressed concrete continuous	28,673	7/7/7	GD	ND		NV	
2	03	162	4.03	08071	Hwy 162 over Deer Park Drive SE	1960	Prestressed concrete	9,659	6/6/6	FR	ND		V	3
2	03	162	5.44	08073	Hwy 162 over Joseph St SE	1960	Prestressed concrete	9,878	6/6/6	FR	ND		V	3
2	03	162	6.67	08471	Hwy 162 EB over Hwy 163	1960	Prestressed concrete	4,911	5/6/6	FR	ND		V	3
2	03	162	6.67	17418	Hwy 162 WB over Hwy 163	1997	Prestressed concrete continuous	9,039	7/7/7	GD	ND		NV	
2	03	162	8.88	08076	Beaver Creek, Hwy 162 EB at MP E8.88	1960	Concrete continuous	7,963	6/6/6	FR	ND		PV	3
2	03	162	8.88	17424	Beaver Creek, Hwy 162 WB at MP W8.88	1997	Prestressed concrete	7,825	6/7/7	FR	ND		NV	
2	03	162	13.23	17426	Hwy 162 over Cascade Hwy SE, EB at MP 13.23	2009	Prestressed concrete	12,218	6/6/6	FR	ND		NV	
2	03	162	13.23	17427	Hwy 162 over Cascade Hwy SE, WB at MP 13.23	2009	Prestressed concrete continuous	16,285	7/7/7	GD	ND		NV	

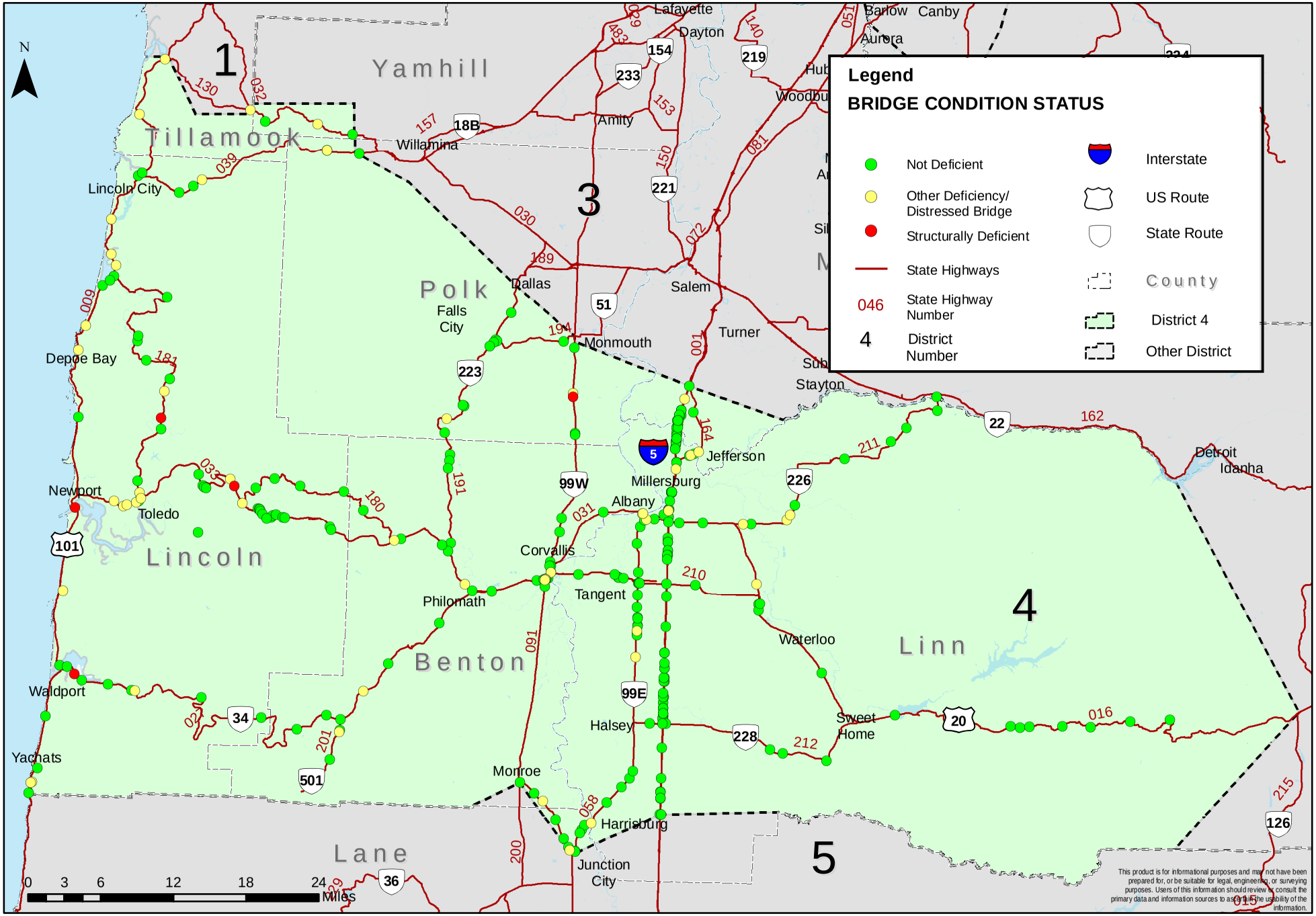
Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	03	162	13.58	17428	Mill Creek, Hwy 162 EB at MP 13.58	2009	Prestressed concrete	3,380	7/7/7	GD	ND		NV	
2	03	162	13.58	17429	Mill Creek, Hwy 162 WB at MP 13.58	2009	Prestressed concrete	2,860	7/7/7	GD	ND		NV	
2	03	162	23.28	07347	Little North Fork Santiam River, Hwy 162	1952	Concrete	23,916	6/6/6	FR	ND		PV	3
2	03	162	40.33	07964	Partial Viaduct, Hwy 162 at MP 40.33	1947	Concrete continuous	15,922	7/6/6	FR	ND		PV	3
2	03	162	40.47	07965A	Sardine Creek, Hwy 162	1967	Concrete continuous	4,000	7/7/7	GD	ND		PV	3
2	03	162	42.89	07817	Slide Viaduct, Hwy 162 at MP 42.88	1954	Concrete continuous	2,200	7/6/6	FR	OD	DG	PV	3
2	03	162	47.69	07295	Tumble Creek, Hwy 162	1949	Concrete continuous	4,593	6/6/6	FR	OD	Rail LSL DG	PV	3
2	03	162	49.84	07017	Breitenbush River, Hwy 162	1949	Steel continuous	15,417	6/6/6	FR	OD	Rail DG	PV	3
2	03	162	54.09	05978	Boulder Creek, Hwy 162	1932	Concrete	4,023	6/5/5	FR	OD	Scour	V	3
2	03	162	60.80	19179	Whitewater Creek, Hwy 162	2005	Prestressed concrete	16,890	6/7/7	FR	ND		NV	
2	03	162	62.78	19181	Pamelia Creek, Hwy 162	2005	Prestressed concrete	5,390	6/7/6	FR	ND		NV	
2	03	162	65.48	06806	Minto Creek, Hwy 162 at MP 65.48	1934	Concrete continuous	2,680	6/5/6	FR	ND		PV	3
2	03	162	66.42	19183	Marion Creek, Hwy 162	2005	Prestressed concrete	5,473	6/7/7	FR	ND		NV	
2	03	162	75.65	19178	North Santiam River, Hwy 162	2005	Prestressed concrete	6,504	6/7/6	FR	ND		NV	
2	03	162AD	1.91	07770	Lancaster Drive SE over Hwy 162	1960	Concrete continuous	11,820	6/5/5	FR	OD	VC	PV	3
2	03	163	13.91	21238	Creek, Hwy 163 at MP 13.91	2012	Prestressed concrete	1,540	8/8/7	GD	ND		NV	
2	03	163	19.55	04468A	West Fork Drift Creek, Hwy 163	1949	Steel	649	7/6/6	FR	OD	Paint	NV	
2	03	163	24.92	01799	South Fork Silver Creek, Hwy 163	1933	Wood or Timber	3,048	6/7/6	FR	ND		V	
2	03	163	27.36	17382	North Fork Silver Creek, Hwy 163	1995	Concrete continuous	4,452	7/7/7	GD	ND		NV	
2	03	191	2.99	00231A	Rickreall Creek, Hwy 191 SB	1918	Concrete	3,920	6/5/5	FR	OD	LSL	NV	
2	03	191	2.99	09848	Rickreall Creek, Hwy 191 NB	1969	Prestressed concrete	4,480	7/7/5	FR	ND		NV	
2	03	193	0.38	17416	Rickreall Creek, Hwy 193	1995	Prestressed concrete	6,580	7/7/7	GD	ND		NV	
2	03	193	6.18	04599A	Ash Creek, Hwy 193	1981	Prestressed concrete	6,344	6/6/6	FR	ND		NV	
2	03	215	4.64	09473	McKenzie River, Hwy 215	1959	Concrete continuous	3,750	6/6/5	FR	OD	LSL	NV	
2	03	215	17.26	09845	Boulder Creek, Hwy 215	1956	Concrete continuous	2,705	6/7/7	FR	ND		PV	
2	03	215	17.76	09846	Scott Creek, Hwy 215	1956	Concrete continuous	2,705	6/7/7	FR	ND		PV	
2	03	215	19.20	09474	Lost Creek, Hwy 215	1961	Prestressed concrete	5,696	6/7/6	FR	ND		NV	
2	03	483	46.35	08951	Hwy 483 McMinnville Spur over Hwy 39	1964	Concrete continuous	6,782	5/6/7	FR	OD	DG	PV	2

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	03	483	46.75	06758	South Yamhill River, Hwy 483 McMinnville Spur	1951	Steel	34,897	5/6/3	PR	SD	SD LSL DG TS	V	
2	03	C0000	2.82	08473	Cordon Road SE over Hwy 162	1960	Concrete continuous	5,821	6/6/6	FR	OD	DG	PV	
2	03	C0000	5.92	08074	72nd Ave SE over Hwy 162	1960	Steel	6,451	6/6/6	FR	OD	Paint	PV	
2	03	C0000	8.94	18016	Aumsville-Shaw Hwy SE over Hwy 162	1997	Prestressed concrete continuous	18,995	6/7/7	FR	ND		NV	
2	03	C0000	10.04	08077	Albus Rd SE over Hwy 162	1960	Prestressed concrete	7,955	6/6/6	FR	ND		PV	
2	03	C0000	11.53	17425	Golf Club Road SE over Hwy 162	1995	Prestressed concrete continuous	21,138	6/7/6	FR	ND		NV	
2	03	C0000	24.66	20252	Fort Hill Road Over Hwy 39 at MP 24.66	2009	Prestressed concrete continuous	8,893	7/7/6	FR	ND		NV	
2	03	C0000	32.60	08062	County Road to Sheridan over Hwy 39	1957	Concrete continuous	8,262	5/6/7	FR	OD	VC	V	
2	03	C0000	38.62	13478	N Front St (Woodburn) over Hwy 140	1973	Prestressed concrete	9,120	6/7/6	FR	ND		PV	
2	03	C0000	45.19	08903	Booth Bend Road over Hwy 39	1964	Concrete continuous	8,640	6/6/7	FR	OD	DG	PV	
2	03	C0000	50.80	08012	Fletcher Rd (Lafayette Rd) over Hwy 39	1957	Concrete continuous	9,055	5/6/7	FR	ND		V	
2	03	C0000	250.32	07442	Battle Creek Road SE over Hwy 1	1954	Concrete continuous	7,692	6/6/6	FR	ND		V	
2	03	C0000	255.56	17226	Center Street NE over Hwy 1	1993	Prestressed concrete continuous	18,459	7/7/7	GD	ND		NV	
2	03	C0000	255.82	17225	D Street NE over Hwy 1	1993	Prestressed concrete	13,423	6/7/7	FR	ND		NV	
2	03	C0000	261.90	07853A	Perkins Rd NE over Hwy 1	1975	Prestressed concrete continuous	11,040	7/6/6	FR	ND		PV	
2	03	C0000	262.41	07852A	Quinaby Rd NE over Hwy 1	1975	Prestressed concrete continuous	13,770	7/6/6	FR	ND		PV	
2	03	C0000	263.49	07851A	Brooklake Rd NE over Hwy 1	1975	Prestressed concrete continuous	23,022	6/6/6	FR	ND		PV	
2	03	C0000	265.25	07850A	Waconda Rd NE over Hwy 1	1975	Prestressed concrete continuous	12,213	6/6/7	FR	ND		PV	
2	03	C0000	266.54	07849A	Concomly Rd NE over Hwy 1	1975	Prestressed concrete continuous	12,627	7/6/6	FR	ND		PV	
2	03	C0000	267.55	07848A	Keene Rd NE over Hwy 1	1975	Prestressed concrete continuous	11,040	7/6/6	FR	ND		PV	
2	03	C0000	268.81	07847A	St Louis Rd NE over Hwy 1	1975	Prestressed concrete continuous	13,700	6/6/6	FR	ND		PV	
2	03	C0000	270.47	07803A	Butteville Rd NE over Hwy 1	1975	Steel	24,394	6/7/7	FR	ND		PV	
2	03	C0000	273.21	07801A	Crosby Rd NE over Hwy 1	1973	Prestressed concrete continuous	15,050	7/5/6	FR	ND		PV	
2	03	C0000	274.69	07800A	Broadacres Road NE over Hwy 1	1973	Prestressed concrete continuous	15,910	7/6/6	FR	ND		PV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	03	C0000	277.36	07797A	Donald Road NE over Hwy 1	1973	Prestressed concrete continuous	12,556	7/6/7	FR	ND		PV	
2	03	C0000	282.59	07624A	Boones Ferry Road over Hwy 1 & Hwy 51	1971	Prestressed concrete continuous	16,463	7/6/6	FR	ND		PV	

OREGON STATE HIGHWAY SYSTEM
2016 BRIDGE CONDITION - DISTRICT 4

APRIL 2016



2016 BRIDGE CONDITION REPORT - District 4

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	04	001	210.39	08246N	Muddy Creek, Hwy 1 NB	1959	Concrete continuous	5,968	6/7/6	FR	ND		PV	1
2	04	001	210.39	08246S	Muddy Creek, Hwy 1 SB	1959	Concrete continuous	5,968	6/7/6	FR	ND		PV	1
2	04	001	210.92	08245N	Little Muddy Creek, Hwy 1 NB	1958	Concrete continuous	3,175	7/7/6	FR	ND		PV	1
2	04	001	210.92	08245S	Little Muddy Creek, Hwy 1 SB	1958	Concrete continuous	3,175	6/6/6	FR	ND		PV	1
2	04	001	216.97	08241N	Courtney Creek, Hwy 1 NB	1959	Concrete continuous	5,334	5/6/6	FR	ND		PV	1
2	04	001	216.97	08241S	Courtney Creek, Hwy 1 SB	1959	Concrete continuous	5,334	5/6/6	FR	ND		PV	1
2	04	001	217.20	08240N	Courtney Creek Oflow, Hwy 1 NB	1959	Concrete continuous	3,556	6/7/6	FR	ND		PV	1
2	04	001	217.20	08240S	Courtney Creek Oflow, Hwy 1 SB	1959	Concrete continuous	3,556	6/7/6	FR	ND		PV	1
2	04	001	217.39	08239N	Sodom Ditch Oflow, Hwy 1 NB	1959	Concrete continuous	5,334	5/6/6	FR	ND		PV	1
2	04	001	217.39	08239S	Sodom Ditch Oflow, Hwy 1 SB	1959	Concrete continuous	5,334	5/6/6	FR	ND		PV	1
2	04	001	217.85	08238N	Calapooia Oflow, Hwy 1 NB at MP 217.85	1958	Concrete continuous	3,175	6/6/6	FR	ND		PV	1
2	04	001	217.85	08238S	Calapooia Oflow, Hwy 1 SB at MP 217.85	1958	Concrete continuous	3,175	6/6/6	FR	ND		PV	1
2	04	001	218.79	08236N	Calapooia River, Hwy 1 NB	1958	Concrete continuous	6,834	5/6/6	FR	ND		PV	1
2	04	001	218.79	08236S	Calapooia River, Hwy 1 SB	1958	Concrete continuous	6,834	5/6/6	FR	ND		PV	1
2	04	001	220.04	08235N	Calapooia Oflow, Hwy 1 NB at MP 220.04	1958	Concrete continuous	8,442	5/6/6	FR	ND		PV	1
2	04	001	220.04	08235S	Calapooia Oflow, Hwy 1 SB at MP 220.04	1958	Concrete continuous	8,442	5/6/6	FR	ND		PV	1
2	04	001	220.37	08234N	Sodom Ditch Oflow, Hwy 1 NB	1958	Concrete continuous	5,431	5/6/6	FR	ND		PV	1
2	04	001	220.37	08234S	Sodom Ditch Oflow, Hwy 1 SB	1958	Concrete continuous	5,431	5/6/6	FR	ND		PV	1
2	04	001	221.13	20396	Sodom Ditch, Hwy 1 NB	2009	Prestressed concrete continuous	20,679	6/7/7	FR	ND		NV	
2	04	001	221.13	20397	Sodom Ditch, Hwy 1 SB	2009	Prestressed concrete continuous	20,679	7/7/7	GD	ND		NV	
2	04	001	222.42	08232N	Butte Creek, Hwy 1 NB	1958	Concrete continuous	5,333	5/6/6	FR	ND		PV	1
2	04	001	222.42	08232S	Butte Creek, Hwy 1 SB	1958	Concrete continuous	5,333	5/6/6	FR	ND		PV	1
2	04	001	230.48	08227N	Oak Creek, Hwy 1 NB	1958	Concrete continuous	5,334	5/6/6	FR	ND		PV	1
2	04	001	230.48	08227S	Oak Creek, Hwy 1 SB	1958	Concrete continuous	5,334	5/6/6	FR	ND		PV	1
2	04	001	230.86	08226N	Hwy 1 NB over AERC (Tallman Branch)	1958	Concrete continuous	8,400	5/6/6	FR	ND		PV	1
2	04	001	230.86	08226S	Hwy 1 SB over AERC (Tallman Branch)	1958	Concrete continuous	8,400	5/6/6	FR	ND		PV	1
2	04	001	231.55	08225N	Albany Ditch, Hwy 1 NB	1958	Concrete continuous	3,302	7/7/7	GD	ND		PV	1
2	04	001	231.55	08225S	Albany Ditch, Hwy 1 SB	1958	Concrete continuous	3,302	6/6/7	FR	ND		PV	1
2	04	001	233.65	08222N	Cox Creek, Hwy 1 NB	1958	Concrete continuous	4,015	5/6/6	FR	ND		PV	1
2	04	001	233.65	08222S	Cox Creek, Hwy 1 SB	1958	Concrete continuous	3,407	5/6/6	FR	ND		PV	1
2	04	001	234.16	08221B	Hwy 1 NB over Hwy 58 NB (North Albany Intchg)	1958	Concrete continuous	9,504	5/6/6	FR	OD	VC	PV	1
2	04	001	234.16	08221D	Hwy 1 SB over Hwy 58 NB (North Albany Intchg)	1958	Concrete continuous	8,697	6/6/6	FR	OD	VC	PV	1
2	04	001	234.23	08221A	Hwy 1 NB over Knox Butte Rd (North Albany Intchg)	1958	Concrete continuous	5,604	5/6/6	FR	ND		PV	1

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	04	001	234.23	08221C	Hwy 1 SB over Knox Butte Rd (North Albany Intchg)	1958	Concrete continuous	6,231	5/6/6	FR	ND		PV	1
2	04	001	235.01	06931A	Truax Creek, Hwy 1	1947	Concrete continuous	-	7	GD	ND		NV	
2	04	001	235.67	08218A	Hwy 1 NB over Murder Creek Rd	1958	Concrete continuous	5,873	5/6/6	FR	ND		PV	1
2	04	001	235.67	08218B	Hwy 1 SB over Murder Creek Rd	1958	Concrete continuous	5,873	5/6/6	FR	ND		PV	1
2	04	001	235.71	08217	Murder Creek, Hwy 1 SB	1958	Concrete continuous	5,649	6/6/7	FR	ND		PV	1
2	04	001	235.71	18346	Murder Creek, Hwy 1 NB	2001	Prestressed concrete	4,909	5/7/7	FR	ND		NV	
2	04	001	238.22	18347	Hwy 1 NB over UPRR & Hwy 164	2001	Prestressed concrete	24,714	6/7/7	FR	ND		NV	
2	04	001	238.22	19227	Hwy 1 SB over UPRR & Hwy 164	2005	Prestressed concrete continuous	31,919	7/7/7	GD	ND		NV	
2	04	001	239.35	18348	Santiam Oflow No 7, Hwy 1 NB at MP 239.35	2001	Concrete continuous	8,659	6/6/7	FR	ND		NV	
2	04	001	239.35	19226	Santiam Oflow No 7, Hwy 1 SB at MP 239.35	2003	Concrete continuous	8,740	6/6/7	FR	ND		NV	
2	04	001	239.85	18350	Santiam Oflow No 6, Hwy 1 NB at MP 239.85	2001	Concrete continuous	15,060	6/6/7	FR	ND		NV	
2	04	001	239.85	19224	Santiam Oflow No 6, Hwy 1 SB at MP 239.85	2003	Concrete continuous	16,960	7/7/7	GD	ND		NV	
2	04	001	240.03	18351	Santiam Oflow No 10, Hwy 1 NB at MP 240.03	2001	Concrete continuous	4,765	6/6/7	FR	ND		NV	
2	04	001	240.03	19222	Santiam Oflow No 10, Hwy 1 SB at MP 240.03	2003	Concrete continuous	5,100	6/6/7	FR	ND		NV	
2	04	001	240.20	18352	Santiam Oflow No 5, Hwy 1 NB at MP 240.20	2001	Concrete continuous	5,196	6/6/7	FR	ND		NV	
2	04	001	240.20	19220	Santiam Oflow No 5, Hwy 1 SB at MP 240.20	2003	Concrete continuous	5,100	6/6/7	FR	ND		NV	
2	04	001	240.42	08124	Santiam Oflow No 4, Hwy 1 SB at MP 240.42	1958	Concrete continuous	12,169	5/6/6	FR	ND		V	1
2	04	001	240.42	17342	Santiam Oflow No 4, Hwy 1 NB at MP 240.42	1994	Concrete continuous	10,654	5/6/7	FR	ND		NV	
2	04	001	240.66	08123D	Santiam River, Hwy 1 SB	1991	Prestressed concrete continuous	53,895	7/7/7	GD	ND		PV	1
2	04	001	240.69	17318	Santiam River, Hwy 1 NB	1995	Prestressed concrete continuous	53,895	6/7/7	FR	ND		NV	
2	04	001	241.12	08122	Santiam Oflow No 3, Hwy 1 SB at MP 241.12	1958	Concrete continuous	9,360	5/6/7	FR	ND		V	1
2	04	001	241.12	17352	Santiam Oflow No 3, Hwy 1 NB at MP 241.12	1994	Concrete continuous	9,648	5/6/7	FR	ND		PV	1
2	04	001	241.35	08121	Santiam Oflow No 2, Hwy 1 SB at MP 241.35	1958	Concrete continuous	19,462	5/6/6	FR	ND		V	1
2	04	001	241.35	17351	Santiam Oflow No 2, Hwy 1 NB at MP 241.35	1994	Concrete continuous	14,665	5/6/6	FR	ND		PV	1
2	04	001	241.70	18353	Santiam Oflow No 1, Hwy 1 NB at MP 241.70	2001	Concrete continuous	5,220	6/6/7	FR	ND		NV	
2	04	001	241.70	19219	Santiam Oflow No 1, Hwy 1 SB at MP 241.70	2003	Concrete continuous	6,180	7/7/6	FR	ND		NV	
2	04	001	242.14	18355	Chehulpum Creek (Doty Creek), Hwy 1 NB	2001	Prestressed concrete	2,200	6/7/7	FR	ND		NV	
2	04	001	242.14	19218	Chehulpum Creek (Doty Creek), Hwy 1 SB	2003	Prestressed concrete	2,199	6/7/7	FR	ND		NV	
2	04	001	242.58	18356	Sidney Power Canal, Hwy 1 NB	2001	Prestressed concrete	2,290	7/7/7	GD	ND		NV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	04	001	242.58	19217	Sidney Power Canal, Hwy 1 SB	2003	Prestressed concrete	2,040	6/7/7	FR	ND		NV	
2	04	001MG	209.06	08249	Little Muddy Cr, Hwy 1 Frtg Rd (Diamond Hill Dr)	1959	Concrete continuous	5,242	6/6/6	FR	ND		PV	
2	04	001MV	233.66	06661	Cox Creek, Hwy 1 Frtg Rd	1940	Concrete	1,602	6/6/5	FR	ND		V	
2	04	001NA	235.73	08219	Murder Creek, Hwy 1 Frtg Rd	1958	Concrete continuous	2,220	6/6/7	FR	ND		V	
2	04	001NX	242.14	08117	Chehulpum Creek (Doty Creek), Hwy 1 Conn Rt.	1957	Concrete continuous	1,265	6/6/7	FR	ND		V	
2	04	001OD	241.66	08363	Santiam Oflow No 1, Hwy 1 Frtg Rd	1958	Concrete continuous	2,890	6/6/6	FR	ND		V	
2	04	001UV	241.12	17191	Santiam Oflow No 3, Hwy 1 Conn Left	1992	Concrete continuous	7,142	5/5/7	FR	ND		NV	
2	04	009	91.79	02508A	Little Nestucca River, Hwy 9	1980	Prestressed concrete	26,412	6/7/7	FR	OD	Rail	V	2
2	04	009	98.94	13490	Neskowin Creek, Hwy 9	1960	Concrete continuous	4,550	6/6/6	FR	OD	Rail	V	2
2	04	009	104.70	09463	Salmon River, Hwy 9	1960	Concrete continuous	5,950	6/6/6	FR	ND		V	2
2	04	009	114.88	00922A	Devils Lake Outlet, Hwy 9 (D River)	1949	Concrete continuous	7,300	5/5/5	FR	OD	LSL	V	2
2	04	009	118.17	00924A	Schooner Creek, Hwy 9	1945	Concrete continuous	10,260	5/5/5	FR	OD	Rail LSL DG Scour	V	2
2	04	009	119.27	00925A	Drift Creek, Hwy 9	1945	Concrete continuous	7,386	7/6/5	FR	OD	LSL DG	V	2
2	04	009	120.16	09906	Siletz River, Hwy 9	1973	Prestressed concrete continuous	80,112	7/6/7	FR	ND		V	2
2	04	009	120.84	20401	Millport Slough Hwy 009 at MP 120.84	2011	Prestressed concrete continuous	29,316	7/8/8	GD	ND		NV	
2	04	009	121.61	04141A	Sijota Creek & Golf Access, Hwy 9	1955	Concrete continuous	2,398	7/7/6	FR	ND		V	2
2	04	009	125.19	04143A	Fogarty Creek, Hwy 9	1955	Concrete continuous	4,385	6/6/6	FR	OD	DG	V	2
2	04	009	127.61	02459	Depoe Bay, Hwy 9	1927	Concrete	19,854	6/6/7	FR	OD	LSL	V	5
2	04	009	133.86	20198	Spencer Creek, Hwy 9	2008	Prestressed concrete	10,763	7/7/7	GD	ND		NV	
2	04	009	141.68	01820	Yaquina Bay, Hwy 9	1934	Steel continuous	118,455	6/4/6	PR	SD	SD LSL VC LC	V	5
2	04	009	149.02	01391A	Beaver Creek, Hwy 9 at MP 149.02	1928	Prestressed concrete	8,528	6/5/5	FR	OD	Rail	V	4
2	04	009	155.54	01746B	Alsea Bay, Hwy 9	1992	Steel	237,566	7/5/6	FR	ND		PV	4
2	04	009	160.15	01430A	Big Creek, Hwy 9 at MP 160.15	1929	Concrete continuous	5,026	6/6/6	FR	ND		V	4
2	04	009	164.73	01173D	Yachats River, Hwy 9	1977	Prestressed concrete	11,613	7/7/6	FR	ND		V	4
2	04	009	166.46	01175	Cape Perpetua Half Viaduct, Hwy 9	1931	Concrete continuous	1,139	6/6/7	FR	OD	DG	V	4
2	04	009	166.48	09404	Cape Perpetua Half Viaduct, Hwy 9 at MP 166.48	1963	Prestressed concrete	408	6/6/7	FR	OD	DG	NV	
2	04	009	167.51	18960	Cooks Chasm, Hwy 9	2003	Prestressed concrete	7,722	7/7/7	GD	ND		PV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	04	016	1.06	08223	Hwy 16 over Hwy 1 & Conns	1958	Concrete continuous	25,415	6/6/6	FR	ND		V	
2	04	016	1.95	17439	Cox Creek, Hwy 16	1995	Prestressed concrete	2,200	7/7/7	GD	ND		NV	
2	04	016	3.92	18893	Burkhart Creek, Hwy 16	2002	Prestressed concrete	2,940	7/7/7	GD	ND		NV	
2	04	016	11.89	01162A	Mountain States Power Co Canal, Hwy 16	1950	Concrete continuous	3,280	6/6/5	FR	OD	LSL DG	V	
2	04	016	13.55	00578A	Lebanon Ditch, Hwy 16 EB	1921	Prestressed concrete	2,560	6/6/6	FR	ND		NV	
2	04	016	13.56	07073	Lebanon Ditch, Hwy 16 WB	1947	Concrete continuous	2,886	7/6/6	FR	ND		V	
2	04	016	14.06	04231A	Mountain States Power Canal, Hwy 16	1961	Prestressed concrete	4,104	7/7/6	FR	ND		PV	
2	04	016	21.69	04242A	Noble Slough, Hwy 16	1983	Prestressed concrete	4,800	7/7/7	GD	ND		NV	
2	04	016	30.22	01330A	Wiley Creek, Hwy 16	1964	Concrete continuous	16,658	6/6/6	FR	ND		PV	
2	04	016	41.44	01512	Dobbin Creek, Hwy 16	1930	Concrete continuous	3,933	6/6/6	FR	ND		V	
2	04	016	42.29	01513	Wolf Creek, Hwy 16	1930	Concrete continuous	2,816	7/6/6	FR	ND		V	
2	04	016	43.07	17971	Canyon Creek, Hwy 16	1997	Prestressed concrete	9,100	7/6/6	FR	ND		NV	
2	04	016	46.12	01577A	South Santiam River, Hwy 16 (Garland)	1983	Prestressed concrete continuous	8,461	5/7/7	FR	ND		NV	
2	04	016	48.82	18731	Trout Creek, Hwy 16	2003	Prestressed concrete	2,156	7/7/7	GD	ND		NV	
2	04	016	52.44	01706	Soda Fork, Hwy 16	1936	Concrete continuous	5,441	6/6/6	FR	ND		PV	
2	04	016	56.60	02025	Sheep Creek, Hwy 16	1963	Prestressed concrete continuous	9,016	5/5/5	FR	ND		NV	
2	04	027	0.55	04166	Lint Creek (Indian Slough), Hwy 27	1931	Concrete	3,037	7/6/6	FR	ND		V	
2	04	027	1.62	04167	McKinney Slough, Hwy 27	1957	Concrete	1,984	6/6/3	PR	SD	SD LSL TS	V	
2	04	027	2.35	04168	Eckman Slough, Hwy 27	1900	Concrete continuous	-	7	GD	ND		NV	
2	04	027	4.67	01690	Southworth Creek, Hwy 27	1932	Concrete continuous	1,990	6/6/6	FR	ND		V	
2	04	027	6.71	01691	Arnold Creek, Hwy 27	1932	Concrete	2,620	6/6/6	FR	ND		V	
2	04	027	7.06	02652	Alsea River, Hwy 27	1940	Steel continuous	14,812	6/6/6	FR	OD	Paint	V	
2	04	027	14.22	04173	Scott Creek, Hwy 27	1949	Concrete continuous	3,565	6/6/6	FR	ND		V	
2	04	027	26.69	04181	Fall Creek, Hwy 27	1953	Concrete continuous	4,620	5/6/7	FR	ND		V	
2	04	027	35.61	02965	Maltby Creek, Hwy 27	1956	Wood or Timber	1,750	6/6/6	FR	ND		V	
2	04	027	38.60	00933	Mill Creek, Hwy 27	1953	Concrete continuous	3,696	7/6/5	FR	ND		V	
2	04	027	43.03	01204	North Fork Alsea River, Hwy 27	1927	Steel	3,973	6/6/6	FR	OD	LSL	V	
2	04	027	46.32	01008A	Yew Creek, Hwy 27	1966	Steel	-	6	FR	ND		NV	
2	04	027	54.53	01259	Rock Creek, Hwy 27 at MP 54.53	1926	Concrete continuous	4,980	6/6/6	FR	ND		V	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	04	027	58.42	00771	Marys River, Hwy 27 (Flynn)	1949	Concrete continuous	7,805	6/6/6	FR	ND		V	
2	04	031	7.03	01036A	Bowers Slough, Hwy 31	1964	Prestressed concrete	5,224	7/7/6	FR	ND		PV	
2	04	031	10.44	01025D	Willamette River, Hwy 31 EB (Ellsworth St)	1925	Steel	44,825	6/5/5	FR	OD	LSL VC	V	
2	04	031	10.45	09806	Willamette River, Hwy 31 WB (Lyon St)	1971	Steel continuous	55,723	6/7/6	FR	OD	Rail	PV	
2	04	032	10.66	04681	Louie Creek, Hwy 32 at MP 10.66	1962	Wood or Timber	1,113	6/6/6	FR	OD	Scour LC	V	
2	04	032	12.53	20197	Sourgrass Creek, Hwy 32 at MP 12.53 (Indian)	2007	Prestressed concrete	4,176	7/7/7	GD	ND		NV	
2	04	032	18.57	00612	South Yamhill River, Hwy 32	1929	Concrete continuous	2,785	5/5/5	FR	OD	LSL	V	
2	04	032	21.85	01396	Agency Creek, Hwy 32	1929	Concrete continuous	2,697	6/6/6	FR	ND		V	
2	04	033	3.23	07530	Beaver Creek, Hwy 33 at MP 3.23	1953	Concrete	2,306	6/6/6	FR	OD	DG	V	4
2	04	033	4.19	07532	Beaver Creek, Hwy 33 at MP 4.19	1953	Concrete	2,306	6/6/6	FR	OD	DG	V	4
2	04	033	4.47	07533	Beaver Creek, Hwy 33 at MP 4.47	1953	Concrete	2,306	6/6/6	FR	OD	DG	V	4
2	04	033	5.36	07534	Little Beaver Creek, Hwy 33	1953	Concrete	2,306	6/6/6	FR	OD	DG	V	4
2	04	033	5.59	00439B	Depot Slough, Hwy 33	1960	Concrete continuous	-	6	FR	ND		PV	4
2	04	033	13.89	20038	Highway 33 over UPRR, Hwy 33	2009	Prestressed concrete	15,000	8/8/7	GD	ND		NV	
2	04	033	14.07	20231	Yaquina River, Hwy 33	2012	Prestressed concrete continuous	17,813	8/7/7	GD	ND		NV	
2	04	033	14.24	20232	Trapp Creek, Hwy 33	2012	Prestressed concrete continuous	16,430	8/8/8	VG	ND		NV	
2	04	033	15.20	21141	Simpson Creek, Hwy 033 at MP 15.20	2011	Prestressed concrete	4,690	7/7/7	GD	ND		NV	
2	04	033	21.01	20238	Hayes Creek, Hwy 33	2006	Prestressed concrete	2,752	7/7/7	GD	OD	DG	NV	
2	04	033	21.71	00931	Peterson Creek, Hwy 33	1962	Concrete	1,524	6/6/4	PR	SD	SD LSL DG	V	4
2	04	033	23.38	00683	Yaquina River, Hwy 33	1923	Steel	3,564	6/6/5	FR	OD	LSL LC	V	4
2	04	033	24.93	18046	Little Elk Creek, Hwy 33 at MP 24.93	2000	Prestressed concrete	4,980	7/7/7	GD	ND		NV	
2	04	033	25.07	18047	Little Elk Creek, Hwy 33 at MP 25.07	2000	Prestressed concrete	8,300	7/7/7	GD	ND		NV	
2	04	033	25.14	18048	Little Elk Creek, Hwy 33 at MP 25.14	2000	Prestressed concrete	4,560	7/7/7	GD	ND		NV	
2	04	033	25.31	18049	Little Elk Creek, Hwy 33 at MP 25.31	2000	Prestressed concrete	5,060	7/7/7	GD	ND		NV	
2	04	033	25.60	18050	Little Elk Creek, Hwy 33 at MP 25.60	2000	Prestressed concrete	5,890	7/6/7	FR	ND		NV	
2	04	033	26.05	18051	Little Elk Creek, Hwy 33 at MP 26.05	2000	Prestressed concrete	6,190	7/7/7	GD	ND		NV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	04	033	26.47	18052	Little Elk Creek, Hwy 33 at MP 26.47	2000	Prestressed concrete	8,464	7/7/7	GD	ND		NV	
2	04	033	26.69	18053	Little Elk Creek, Hwy 33 at MP 26.69	2000	Prestressed concrete	8,090	7/7/7	GD	ND		NV	
2	04	033	26.95	18054	Little Elk Creek, Hwy 33 at MP 26.95	2000	Prestressed concrete	7,544	7/7/7	GD	ND		NV	
2	04	033	27.54	18055	Little Elk Creek, Hwy 33 at MP 27.54	2000	Prestressed concrete	5,282	7/7/7	GD	ND		NV	
2	04	033	27.75	18057	Wakefield Creek, Hwy 33	2000	Steel		6	FR	ND		NV	
2	04	033	32.31	17027	Tumtum River, Hwy 33 at MP 32.31	1989	Steel	-	6	FR	ND		NV	
2	04	033	32.54	17028	Tumtum River, Hwy 33 at MP 32.54	1989	Steel	-	6	FR	ND		NV	
2	04	033	39.34	00866B	Marys River & WPRR, Hwy 33 at MP 39.34	1955	Concrete continuous	10,098	6/5/5	FR	OD	LSL	PV	4
2	04	033	39.96	00773A	Norton Creek, Hwy 33	1975	Prestressed concrete	3,696	7/7/7	GD	ND		V	4
2	04	033	43.91	01206A	Marys River, Hwy 33 at MP 43.91	1966	Prestressed concrete	11,477	6/6/6	FR	ND		V	4
2	04	033	45.68	01205A	Hwy 33 over Harris Rd & WPRR (Wren Conn)	1927	Concrete	8,891	6/6/6	FR	ND		V	4
2	04	033	48.88	01075A	Marys River, Hwy 33 at MP 48.88 (Noon)	1954	Concrete continuous	5,993	6/6/6	FR	OD	DG	PV	4
2	04	033	51.31	20139	Newton Creek, Hwy 33	2007	Prestressed concrete	4,442	7/7/7	GD	ND		NV	
2	04	033	55.16	08628	Oak Creek, Hwy 33	1960	Concrete continuous	-	5	FR	ND		PV	4
2	04	033	55.73	08617	Hwy 33 over WPRR	1960	Concrete continuous	14,140	6/6/7	FR	ND		V	4
2	04	033	55.96	16874	Hwy 33 over SW 3rd St & SW 4th Street (Corvallis)	1992	Prestressed concrete	67,398	5/7/7	FR	OD	VC	PV	4
2	04	033	56.15	16873	Willamette R., Hwy 33 ("B" Ave) (Corvallis Bypass)	1991	Prestressed concrete	46,899	6/7/7	FR	ND		PV	4
2	04	033AK	55.86	08616	Hwy 33 EB Conn. to Hwy 1W NB over Hwy 1W SB	1960	Steel	11,855	5/5/6	FR	OD	VC	V	4
2	04	033AL	56.35	17053	Hwy 33 WB Conn to Hwy 1W SB over SW 3rd St.	1991	Prestressed concrete	22,959	6/7/7	FR	ND		PV	4
2	04	039	0.04	13491	Hwy 39 over Hwy 9	1962	Concrete continuous	10,246	6/6/7	FR	ND		V	2
2	04	039	3.96	04190	Bear Creek, Hwy 39	1930	Concrete	4,235	6/6/6	FR	ND		V	2
2	04	039	5.34	01211A	Slick Rock Creek, Hwy 39	1930	Concrete continuous	8,341	7/6/6	FR	ND		V	2
2	04	039	6.23	04192	Salmon River, Hwy 39	1930	Concrete	4,180	6/6/5	FR	OD	Rail LSL Scour	V	2
2	04	039	18.78	04573	Rogue River, Hwy 39	1942	Concrete continuous	2,660	7/6/6	FR	OD	DG	V	2
2	04	039	19.16	19271	Jackass Creek, Hwy 39 at MP 19.16	2005	Prestressed concrete	1,563	7/7/7	GD	ND		NV	
2	04	039	21.55	01612A	South Yamhill River, Hwy 39 at MP 21.55	1931	Concrete continuous	5,319	6/7/7	FR	ND		V	2

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	04	058	0.46	08221E	Hwy58 NB to Hwy1 over Knox Butte Rd (N Albany Int)	1958	Concrete continuous	5,308	6/6/6	FR	ND		V	
2	04	058	0.69	02515A	Cox Creek, Hwy 58	1940	Concrete continuous	7,633	7/7/7	GD	ND		V	
2	04	058	1.56	18295	Periwinkle Creek, Hwy 58 NB	1978	Prestressed concrete	2,675	7/7/7	GD	ND		NV	
2	04	058	2.20	02380	Hwy 58 over City Street & UPRR	1940	Steel continuous	35,619	5/6/6	FR	OD	LSL DG Paint	V	
2	04	058	2.42	02447	Hwy 58 over Hwy 31	1940	Concrete continuous	8,726	6/6/6	FR	ND		V	
2	04	058	3.04	02481A	Santiam Canal, Hwy 58	1940	Concrete continuous	-	6	FR	ND		NV	
2	04	058	4.46	00737A	Oak Creek, Hwy 58	1988	Prestressed concrete	8,004	7/7/5	FR	ND		NV	
2	04	058	6.88	00398A	Culvert, Hwy 58 at MP 6.88	1992	Concrete continuous	-	6	FR	ND		NV	
2	04	058	8.80	00399	Creek, Hwy 58 at MP 8.80	1954	Concrete	1,776	7/6/6	FR	ND		NV	
2	04	058	9.81	00738	Lake Creek, Hwy 58	1922	Concrete continuous	2,352	6/6/7	FR	ND		V	
2	04	058	10.66	00552A	Creek, Hwy 58 at MP 10.66	1954	Concrete	1,292	6/6/6	FR	ND		V	
2	04	058	10.72	00553A	Calapooia Bottoms, Hwy 58 at MP 10.72	1954	Concrete	2,546	6/6/5	FR	ND		V	
2	04	058	11.19	00561A	Calapooia Bottoms, Hwy 58 at MP 11.19	1954	Concrete	10,820	6/6/5	FR	ND		V	
2	04	058	11.34	02322	Calapooia River, Hwy 58	1937	Steel	10,243	6/6/6	FR	ND		V	
2	04	058	11.76	00563A	Calapooia Bottoms, Hwy 58 at MP 11.76	1955	Concrete	3,819	6/6/5	FR	OD	TS	V	
2	04	058	11.99	00564	Calapooia Bottoms, Hwy 58 at MP 11.99	1963	Concrete	1,976	6/6/6	FR	ND		PV	
2	04	058	12.10	00565	Calapooia Bottoms, Hwy 58 at MP 12.10	1963	Concrete	1,319	6/6/6	FR	ND		PV	
2	04	058	13.96	00566A	Calapooia Bottoms, Hwy 58 at MP 13.96	1955	Concrete	9,460	6/5/6	FR	OD	TS	V	
2	04	058	23.38	20399	Little Muddy Creek, Hwy 58	2007	Prestressed concrete continuous	7,467	6/8/7	FR	ND		NV	
2	04	058	24.06	20345	Creek, Hwy 58 at MP 24.06	2008	Prestressed concrete	2,200	7/7/7	GD	ND		NV	
2	04	058	25.04	20344	Big Muddy Creek, Hwy 58	2008	Prestressed concrete continuous	7,169	7/7/7	GD	ND		NV	
2	04	058	26.80	20400	Camous Creek, Hwy 58	2008	Prestressed concrete	3,080	7/7/7	GD	ND		NV	
2	04	058	29.09	00583E	Willamette R, Hwy 58 (Harrisburg, John B. Yeon)	1925	Steel	54,857	6/6/6	FR	OD	LSL	V	
2	04	058	29.72	03939A	Slough, Hwy 58 at MP 29.72	1974	Prestressed concrete	22,199	6/6/6	FR	ND		PV	
2	04	058	30.13	03940A	Slough, Hwy 58 at MP 30.13	1976	Prestressed concrete	5,824	6/6/6	FR	ND		NV	
2	04	058	30.45	03941A	Slough, Hwy 58 at MP 30.45	1976	Prestressed concrete	3,458	7/7/7	GD	ND		NV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	04	058	32.04	03943A	Slough, Hwy 58 at MP 32.04	1969	Prestressed concrete	2,464	7/7/6	FR	ND		PV	
2	04	058	32.08	03944A	Slough, Hwy 58 at MP 32.08	1969	Prestressed concrete	2,464	7/7/6	FR	ND		PV	
2	04	091	64.38	06662	South Fork Ash Creek, Hwy 1W	1957	Concrete	3,008	6/6/6	FR	ND		V	3
2	04	091	68.13	06653A	Luckiamute River, Hwy 1W	1954	Concrete continuous	10,518	6/5/5	FR	OD	LSL	PV	3
2	04	091	68.46	06654A	Luckiamute River Overflow, Hwy 1W	1958	Concrete continuous	10,727	5/6/4	PR	SD	SD LSL TS	V	3
2	04	091	71.48	00871A	Berry Creek, Hwy 1W	1923	Concrete	1,600	7/6/6	FR	ND		NV	
2	04	091	71.57	00872A	Soap Creek, Hwy 1W	1923	Concrete	1,600	7/6/6	FR	ND		NV	
2	04	091	78.83	20799	Mountian View Creek, Hwy 1W	2011	Prestressed concrete	2,820	7/7/7	GD	ND		NV	
2	04	091	79.97	00420A	Jackson Creek, Hwy 1W	1919	Concrete continuous	1,120	7/7/7	GD	ND		PV	3
2	04	091	82.61	07321	Hwy 1W over WPRR at MP 82.61	1954	Concrete continuous	16,846	5/5/6	FR	ND		V	3
2	04	091	82.90	16001	Dixon Creek, Hwy 1W NB	1942	Concrete continuous	-	7	GD	ND		V	3
2	04	091	82.94	16002	Dixon Creek, Hwy 1W SB	1942	Concrete continuous	-	7	GD	ND		V	3
2	04	091	84.14	00706	Marys River, Hwy 1W NB	1933	Steel	13,126	5/6/5	FR	OD	LSL TS	V	3
2	04	091	84.21	07019	Marys River, Hwy 1W SB	1949	Concrete continuous	20,380	6/6/6	FR	OD	VC	V	3
2	04	091	84.76	02701A	Fishers Millrace, Hwy 1W	1992	Prestressed concrete	6,160	7/7/7	GD	ND		NV	
2	04	091	101.16	01587A	Long Tom River, Hwy 1W	1954	Concrete continuous	10,600	6/6/5	FR	ND		PV	3
2	04	091	102.72	20463	Miller Creek, Hwy 1W	2008	Prestressed concrete	5,460	7/7/7	GD	ND		NV	
2	04	091	103.68	00394	Lake Slough, Hwy 1W	1919	Concrete continuous	1,733	6/5/5	FR	OD	LSL	V	3
2	04	091	105.58	00432	Crow Creek, Hwy 1W	1921	Concrete continuous	1,737	6/6/6	FR	ND		PV	3
2	04	091	107.30	01805B	Flat Creek, Hwy 1W at MP 107.30	1933	Wood or Timber	4,346	6/6/5	FR	ND		PV	3
2	04	091	108.11	01805C	Creek, Hwy 1W at MP 108.11	1933	Wood or Timber	1,739	7/6/6	FR	ND		PV	3
2	04	091	108.40	01805E	Creek, Hwy 1W at MP 108.41	1933	Wood or Timber	1,740	7/6/6	FR	OD	TS	V	3
2	04	091CH	84.45	16875	Marys River, Hwy 1W NB Conn to Hwy 33 EB	1991	Prestressed concrete	20,275	5/7/7	FR	ND		PV	3
2	04	164	0.25	07941	Hwy 164 over Hwy 1	1958	Concrete continuous	8,355	6/6/6	FR	ND		V	
2	04	164	2.64	00366	Chehulpum Creek, Hwy 164 (Sidney Power Canal)	1919	Concrete	559	6/6/6	FR	ND		NV	
2	04	164	6.27	01582	Santiam River, Hwy 164	1933	Concrete continuous	32,497	5/5/5	FR	OD	LSL LC	V	
2	04	164	6.73	18876	Santiam River Oflow, Hwy 164 at MP 6.73	2001	Prestressed concrete	9,316	5/7/7	FR	ND		NV	
2	04	164	6.98	00360A	Santiam River Oflow, Hwy 164 at MP 6.98	1960	Prestressed concrete	13,956	7/6/6	FR	OD	TS	PV	
2	04	164	7.12	00361	Santiam River Oflow, Hwy 164 at MP 7.12	1958	Concrete	8,488	6/6/6	FR	ND		V	

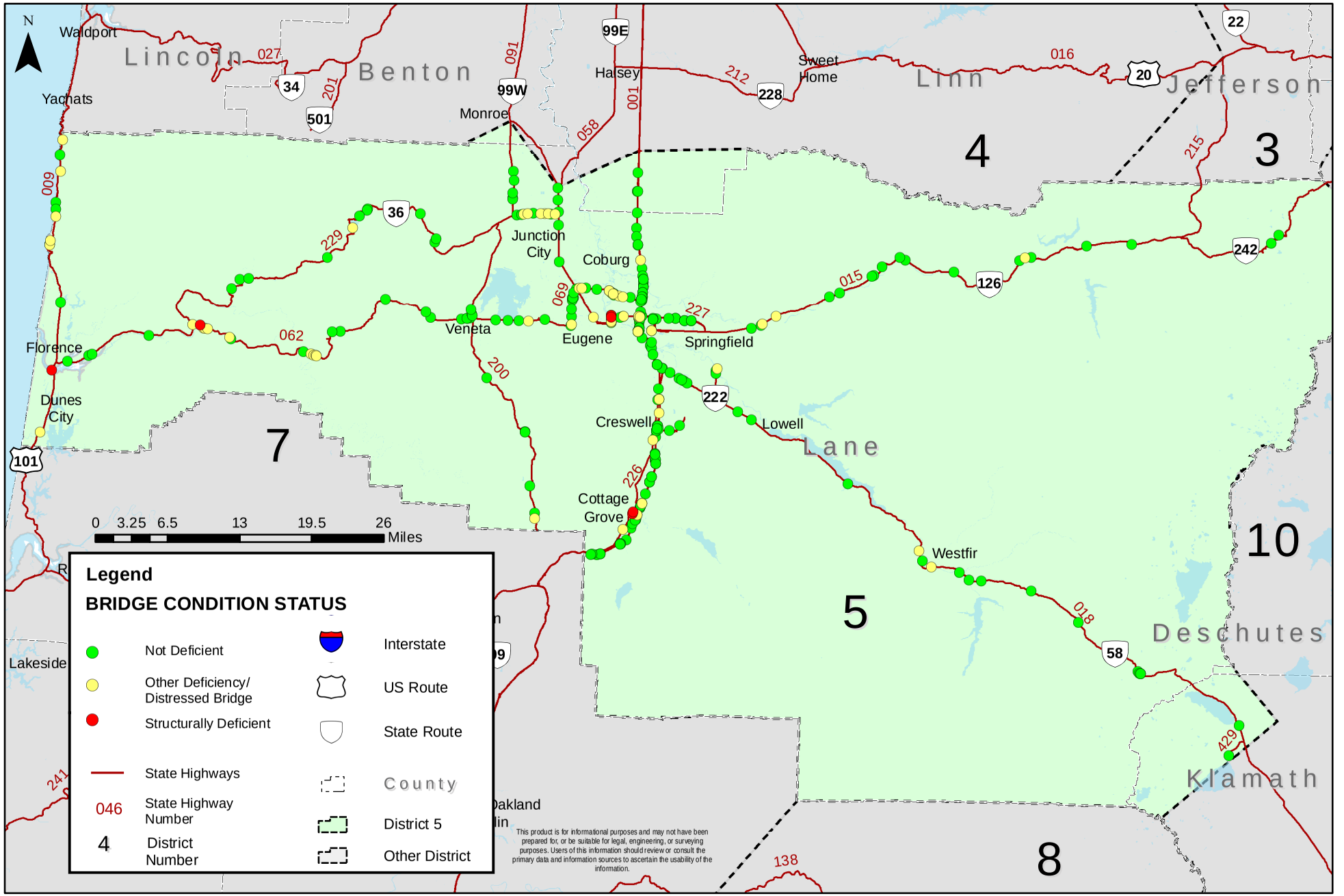
Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	04	180	2.40	01401A	Yaquina River, Hwy 180 at MP 2.40	1982	Prestressed concrete	3,584	7/6/7	FR	ND		PV	
2	04	180	4.93	01402A	Yaquina River, Hwy 180 at MP 4.93	1981	Prestressed concrete	4,144	7/7/7	GD	ND		PV	
2	04	180	7.73	04199	Randall Creek, Hwy 180	1961	Concrete	1,178	6/6/6	FR	ND		V	
2	04	180	11.81	02711	Yaquina River, Hwy 180 at MP 11.81	1941	Steel	2,757	6/6/6	FR	ND		V	
2	04	180	14.70	01253	Marys River, Hwy 180	1957	Concrete	1,744	6/6/6	FR	ND		V	
2	04	181	5.33	01491A	Skunk Creek, Hwy 181	1989	Prestressed concrete	2,520	7/7/7	GD	ND		NV	
2	04	181	12.37	18144	Davis Creek, Hwy 181 (Skalada)	1997	Prestressed concrete	4,056	6/6/7	FR	ND		NV	
2	04	181	12.87	01914A	Root Creek, Hwy 181	1989	Prestressed concrete	5,400	7/7/7	GD	ND		V	
2	04	181	15.47	01972A	Cedar Creek, Hwy 181	1989	Prestressed concrete	5,040	7/7/7	GD	ND		V	
2	04	181	19.42	01968A	Euchre Creek, Hwy 181	1989	Prestressed concrete	4,824	7/7/5	FR	ND		V	
2	04	181	20.66	00852A	Siletz River, Hwy 181 at MP 20.66 (Ojalla)	1946	Steel	11,295	6/6/6	FR	OD	LSL	V	
2	04	181	23.10	00851A	Siletz River, Hwy 181 at MP 23.10 (Fuller)	1956	Steel	13,279	6/6/6	FR	SD	SD LSL	V	
2	04	181	24.10	00853A	Siletz River, Hwy 181 at MP 24.10	1956	Prestressed concrete	9,665	7/6/7	FR	ND		V	
2	04	181	29.64	09048	Depot Creek, Hwy 181 at MP 29.64	1963	Prestressed concrete	2,600	7/7/6	FR	ND		V	
2	04	181	30.63	09049	Depot Creek, Hwy 181 at MP 30.63	1963	Prestressed concrete	2,184	7/7/5	FR	OD	LSL TS	V	
2	04	181	31.14	09050	Depot Creek, Hwy 181 at MP 31.14	1963	Prestressed concrete	2,912	7/7/6	FR	OD	TS	V	
2	04	191	7.20	04587A	Fern Creek, Hwy 191 at MP 7.20	1953	Wood or Timber	980	6/6/6	FR	ND		V	
2	04	191	9.85	04588A	Fern Creek, Hwy 191 at MP 9.85	1953	Concrete continuous	2,433	7/7/6	FR	ND		V	
2	04	191	10.11	04589A	Little Luckiamute River, Hwy 191	1953	Concrete continuous	5,642	6/6/6	FR	ND		V	
2	04	191	10.56	04590A	Little Luckiamute Oflow, Hwy 191	1953	Concrete continuous	1,457	6/6/6	FR	ND		V	
2	04	191	16.67	10193	McTimmonds Creek, Hwy 191 at MP 16.67	1956	Concrete	1,865	6/6/5	FR	ND		V	
2	04	191	16.83	04585	McTimmonds Creek, Hwy 191 at MP 16.83	1967	Prestressed concrete	1,241	6/6/6	FR	ND		NV	
2	04	191	18.90	01250	Pedee Creek, Hwy 191	1960	Steel	2,410	5/5/5	FR	OD	Paint	V	
2	04	191	21.03	01251A	Ritner Creek, Hwy 191	1976	Concrete continuous	6,035	6/6/6	FR	ND		PV	
2	04	191	23.07	01133A	Luckiamute River, Hwy 191	1966	Concrete continuous	6,270	6/6/6	FR	ND		V	
2	04	191	23.59	01422	Maxfield Creek, Hwy 191	1967	Prestressed concrete	1,689	7/7/6	FR	ND		NV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	04	191	24.23	02997	Price Creek, Hwy 191	1967	Prestressed concrete	1,342	7/7/7	GD	ND		NV	
2	04	191	30.72	02625A	Marys River, Hwy 191	1950	Concrete continuous	6,990	5/5/5	FR	ND		V	
2	04	194	0.16	10265A	Fern Creek, Hwy 194	1966	Prestressed concrete	2,542	6/6/6	FR	ND		PV	
2	04	194	6.27	10261A	South Fork Ash Creek, Hwy 194	1966	Prestressed concrete	2,565	6/6/6	FR	ND		PV	
2	04	201	0.10	02305	North Fork Alsea River, Hwy 201	1937	Steel	7,864	6/6/6	FR	ND		V	
2	04	201	0.97	02306	South Fork Alsea River Oflow Channel, Hwy 201	1937	Concrete continuous	1,760	6/6/6	FR	ND		V	
2	04	201	1.11	01856	South Fork Alsea River, Hwy 201	1934	Steel	2,576	6/6/5	FR	OD	Paint TS	V	
2	04	201	3.65	03004	Bummer Creek, Hwy 201	1967	Steel continuous	-	7	GD	ND		NV	
2	04	210	0.13	02728	Willamette River, Hwy 210 EB (Van Buren Ave)	1913	Steel	20,526	6/5/5	FR	OD	LSL Scour LC	V	
2	04	210	0.13	09179	Willamette River, Hwy 210 WB (Harrison Blvd)	1964	Steel	34,226	6/6/6	FR	ND		PV	
2	04	210	2.45	04267A	Owl Creek, Hwy 210	1965	Prestressed concrete	8,856	6/6/6	FR	ND		V	4
2	04	210	5.51	12205B	Calapooia River, Hwy 210	1971	Concrete continuous	30,446	7/6/6	FR	ND		V	4
2	04	210	5.85	09413	Calapooia Oflow, Hwy 210 at MP 5.85	1971	Concrete continuous	15,011	6/6/6	FR	ND		V	4
2	04	210	5.91	09414	Calapooia Oflow, Hwy 210 at MP 5.91	1971	Concrete continuous	11,302	6/6/6	FR	ND		V	4
2	04	210	6.30	12208B	Lake Creek, Hwy 210	1971	Concrete continuous	15,011	6/6/6	FR	ND		PV	4
2	04	210	7.63	09855	Hwy 210 over Hwy 58	1990	Concrete continuous	25,569	5/6/7	FR	ND		NV	
2	04	210	7.73	16780	Hwy 210 over UPRR	1990	Prestressed concrete	17,480	6/7/7	FR	ND		PV	4
2	04	210	7.80	17198	Hwy 210 over Tangent Industrial Park Access	1990	Concrete	5,856	7/7/7	GD	ND		NV	
2	04	210	10.03	08229B	Hwy 210 over Hwy 1	1994	Prestressed concrete continuous	27,206	6/7/7	FR	ND		NV	
2	04	210	12.48	18463	Oak Creek, Hwy 210	2000	Prestressed concrete	5,640	6/7/7	FR	ND		NV	
2	04	211	0.73	04272	Mill Creek, Hwy 211 at MP 0.73	1961	Concrete	1,167	6/6/5	FR	OD	TS	PV	
2	04	211	1.37	01771A	South Santiam River, Hwy 211	1973	Prestressed concrete continuous	49,949	6/6/7	FR	ND		PV	
2	04	211	4.93	04301	Beaver Creek, Hwy 211	1941	Wood or Timber	2,793	7/6/6	FR	OD	TS	V	
2	04	211	5.43	04473	Beaver Creek Oflow, Hwy 211	1940	Concrete continuous	587	6/6/6	FR	OD	LSL	V	
2	04	211	6.31	04278A	Crabtree Creek, Hwy 211 (Tinker Jim)	1954	Concrete continuous	4,800	6/6/6	FR	ND		V	
2	04	211	13.86	02321	Thomas Creek, Hwy 211 (Schindler)	1938	Concrete continuous	8,413	6/6/6	FR	ND		V	
2	04	211	18.67	04283	Jordan Creek, Hwy 211	1959	Concrete	673	6/6/5	FR	ND		NV	
2	04	211	20.45	04285	Jordan Creek, Hwy 211	1963	Prestressed concrete	832	6/6/6	FR	ND		NV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	04	211	24.25	04287	Trask Creek (Gold Creek), Hwy 211	1963	Concrete	1,170	7/6/6	FR	ND		PV	
2	04	211	25.46	00533B	Santiam River, Hwy 211 (Mehama)	1973	Prestressed concrete continuous	28,079	6/6/6	FR	ND		PV	
2	04	212	1.34	04288A	Spoon Creek, Hwy 212	1994	Prestressed concrete	3,360	7/7/7	GD	ND		NV	
2	04	212	2.40	08252	Hwy 212 over Hwy 1	1958	Concrete continuous	12,837	6/6/6	FR	ND		V	
2	04	212	2.64	04289A	Courtney Creek, Hwy 212	1983	Prestressed concrete	2,720	7/7/7	GD	ND		NV	
2	04	212	11.82	01428A	Calapooia River, Hwy 212 (McKircher)	1958	Prestressed concrete continuous	5,364	6/7/7	FR	ND		V	
2	04	212	12.94	01725A	Calapooia R, Hwy 212 at MP 12.94 (Crawfordsville)	1963	Steel	7,308	7/6/7	FR	ND		PV	
2	04	212	16.78	17973	Calapooia River, Hwy 212 at MP 16.78 (Matlock)	1997	Prestressed concrete	12,888	6/7/6	FR	ND		NV	
2	04	C0000	209.06	08248	Diamond Hill Drive over Hwy 1	1959	Prestressed concrete	7,368	6/7/6	FR	ND		PV	
2	04	C0000	212.05	08243	Bond Butte Rd over Hwy 1	1958	Concrete continuous	6,890	6/6/6	FR	ND		V	
2	04	C0000	214.56	08242	Lake Creek Drive over Hwy 1	1958	Concrete continuous	6,890	6/6/6	FR	ND		V	
2	04	C0000	218.28	08237	Ogle Rd over Hwy 1	1958	Concrete continuous	6,890	6/6/6	FR	ND		V	
2	04	C0000	219.08	08253	Linn-West Rd over Hwy 1	1958	Concrete continuous	6,890	5/6/6	FR	ND		V	
2	04	C0000	221.58	08254	Boston Mill Rd over Hwy 1	1958	Concrete continuous	6,890	6/6/6	FR	ND		V	
2	04	C0000	224.58	08231	Ridge Drive over Hwy 1	1958	Concrete continuous	6,890	5/6/6	FR	ND		V	
2	04	C0000	227.09	08230	Tangent Rd over Hwy 1	1958	Concrete continuous	6,890	5/6/6	FR	ND		V	
2	04	C0000	230.12	08228	Seven Mile Lane over Hwy 1	1958	Concrete continuous	9,500	5/6/6	FR	ND		V	
2	04	C0000	231.91	08224	Grand Prairie Drive over Hwy 1	1958	Concrete continuous	7,769	5/6/6	FR	ND		V	
2	04	C0000	237.67	08132	Viewcrest Rd over Hwy 1	1958	Concrete continuous	7,582	5/6/6	FR	OD	VC	V	
2	04	C0000	239.67	08130	Dever-Conner Road over Hwy 1	1958	Concrete continuous	9,372	5/6/6	FR	ND		V	
2	04	C0000	242.13	08118	Talbot Road over Hwy 1	1958	Concrete continuous	8,602	5/6/5	FR	ND		V	
2	04	C0000	243.54	08114	Ankeny Hill Rd over Hwy 1	1958	Concrete continuous	8,540	6/6/6	FR	OD	VC	V	
2	04	C0533	15.69	20876	Simpson Creek, Hwy 33 at MP 15.69 R/W Rt	2010	Concrete	-	8	VG	ND		NV	

OREGON STATE HIGHWAY SYSTEM
2016 BRIDGE CONDITION - DISTRICT 5

APRIL 2016



Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	05	001	169.58	07861A	Martin Creek, Hwy 1 NB	1963	Concrete continuous	3,386	7/6/7	FR	ND		PV	2
2	05	001	169.58	20645	Martin Creek, Hwy 1 SB	2008	Prestressed concrete	3,440	7/8/8	GD	ND		NV	
2	05	001	171.56	20643	Hwy 1 SB over Latham Rd	2008	Prestressed concrete continuous	8,756	6/7/8	FR	ND		NV	
2	05	001	171.56	20644	Hwy 1 NB over Latham Rd	2008	Prestressed concrete continuous	8,756	7/7/7	GD	ND		NV	
2	05	001	171.62	20641	Coast Fork Willamette River, Hwy 1 SB	2008	Prestressed concrete continuous	9,828	6/7/8	FR	ND		NV	
2	05	001	171.62	20642	Coast Fork Willamette River, Hwy 1 NB	2008	Prestressed concrete continuous	9,827	7/7/7	GD	ND		NV	
2	05	001	173.40	07865A	Hwy 1 over Taylor Ave	1956	Concrete continuous	10,296	5/6/6	FR	ND		PV	2
2	05	001	173.84	07864A	Hwy 1 over 16th Street (Landess Rd)	1956	Concrete continuous	9,442	5/6/6	FR	ND		V	2
2	05	001	174.24	20040	Hwy 1 NB over Main St (Whiteaker Ave)	2008	Prestressed concrete	4,780	6/8/7	FR	ND		NV	
2	05	001	174.24	20041	Hwy 1 SB over Main St (Whiteaker Ave)	2008	Prestressed concrete	4,668	6/8/8	FR	ND		NV	
2	05	001	174.41	07830	Hwy 1 SB over OP&ERR (Abandoned)	1956	Concrete continuous	5,600	6/6/6	FR	ND		V	2
2	05	001	174.41	07830A	Hwy 1 NB over OP&ERR (Abandoned)	1962	Concrete continuous	5,187	7/6/7	FR	ND		V	2
2	05	001	174.74	07833A	Hwy 1 SB over Row River Rd (Cottage Grove)	1956	Concrete continuous	4,983	6/6/6	FR	OD	DG VC	PV	2
2	05	001	174.74	07833B	Hwy 1 NB over Row River Rd (Cottage Grove)	1962	Concrete continuous	4,183	7/6/6	FR	OD	VC	PV	2
2	05	001	175.40	19848	Row River, Hwy 1 SB	2005	Prestressed concrete continuous	15,456	6/7/8	FR	ND		NV	
2	05	001	175.40	19850	Row River, Hwy 1 NB	2005	Prestressed concrete continuous	15,456	7/7/8	GD	ND		NV	
2	05	001	175.60	19849	Row River Oflow, Hwy 1 SB	2005	Prestressed concrete continuous	9,534	6/7/7	FR	ND		NV	
2	05	001	175.60	19851	Row River Oflow, Hwy 1 NB	2005	Prestressed concrete continuous	9,534	7/7/6	FR	ND		NV	
2	05	001	175.84	07828A	Creek, Hwy 1 NB at MP 175.84	1961	Concrete continuous	3,333	6/6/7	FR	ND		PV	2
2	05	001	175.84	07828B	Creek, Hwy 1 SB at MP 175.84	1956	Concrete continuous	2,800	7/6/7	FR	OD	DG	PV	2
2	05	001	177.89	07793A	Brown Creek, Hwy 1 NB	1956	Concrete continuous	3,347	6/6/8	FR	ND		PV	2
2	05	001	177.89	20376	Brown Creek Hwy 001 SB at MP 177.89	2009	Prestressed concrete	4,638	7/7/7	GD	ND		NV	
2	05	001	178.40	20335	Gettings Creek, Hwy 1 SB	2006	Prestressed concrete	10,755	6/7/7	FR	ND		NV	
2	05	001	178.40	20421	Gettings Creek, Hwy 1 NB	2006	Prestressed concrete	12,402	6/7/8	FR	ND		NV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	05	001	179.64	20241	Coast Fork Relief Opening, Hwy 1 NB	2005	Prestressed concrete	4,545	7/7/7	GD	ND		NV	
2	05	001	179.64	20336	Coast Fork Relief Opening, Hwy 1 SB	2006	Prestressed concrete	4,658	6/7/7	FR	ND		NV	
2	05	001	179.99	19237	Coast Fork Willamette River, Hwy 1 SB	2003	Prestressed concrete continuous	24,952	6/7/6	FR	ND		NV	
2	05	001	179.99	20242	Coast Fork Willamette River, Hwy 1 NB	2005	Prestressed concrete continuous	25,694	7/7/7	GD	ND		NV	
2	05	001	180.49	07743B	Tunnel Mill Race, Hwy 1 NB	1956	Concrete continuous	2,050	6/6/6	FR	ND		PV	2
2	05	001	180.49	20413	Tunnel Mill Race, Hwy 1 SB	2007	Prestressed concrete	2,700	7/8/8	GD	ND		NV	
2	05	001	182.63	07740A	Hill Creek, Hwy 1 SB	1956	Concrete continuous	3,125	7/7/6	FR	ND		PV	2
2	05	001	182.63	07740B	Hill Creek, Hwy 1 NB	1956	Concrete continuous	3,665	5/6/6	FR	ND		V	
2	05	001	183.04	07738A	Old Lane Creek (Hill Slough), Hwy 1 SB	1956	Concrete continuous	3,844	7/6/6	FR	ND		V	2
2	05	001	183.04	07738D	Old Lane Creek (Hill Slough), Hwy 1 NB	1961	Concrete continuous	2,092	6/6/6	FR	ND		V	2
2	05	001	185.46	07736A	Camas Swale, Hwy 1 NB	1961	Concrete continuous	5,020	6/6/6	FR	OD	Scour	V	2
2	05	001	185.46	20377	Camas Swale, Hwy 1 SB	2008	Prestressed concrete	5,954	6/8/8	FR	ND		NV	
2	05	001	188.34	20486	Hwy 1 NB over Hwy 18 & Conn (Goshen Grade)	2008	Prestressed concrete	7,769	7/7/7	GD	ND		NV	
2	05	001	188.34	20487	Hwy 1 SB over Hwy 18 & Conn	2008	Prestressed concrete	9,316	7/8/8	GD	ND		NV	
2	05	001	188.91	20179	Hwy 1 NB over Franklin Blvd & CORP at MP 188.9	2009	Prestressed concrete continuous	21,421	6/8/7	FR	ND		NV	
2	05	001	188.91	20601	Hwy 1 SB over Franklin Blvd & CORP at MP 188.9	2009	Prestressed concrete continuous	20,605	6/7/7	FR	ND		NV	
2	05	001	190.76	08870	Hwy 1 over Hwy 225 Conn (McVay Access)	1962	Concrete	2,616	7/6/6	FR	ND		PV	1
3	05	001	192.75	21038	Willamette River & Hwy 15 & UPRR, Hwy 1 & Hwy 1W	2012	Concrete continuous	133,601	6/8/8	FR	ND		NV	
2	05	001	192.75	21039	Willamette R. SB & Hwy 15 & UPRR, Hwys 1 &	2011	Concrete continuous	118,449	6/8/8	FR	ND		NV	
2	05	001	192.99	21041	Patterson Slough, Hwy 001 SB at MP 192.99	2010	Prestressed concrete	12,097	6/8/6	FR	ND		NV	
2	05	001	192.99	21077	Patterson Slough, Hwy 001 NB at 192.99	2010	Prestressed concrete	12,105	8/8/8	VG	ND		NV	
2	05	001	193.77	08689H	Q St Canal (Floodway Ditch), Hwy 1	1961	Concrete continuous	-	6	FR	ND		NV	
2	05	001	195.78	20061	Hwy 1 NB over Game Farm Road	2008	Steel	17,155	6/8/7	FR	ND		NV	
2	05	001	195.78	20062	Hwy 1 SB over Game Farm Road	2008	Steel	13,529	6/8/7	FR	ND		NV	
2	05	001	196.19	08180N	McKenzie Oflow, Hwy 1 NB at MP 196.19	1960	Concrete continuous	5,271	5/6/7	FR	ND		PV	1
2	05	001	196.19	08180S	McKenzie Oflow, Hwy 1 SB at MP 196.19	1960	Concrete continuous	5,271	5/6/6	FR	ND		PV	1

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	05	001	196.69	08178N	McKenzie Oflow, Hwy 1 NB at MP 196.69	1960	Concrete continuous	6,953	5/6/7	FR	ND		PV	1
2	05	001	196.69	08178S	McKenzie Oflow, Hwy 1 SB at MP 196.69	1960	Concrete continuous	6,953	5/6/6	FR	ND		PV	1
2	05	001	197.07	08176A	McKenzie Oflow, Hwy 1 at MP 197.07	1987	Steel continuous	-	7	GD	ND		NV	
2	05	001	197.40	20597	McKenzie River & Frtg Rd, Hwy 1 NB (Spores)	2008	Prestressed concrete continuous	49,506	6/7/7	FR	ND		NV	
2	05	001	197.40	20598	McKenzie River & Frtg Rd, Hwy 1 SB (Spores)	2008	Prestressed concrete continuous	49,506	6/7/6	FR	ND		NV	
2	05	001	200.50	08171N	Muddy Creek, Hwy 1 NB	1960	Concrete continuous	5,334	6/6/6	FR	ND		PV	1
2	05	001	200.50	08171S	Muddy Creek, Hwy 1 SB	1960	Concrete continuous	5,334	7/6/6	FR	ND		PV	1
2	05	001	201.95	0M407	Culvert, Hwy 1 at MP 201.95	1960	Concrete continuous	-	6	FR	ND		NV	
2	05	001	205.34	08251S	Small Creek, Hwy 1 SB at MP 205.34	1958	Concrete continuous	3,175	7/6/6	FR	ND		PV	1
2	05	001	205.34	08251N	Small Creek, Hwy 1 NB at MP 205.34	1958	Concrete continuous	3,175	7/6/6	FR	ND		PV	1
2	05	001KC	174.74	07832	Hwy 1 Conn over CORP	1956	Concrete continuous	9,660	4/6/6	PR	SD	SD Rail DG	V	
2	05	001KR	182.63	07740C	Hill Creek Hwy 001KR NB at MP 182.63	1967	Concrete continuous	1,531	7/6/6	FR	ND		V	2
2	05	001KU	183.18	07738C	Old Lane Cr (Hill Sl), Hwy1 Frtg Rd Rt (Melton Rd)	1956	Concrete continuous	1,542	7/6/7	FR	ND		V	
2	05	001LG	191.98	08443	Hwy1 Conn (Glenwd Bd) over Hwy1 &Conn (Judkins Pt)	1962	Prestressed concrete	10,582	7/8/8	GD	ND		PV	
2	05	001LS	195.90	21657	Hwy 001 SB Conn to Hwy 069 over Multi-Use	2014	Prestressed concrete	1,460	7/8/8	GD	ND		NV	
2	05	001LV	197.64	09174	Egge Rd over Hwy 1	1963	Prestressed concrete	5,803	6/6/6	FR	ND		PV	
2	05	001LX	199.15	08172	Van Duyn Rd over Hwy 1 (Coburg)	1960	Prestressed concrete	8,325	7/6/6	FR	OD	VC	PV	
2	05	001WR	195.46	20060	Hwy 001 NB Conn to Hwy 69 WB over Hwy 001 & 69	2008	Prestressed concrete continuous	97,937	6/7/6	FR	ND		NV	
2	05	009	168.44	01182	Cummins Creek, Hwy 9	1931	Concrete	6,721	6/6/6	FR	OD	LSL	V	4
2	05	009	169.94	19086	Bob Creek, Hwy 9	2004	Prestressed concrete	4,380	7/7/7	GD	ND		NV	
2	05	009	171.44	01181	Tenmile Creek, Hwy 9	1931	Concrete	8,050	6/6/6	FR	OD	LSL	V	4
2	05	009	174.40	20004	Rock Creek, Hwy 9	2008	Prestressed concrete	7,246	7/7/7	GD	ND		NV	
2	05	009	175.02	01180	Big Creek, Hwy 9 at MP 175.02	1931	Concrete	9,930	6/6/6	FR	ND		V	4
2	05	009	175.68	01114	China Creek, Hwy 9 at MP 175.68	1931	Concrete continuous	2,398	7/6/6	FR	OD	DG	V	4
2	05	009	178.35	01113	Cape Creek, Hwy 9	1931	Concrete	23,578	6/6/6	FR	OD	Rail LSL	V	5
2	05	009	178.75	01741B	Slide Viaduct, Hwy 9 at MP 178.75	1962	Prestressed concrete	4,849	7/6/6	FR	ND		V	4

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	05	009	178.82	01741C	Slide Viaduct, Hwy 9 at MP 178.82	1962	Prestressed concrete	4,062	6/6/6	FR	OD	LSL	V	4
2	05	009	184.78	01494A	Sutton Creek, Hwy 9	1930	Concrete continuous	6,233	6/6/6	FR	ND		V	4
2	05	009	190.98	01821E	Siuslaw River, Hwy 9 (Florence)	1936	Steel	63,173	5/5/5	FR	SD	SD LSL LC	V	5
2	05	009	196.93	00982	Siltcoos River, Hwy 9	1930	Concrete continuous	6,249	6/6/5	FR	OD	LSL DG	V	2
2	05	015	0.09	E6099C	Hwy 15 EB (Franklin Blvd) over Hwy 1W NB & UPRR	1961	Steel continuous	23,527	6/6/6	FR	OD	DG	PV	
2	05	015	0.09	W6099C	Hwy 15 WB (Franklin Blvd) over Hwy 1W & UPRR	1961	Steel continuous	25,023	6/6/6	FR	ND		PV	
2	05	015	1.33	01223	Willamette River, Hwy 15 WB	1929	Steel continuous	46,646	6/5/6	FR	OD	LSL Paint LC	V	
2	05	015	1.34	08051	Willamette River, Hwy 15 EB	1957	Steel continuous	29,490	6/6/6	FR	ND		V	
2	05	015	10.44	03964A	Gray Creek (Cedar Flat Creek), Hwy 15	1990	Prestressed concrete	1,980	7/8/8	GD	ND		NV	
2	05	015	11.43	01109B	McKenzie River, Hwy 15	1964	Prestressed concrete	35,792	6/8/5	FR	ND		PV	
2	05	015	11.59	03965	Oflow Ditch, Hwy 15 R/W Right at MP 11.59	1964	Concrete	1,260	7/6/6	FR	OD	DG	PV	
2	05	015	13.06	01516	Eugene Water Bd Cnl, Hwy15 @ MP13.06 (Walterville)	1930	Concrete continuous	5,025	6/6/6	FR	OD	DG	V	
2	05	015	18.32	01536	Holden Creek, Hwy 15	1929	Concrete continuous	-	6	FR	ND		NV	
2	05	015	19.23	03966	Hwy 15 over Leaburg Dam Overflow Spillway	1930	Concrete continuous	-	6	FR	ND		NV	
2	05	015	22.59	18518	Eugene Water Board Cnl, Hwy 15 at MP 22.59 (Ward)	1997	Prestressed concrete	3,572	6/7/8	FR	ND		NV	
2	05	015	22.79	18333	Montgomery Creek, Hwy 15	1998	Prestressed concrete	4,275	8/8/8	VG	ND		NV	
2	05	015	23.92	18534	Eugene Water Board Cnl (Leaburg Dam) Part Viaduct	1999	Prestressed concrete	2,400	8/8/8	VG	ND		NV	
2	05	015	25.97	18240	Indian Creek, Hwy 15	2000	Prestressed concrete	1,288	8/8/8	VG	ND		NV	
2	05	015	26.52	01324A	Gate Creek, Hwy 15 (Vida)	1930	Concrete continuous	10,428	6/6/6	FR	ND		V	
2	05	015	31.30	19019	Bear Creek, Hwy 15	2006	Prestressed concrete	2,068	7/8/8	GD	ND		NV	
2	05	015	39.52	03970B	Elk Creek, Hwy 15	1957	Concrete continuous	4,750	6/6/6	FR	ND		PV	
2	05	015	40.18	13570	McKenzie River, Hwy 15 (Fish Hole)	1972	Prestressed concrete	4,531	6/7/7	FR	OD	LSL	NV	
2	05	015	40.70	01323A	Blue River Bridge, Hwy 15	1972	Concrete continuous	12,722	6/6/7	FR	ND		NV	
2	05	015	46.34	0P261	Mill Creek, Hwy 15 at MP 46.34	1966	Steel	-	7	GD	ND		NV	
2	05	015	50.46	01399A	McKenzie River, Hwy 15	1968	Prestressed concrete	12,438	7/7/6	FR	ND		NV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	05	015	66.70	21084	Creek, Hwy 15 at MP 66.70	2008	Prestressed concrete	1,570	8/8/8	VG	ND		NV	
2	05	015	68.36	21085	Creek, Hwy 15 at MP 68.36	2008	Prestressed concrete	783	8/8/8	VG	ND		NV	
2	05	018	0.89	09653	Coast Fork Willamette River Oflow, Hwy 18	1967	Prestressed concrete	2,550	8/7/6	FR	ND		PV	
2	05	018	1.96	05285A	Coast Fork Willamette River Relief Opening, Hwy 18	1955	Concrete	5,016	6/6/6	FR	ND		V	
2	05	018	2.29	18386	Coast Fork Willamette River Relief Oflow, Hwy 18	2000	Concrete continuous		7	GD	ND		NV	
2	05	018	2.46	05286	Coast Fork Willamette River, Hwy 18	1950	Steel	14,585	6/6/5	FR	ND		V	
2	05	018	2.71	20395	Willamette River Relief Opening, Hwy 18	2008	Prestressed concrete	5,244	6/7/7	FR	ND		NV	
2	05	018	8.08	20120	Hwy 18 over UPRR (Pleasant Hill)	2008	Steel continuous	21,999	6/8/6	FR	ND		NV	
2	05	018	9.51	20360	Lost Creek, Hwy 18	2008	Prestressed concrete continuous	10,796	7/7/7	GD	ND		NV	
2	05	018	20.71	03988A	Goodman Creek, Hwy 18	1950	Concrete	-	6	FR	ND		NV	
2	05	018	30.76	03994A	Deception Creek, Hwy 18	1953	Concrete continuous	3,293	7/7/6	FR	OD	DG	PV	
2	05	018	31.76	01626	Willamette River, Hwy 18 Frtg Rd (Barnard)	1932	Steel	11,688	6/6/6	FR	ND		V	
2	05	018	33.24	07894	Willamette River, Hwy 18 (Barnard)	1955	Steel continuous	21,170	6/6/6	FR	OD	Paint	PV	
2	05	018	35.98	02073C	Salmon Creek, Hwy 18	1991	Prestressed concrete	15,696	6/7/7	FR	ND		PV	
2	05	018	37.09	20359	Hwy 18 over Private Logging Road	2008	Prestressed concrete	5,507	7/8/8	GD	ND		NV	
2	05	018	38.25	01519A	Salt Creek, Hwy 18 at MP 38.25	1965	Steel	8,786	7/6/7	FR	ND		V	
2	05	018	42.93	02071A	Salt Creek, Hwy 18 at MP 42.93	1965	Steel	13,981	5/6/7	FR	ND		V	
2	05	018	48.33	03995A	Eagle Creek, Hwy 18	1965	Prestressed concrete	1,910	7/7/7	GD	ND		NV	
2	05	018	55.98	21567	Half Viaduct, Hwy 18 at MP 55.98	2015	Prestressed concrete	6,732	8/8/8	VG	ND		NV	
2	05	018	56.23	21568	Half Viaduct, Hwy 18 at MP 56.23	2015	Prestressed concrete	4,536	8/8/8	VG	ND		NV	
2	05	018	56.29	21569	Half Viaduct, Hwy 18 at MP 56.29	2015	Prestressed concrete	1,538	8/8/8	VG	ND		NV	
2	05	018	56.32	21570	Half Viaduct, Hwy 18 at MP 56.32	2015	Prestressed concrete	3,168	8/8/8	VG	ND		NV	
2	05	018	67.95	20155	Odell Creek, Hwy 18	2006	Prestressed concrete	5,520	7/7/8	GD	ND		NV	

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2	05	062	1.17	20153	North Fork Siuslaw River, Hwy 62	2009	Prestressed concrete continuous	30,484	7/7/7	GD	ND		NV	
2	05	062	3.16	03996A	Patterson Creek, Hwy 62	1966	Steel continuous	-	6	FR	ND		PV	3
2	05	062	9.27	04006A	Divide Creek, Hwy 62	1974	Prestressed concrete	2,600	7/7/7	GD	ND		NV	
2	05	062	14.49	02049A	Siuslaw River & Riverview Ave, Hwy 62 (Mapleton)	1970	Prestressed concrete continuous	30,115	6/6/5	FR	OD	Rail VC	V	3
2	05	062	15.61	14378A	Knowles Creek, Hwy 62 at MP 15.61	1958	Concrete continuous	4,440	7/6/6	FR	OD	Rail DG	V	3
2	05	062	15.79	14379A	Knowles Creek, Hwy 62 at MP 15.79	1958	Concrete continuous	4,958	6/6/6	FR	OD	Rail DG	V	3
2	05	062	16.02	14380A	Knowles Creek, Hwy 62 at MP 16.02	1958	Concrete continuous	7,462	6/6/6	FR	OD	Rail DG	V	3
2	05	062	18.24	08369	Knowles Creek, Hwy 62 at MP 18.24	1958	Concrete continuous	7,061	6/5/6	FR	OD	Rail DG	V	3
2	05	062	18.47	21235	Knowles Creek, Hwy 62 at MP 18.47	2010	Prestressed concrete	7,722	7/8/8	GD	ND		NV	
2	05	062	26.48	21234	Siuslaw River, Hwy 62	2010	Prestressed concrete	9,586	6/7/6	FR	ND		NV	
2	05	062	27.38	08553	Wildcat Creek, Hwy 62 at MP 27.38	1961	Concrete continuous	5,858	6/6/6	FR	OD	DG	PV	3
2	05	062	27.66	08554	Wildcat Creek, Hwy 62 at MP 27.66	1961	Concrete continuous	5,612	6/6/6	FR	OD	DG	PV	3
2	05	062	27.89	08555	Wildcat Creek, Hwy 62 at MP 27.89	1961	Concrete continuous	7,369	5/6/6	FR	OD	LSL DG	PV	3
2	05	062	27.98	08556	Hwy 62 over CBRL	1961	Concrete continuous	7,770	6/6/6	FR	OD	DG	PV	3
2	05	062	31.56	08940	Walker Creek, Hwy 62	1962	Prestressed concrete	1,782	7/7/6	FR	ND		V	3
2	05	062	32.40	08939	Chickahominy Creek, Hwy 62	1962	Concrete continuous	4,180	5/6/5	FR	ND		PV	3
2	05	062	37.44	04079A	Poterf Creek (Elk Creek), Hwy 62	1984	Steel continuous	-	7	GD	ND		PV	3
2	05	062	40.99	04076B	Poodle Creek, Hwy 62	1994	Prestressed concrete	6,305	6/7/6	FR	ND		NV	
2	05	062	42.18	15443	Long Tom River, Hwy 62 at MP 42.18	1994	Prestressed concrete	20,305	6/7/6	FR	ND		PV	3
2	05	062	44.56	16199	Long Tom River Overflow, Hwy 62 at MP 44.56	1988	Prestressed concrete	8,712	7/7/6	FR	ND		NV	
2	05	062	45.45	16649	Long Tom River Overflow, Hwy 62 at MP 45.45	1988	Prestressed concrete	2,904	7/7/7	GD	ND		NV	
2	05	062	45.90	16200	Long Tom River, Hwy 62 at MP 45.90	1988	Prestressed concrete	3,080	7/7/7	GD	ND		NV	
2	05	062	46.47	0M594	Culvert, Hwy 62 at MP 46.47	1988	Concrete continuous	-	7	GD	ND		NV	
2	05	062	48.89	17410	West Fork Coyote Creek, Hwy 62	1996	Prestressed concrete	3,360	7/7/7	GD	ND		NV	
2	05	062	49.93	02522A	Middle Fork Coyote Creek, Hwy 62	1984	Prestressed concrete	5,016	7/7/6	FR	ND		V	3

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2	05	062	50.91	02520A	Coyote Creek, Hwy 62	1984	Prestressed concrete	4,664	7/7/7	GD	ND		V	3
2	05	062	51.77	02765	Creek, Hwy 62 at MP 51.77	1941	Wood or Timber	760	6/7/6	FR	OD	DG	NV	
2	05	062RW	3.31	06688A	Patterson Creek, Hwy 62 R/W Lt	1986	Prestressed concrete	560	7/7/7	GD	ND		NV	
2	05	062RW	15.19	0M203	Knowles Cr, Hwy 62 Frtg Rd Lt at MP F15.19 (Camps)	1962	Steel	942	4/6/7	PR	SD	SD LSL	NV	
2	05	069	0.60	21307	HWY 069 OVER CBRL at MP 0.60	2010	Concrete	9,473	7/7/7	GD	ND		NV	
2	05	069	3.03	02052A	Willow Creek, Hwy 69	1973	Prestressed concrete	3,724	6/7/7	FR	ND		NV	
2	05	069	3.21	16376	Amazon Creek, Hwy 69	1967	Prestressed concrete	3,612	7/7/7	GD	OD	Rail	NV	
2	05	069	3.92	09460	SCS Canal & UPRR, Hwy 69	1967	Prestressed concrete	11,141	6/7/7	FR	ND		V	3
2	05	069	4.61	17945	Hwy 69 over Royal Avenue	2001	Prestressed concrete	10,925	7/7/7	GD	ND		NV	
2	05	069	5.41	17961	A2 Channel, Hwy 69 EB at MP 5.41	1997	Steel	-	7	GD	ND		NV	
2	05	069	5.72	17474	Hwy 69 over Barger Drive	1997	Prestressed concrete	12,417	6/6/6	FR	ND		NV	
2	05	069	6.09	17473	A2 Channel, Hwy 69 at MP 6.09	1997	Prestressed concrete	9,520	7/7/7	GD	ND		NV	
2	05	069	6.58	09941	Hwy 69 over Hwy 1W & BNSF	1971	Prestressed concrete	28,370	7/6/6	FR	ND		PV	
2	05	069	6.83	09942	Hwy 69 over Prairie Road	1971	Prestressed concrete	11,765	6/6/6	FR	OD	Rail	NV	
2	05	069	7.06	08864A	Hwy 69 over UPRR & Northwest Expressway	1963	Steel continuous	56,067	6/6/6	FR	OD	Rail	PV	
2	05	069	7.46	16378	Crow Creek, Hwy 69	1964	Prestressed concrete	5,520	7/7/6	FR	ND		PV	
2	05	069	8.46	09744	Hwy 69 over River Road	1970	Prestressed concrete	20,363	6/7/6	FR	ND		PV	
2	05	069	9.59	08638	Willamette River & River Ave, Hwy 69 WB	1961	Steel continuous	24,179	6/6/7	FR	OD	VC	PV	
2	05	069	9.59	08638A	Willamette River & River Ave, Hwy 69 EB	1967	Steel continuous	23,559	6/7/6	FR	OD	VC	PV	
2	05	069	9.92	08704	Willamette River Oflow, Hwy 69 WB	1961	Prestressed concrete	4,032	7/7/6	FR	OD	DG	PV	
2	05	069	9.92	08704A	Willamette River Oflow, Hwy 69 EB	1966	Concrete continuous	8,501	7/6/7	FR	ND		PV	
2	05	069	9.92	39C149	Debrick Slough, Hwy 69 WB Conn	1979	Prestressed concrete continuous	10,910	7/7/7	GD	ND		NV	
2	05	069	10.15	08705	Debrick Slough, Hwy 69 WB at MP 10.15	1961	Prestressed concrete	4,432	7/7/6	FR	OD	DG	PV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	05	069	10.15	08705A	Debrick Slough, Hwy 69 EB at MP 10.15	1965	Prestressed concrete	3,714	7/7/7	GD	ND		PV	
2	05	069	11.66	16267	Hwy 69 over Coburg Road	1977	Prestressed concrete	10,705	7/5/6	FR	ND		NV	
2	05	069	12.70	21655	Hwy 69AW, To HWY 001 SB at MP 12.70 Over Multi-Use	2014	Prestressed concrete	1,300	8/8/8	VG	ND		NV	
2	05	069	12.76	21576	Hwy 69 over Hwy 1	2014	Prestressed concrete continuous	31,028	7/8/7	GD	ND		NV	
2	05	069	12.92	21656	Hwy 069AZ , - HWY 001 SB @ MP 12.92 Over Multi-Use	2014	Prestressed concrete	1,282	8/8/7	GD	ND		NV	
2	05	069AM	10.15	08705C	Debrick Slough, Hwy 69 EB Conn at MP C10.15	1964	Prestressed concrete	1,728	7/6/7	FR	ND		PV	
2	05	069AN	10.05	09358	Delta Hwy over Hwy 69	1965	Prestressed concrete	11,683	6/7/6	FR	OD	VC	PV	
2	05	069AQ	10.15	08705B	Debrick Slough, Hwy 69 WB Conn at MP C10.15	1964	Prestressed concrete	1,560	7/6/7	FR	ND		PV	
2	05	069BE	5.63	17960	A2 Channel, Hwy 69 EB at MP 5.63	1997	Steel	-	7	GD	ND		NV	
2	05	091	108.90	03945	Flat Creek, Hwy 1W at MP 108.90	1947	Concrete continuous	10,960	6/6/6	FR	ND		PV	3
2	05	091	109.97	02229C	Creek, Hwy 1W at MP 109.97	1981	Prestressed concrete	4,960	7/7/7	GD	ND		NV	
2	05	091	111.05	02229D	Creek, Hwy 1W at MP 111.05	1981	Prestressed concrete	5,200	7/7/7	GD	ND		NV	
2	05	091	112.22	02399A	Creek, Hwy 1W at MP 112.22	1981	Steel continuous	-	7	GD	ND		NV	
2	05	091	115.56	02408A	Creek, Hwy 1W at MP 115.56	1981	Prestressed concrete	5,200	7/6/7	FR	ND		NV	
2	05	091	121.42	02138	Hwy 1W over CBRL Coos Bay Branch	1937	Concrete continuous	13,602	5/6/6	FR	OD	LSL	PV	3
2	05	091	125.99	06837	Hwy 1W over Riverview Street	1951	Concrete continuous	4,583	7/6/6	FR	ND		PV	3
2	05	200	4.59	04037	Ferguson Creek, Hwy 200	1963	Prestressed concrete	1,472	7/7/6	FR	ND		PV	
2	05	200	5.43	04040	Small Stream, Hwy 200 at MP 5.43	1959	Concrete	693	6/6/6	FR	ND		NV	
2	05	200	6.60	21406	Bear Creek, Hwy 200	2011	Prestressed concrete	7,733	7/8/7	GD	ND		NV	
2	05	200	7.06	04042	Small Stream, Hwy 200 at MP 7.06	1967	Prestressed concrete	3,066	6/6/6	FR	ND		PV	
2	05	200	7.14	04043	Cattlepass, Hwy 200 at MP 7.14	1967	Prestressed concrete	985	7/7/6	FR	ND		NV	
2	05	200	18.72	04050A	Long Tom River, Hwy 200	1966	Concrete continuous	6,130	7/7/6	FR	ND		PV	
2	05	200	18.98	01699A	Long Tom Oflow, Hwy 200 at MP 18.98	1966	Prestressed concrete	2,240	6/6/6	FR	ND		PV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	05	200	19.28	01700A	Long Tom Oflow, Hwy 200 at MP 19.28	1967	Prestressed concrete	13,950	6/6/6	FR	ND		PV	
2	05	200	25.49	07271	Coyote Creek, Hwy 200	1955	Concrete continuous	5,612	6/6/6	FR	ND		V	
2	05	200	32.18	04057A	North Fork Coyote Creek, Hwy 200	1980	Prestressed concrete	1,952	7/7/8	GD	ND		NV	
2	05	200	32.24	04058A	South Fork Coyote Creek, Hwy 200	1980	Prestressed concrete	1,952	7/7/7	GD	ND		NV	
2	05	200	37.93	04059	North Fork Siuslaw River (Hawley Creek), Hwy 200	1957	Concrete	1,767	7/6/5	FR	ND		V	
2	05	200	40.43	21434	South Fork Siuslaw River, Hwy 200	2012	Prestressed concrete	3,381	7/8/7	GD	ND		NV	
2	05	200	40.85	04063	Small Stream, Hwy 200 at MP 40.85	1960	Concrete	659	7/6/6	FR	OD	TS	NV	
2	05	222	5.20	04117A	Willamette River, Hwy 222 (Jasper)	1952	Steel	22,409	6/5/6	FR	OD	LSL	V	
2	05	222	5.41	07880	Willamette River Oflow, Hwy 222 at MP 5.41	1953	Concrete	4,625	6/6/6	FR	ND		V	
2	05	222	5.64	07890	Willamette River Oflow, Hwy 222 at MP 5.64	1953	Concrete	2,312	6/6/6	FR	ND		V	
2	05	222	12.19	08386	Bear Creek, Hwy 222	1958	Concrete continuous	2,097	6/6/6	FR	ND		V	
2	05	222	13.36	08388	Coast Fork Willamette River, Hwy 222	1967	Concrete continuous	23,179	6/5/6	FR	ND		PV	
2	05	222	14.44	20103	Hill Creek, Hwy 222	2006	Prestressed concrete	5,360	6/8/7	FR	ND		NV	
2	05	222	14.59	20104	Hwy 222 over Hwy 1 (Creswell)	2007	Prestressed concrete continuous	14,557	6/7/6	FR	ND		NV	
2	05	225	1.01	00373	Hwy 225 over CORP (McVay)	1921	Concrete continuous	12,291	5/6/6	FR	ND		V	
2	05	225	1.54	08445	Hwy 225 over Hwy 1	1961	Steel	12,640	6/6/7	FR	ND		PV	
2	05	225	2.25	08697	Hwy 225 (30th Ave) over Hwy 1	1960	Prestressed concrete	8,081	7/7/8	GD	ND		PV	
2	05	226	3.14	01471	Camas Swale, Hwy 226	1930	Concrete continuous	3,660	7/5/5	FR	ND		V	
2	05	226	6.81	02486	Hill Creek, Hwy 226	1938	Wood or Timber	2,677	6/7/6	FR	OD	TS	V	
2	05	226	13.79	00614A	Coast Fork Willamette River, Hwy 226 at MP 13.79	1949	Concrete continuous	7,144	5/4/5	PR	SD	SD Rail LSL	V	
2	05	226	15.75	00613C	Coast Fork Willamette River, Hwy 226 at MP 15.75	1949	Concrete continuous	13,424	6/6/5	FR	OD	Rail	V	
2	05	226	19.56	00163B	Hwy 226 over CORP	1981	Prestressed concrete	10,665	6/7/6	FR	ND		NV	
2	05	226	19.65	16272	Hwy 226 over Hwy 1	1981	Prestressed concrete continuous	11,408	6/6/6	FR	ND		NV	
2	05	227	0.26	09600E	1st to 7th Ave Viaduct, Hwy 227 EB	1973	Prestressed concrete continuous	58,935	5/6/6	FR	OD	Rail	PV	
2	05	227	0.26	09600W	1st to 7th Ave Viaduct, Hwy 227 WB	1973	Prestressed concrete continuous	61,522	5/6/6	FR	OD	Rail LSL	PV	

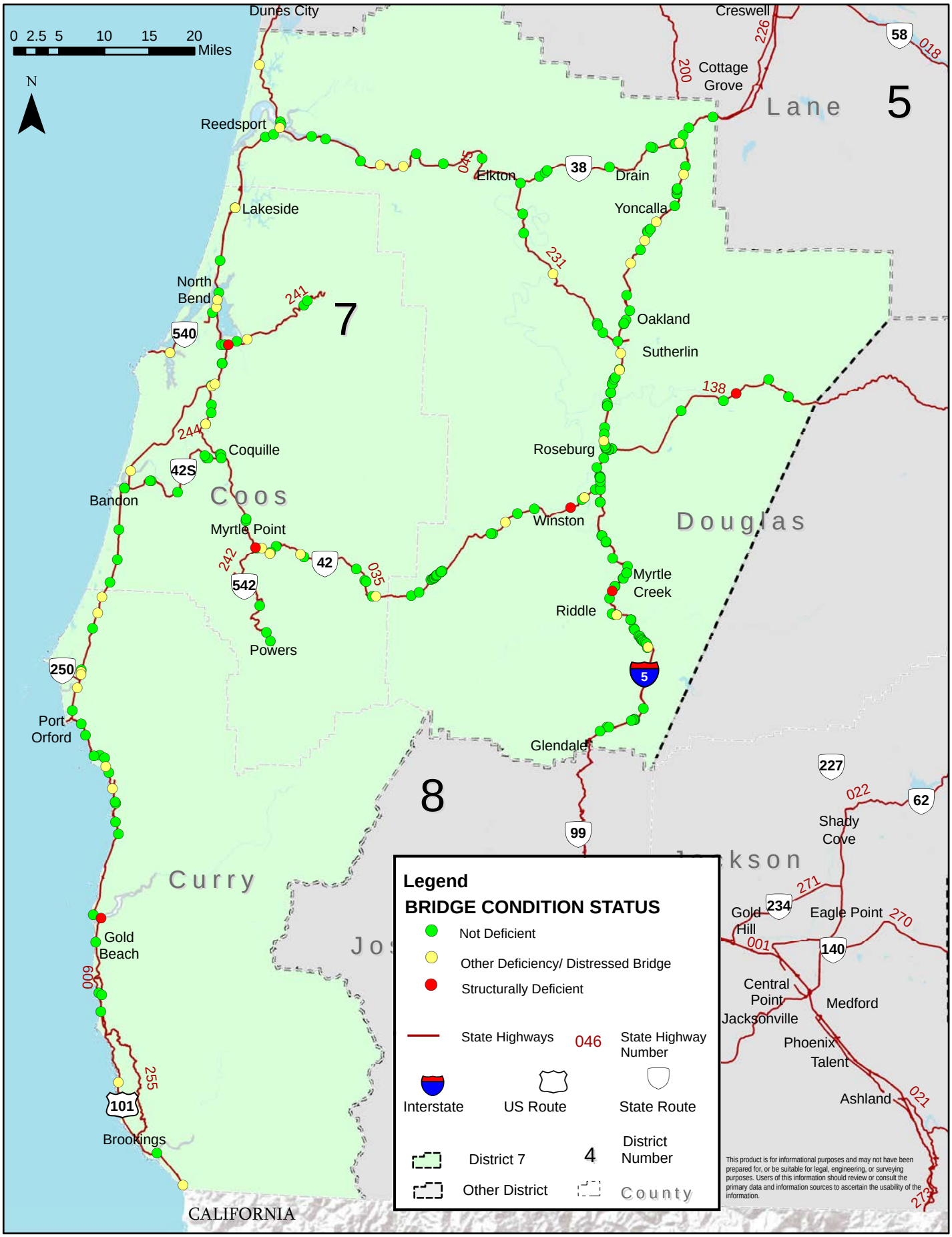
Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	05	227	0.28	09600L	Hwy 227 NB over 1ST Ave and Rail Road at MP 0.28	1973	Prestressed concrete continuous	118,297	6/6/6	FR	ND		PV	
2	05	227	0.63	09572	Hwy 227 over Future Hwy 62	1967	Steel continuous	24,926	4/7/6	PR	SD	SD	PV	
2	05	227	0.81	08966	Willamette River & Hwy 227 Conn #1, Hwy 227	1967	Concrete continuous	77,674	4/6/6	PR	SD	SD	PV	
2	05	227	1.71	08965E	Hwy 227 over Country Club Rd (Eugene)	1963	Prestressed concrete	13,458	5/7/7	FR	ND		PV	
2	05	227	1.96	08700A	Hwy 227 over Coburg Rd (Eugene) Conns	1964	Steel continuous	30,369	6/6/6	FR	ND		PV	
2	05	227	1.97	08700B	Hwy 227 Conn #1 over Coburg Rd (Eugene)	1961	Steel	9,288	7/6/7	FR	OD	VC	PV	
2	05	227	3.35	08689C	Hwy 227 WB over Garden Way (Eugene)	1961	Prestressed concrete	6,865	6/7/7	FR	OD	DG	PV	
2	05	227	3.36	08689B	Hwy 227 EB over Garden Way (Eugene) & Conn #2	1961	Prestressed concrete	6,641	6/7/7	FR	OD	DG	PV	
2	05	227	3.37	08689A	Hwy 227 Conn #1 over Garden Way (Eugene)	1961	Concrete continuous	5,461	6/5/6	FR	ND		PV	
2	05	227	3.48	08689D	Hwy 227 WB over Hwy 1 & Conn #2 & Conn #4	1961	Prestressed concrete	15,322	6/7/7	FR	ND		PV	
2	05	227	3.48	08689E	Hwy 227 EB over Hwy 1 & Conn #2 & Conn #4	1961	Prestressed concrete	14,572	6/7/7	FR	OD	VC	PV	
2	05	227	3.65	08689F	Hwy 227 WB over Hwy 227 Conn #3	1961	Concrete continuous	5,904	5/6/6	FR	ND		PV	
2	05	227	4.69	08844	Hwy 227 over Hwy 228 (Pioneer Pkwy E & W) Conns	1964	Prestressed concrete	20,169	7/7/6	FR	ND		PV	
2	05	227	5.00	09208	Hwy 227 over 5th St (Springfield)	1964	Prestressed concrete	11,821	7/7/7	GD	ND		PV	
2	05	227	6.71	09066E	Hwy 227 EB over 28th St (Springfield) & UPRR	1965	Prestressed concrete	8,358	7/7/7	GD	ND		PV	
2	05	227	6.71	09066W	Hwy 227 WB over 28th St (Springfield) & UPRR	1965	Prestressed concrete	8,565	7/7/6	FR	ND		PV	
2	05	227	7.52	09067E	Hwy 227 EB over 42nd St (Springfield)	1966	Prestressed concrete	21,706	6/7/6	FR	ND		PV	
2	05	227	7.52	09067W	Hwy 227 WB over 42nd St (Springfield)	1966	Prestressed concrete	16,390	6/7/6	FR	ND		PV	
2	05	227	8.20	09563E	McKenzie Oflow, Hwy 227 EB	1966	Concrete continuous	6,187	7/6/7	FR	ND		PV	
2	05	227	8.20	09563W	McKenzie Oflow, Hwy 227 WB	1966	Concrete continuous	6,187	7/6/7	FR	ND		PV	
2	05	227AA	0.26	09600C	Hwy 227 WB Ramp to Hwy 1W NB over Jefferson St	1973	Prestressed concrete continuous	10,402	6/7/7	FR	OD	DG	PV	
2	05	227AD	1.01	08966R	Willamette River, Hwy 227 Conn #3	1967	Concrete	3,048	6/6/7	FR	ND		NV	
2	05	227AU	6.23	09596	Mohawk Blvd Conn over Hwy 227	1966	Prestressed concrete	21,471	7/7/5	FR	ND		PV	
2	05	227BD	123.52	09600	Hwy 1W Ramp to Hwy 227 EB over Washington St	1973	Prestressed concrete continuous	9,929	6/6/6	FR	ND		PV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	05	228	0.37	09193A	Floodway Ditch, Hwy 228 NB at MP 0.37N	1964	Concrete continuous	5,975	7/6/6	FR	ND		PV	
2	05	228	0.37	09193B	Floodway Ditch, Hwy 228 SB at MP 0.37S	1964	Concrete continuous	6,001	7/6/6	FR	ND		PV	
2	05	229	10.55	01403	Indian Creek, Hwy 229	1929	Concrete continuous	4,432	6/5/6	FR	ND		V	
2	05	229	12.24	04019A	Green Creek, Hwy 229	1985	Prestressed concrete	1,440	7/7/7	GD	ND		NV	
2	05	229	13.09	01331	Deadwood Creek, Hwy 229	1928	Steel	4,228	6/6/6	FR	ND		V	
2	05	229	21.38	04025A	Greenleaf Creek, Hwy 229	1951	Concrete continuous	4,326	6/6/5	FR	ND		V	
2	05	229	26.09	04029	Little Lake Creek, Hwy 229	1959	Concrete	695	6/6/5	FR	OD	TS	NV	
2	05	229	28.19	04031A	Swamp Creek, Hwy 229	1960	Concrete	766	6/6/6	FR	ND		NV	
2	05	229	29.38	01099A	Lake Creek, Hwy 229	1960	Concrete	4,005	6/6/6	FR	ND		V	
2	05	229	29.51	01098A	Lake Creek Oflow, Hwy 229	1960	Concrete	2,403	6/6/6	FR	ND		V	
2	05	229	35.20	00730A	Long Tom River, Hwy 229 at MP 35.22	1987	Steel continuous	-	5	FR	ND		NV	
2	05	229	37.86	00729A	Long Tom River, Hwy 229 at MP 37.86	1949	Concrete continuous	3,689	6/6/6	FR	ND		V	
2	05	229	38.39	00728A	Long Tom River, Hwy 229 at MP 38.39	1949	Concrete continuous	1,963	6/6/6	FR	ND		V	
2	05	229	47.81	17441	Long Tom River, Hwy 229 (Cheshire)	1995	Prestressed concrete	4,944	7/7/7	GD	ND		NV	
2	05	229	48.26	20379	Lingo Slough, Hwy 229	2007	Prestressed concrete	7,488	7/7/7	GD	ND		NV	
2	05	229	48.36	01755E	Creek, Hwy 229 at MP 48.36	1932	Wood or Timber	1,273	6/7/5	FR	OD	TS	V	
2	05	229	48.78	01755G	Creek, Hwy 229 at MP 48.78	1932	Wood or Timber	3,182	6/7/6	FR	OD	LSL TS	V	
2	05	229	49.30	17939	Amazon Creek, Hwy 229	1995	Prestressed concrete	4,128	7/7/7	GD	ND		NV	
2	05	229	50.16	01755K	Creek, Hwy 229 at MP 50.16	1932	Wood or Timber	1,273	7/7/5	FR	OD	TS	V	
2	05	229	50.36	01755L	Creek, Hwy 229 at MP 50.36	1932	Wood or Timber	1,273	7/7/6	FR	OD	TS	V	
2	05	229	50.62	01755M	Creek, Hwy 229 at MP 50.62	1932	Wood or Timber	700	6/7/6	FR	OD	TS	NV	
2	05	229	50.90	01755O	Creek, Hwy 229 at MP 50.90	1985	Steel continuous	-	6	FR	ND		NV	
2	05	229	51.29	01755Q	Creek, Hwy 229 at MP 51.29	1932	Wood or Timber	1,273	6/7/6	FR	OD	TS	V	
2	05	429	2.27	0M007	Crescent Creek, Hwy 429	1954	Concrete	1,518	7/6/6	FR	ND		PV	
2	05	C0000	0.00	20370	Saginaw Road over Hwy 001 AT MP 176.76	2008	Prestressed concrete continuous	17,811	7/7/7	GD	ND		NV	
2	05	C0000	5.62	17962	A2 Channel, Barger Drive	1997	Steel	-	7	GD	ND		NV	
2	05	C0000	10.64	09324	Norkenzie Road over Hwy 69	1964	Prestressed concrete	8,652	6/7/7	FR	OD	VC	PV	
2	05	C0000	10.98	09327	Gilham Road over Hwy 69	1964	Prestressed concrete	7,896	6/6/7	FR	OD	VC	PV	
2	05	C0000	169.25	07862A	Hawley Rd over Hwy 1	1956	Concrete continuous	6,603	5/5/5	FR	ND		V	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
2	05	C0000	172.24	20039	London Rd over Hwy 1	2008	Prestressed concrete continuous	16,430	7/7/6	FR	ND		NV	
2	05	C0000	180.55	20423	Trunnell Road over Hwy 1	2007	Prestressed concrete continuous	6,038	7/8/8	GD	ND		NV	
2	05	C0000	182.06	07741A	Market Rd over Hwy 1	1956	Concrete continuous	6,428	6/6/6	FR	ND		V	
2	05	C0000	184.24	07737A	Dale Kuni Road over Hwy 1	1956	Concrete continuous	6,922	6/6/6	FR	OD	VC	V	
2	05	C0000	186.43	07735A	Peebles Road over Hwy 1	1986	Prestressed concrete	8,325	7/7/6	FR	ND		NV	
2	05	C0000	193.49	08186	Centennial Blvd over Hwy 1	1961	Prestressed concrete	15,023	6/7/6	FR	ND		PV	
2	05	C0000	194.44	08184	Harlow Road over Hwy 1	1960	Concrete continuous	11,849	7/6/6	FR	ND		PV	
2	05	C0000	196.74	08177	Sprague Road over Hwy 1	1958	Concrete continuous	6,891	7/6/6	FR	ND		V	
2	05	C0000	198.39	08173B	Reed Service Rd over Hwy 1	1960	Prestressed concrete	5,935	6/6/6	FR	ND		PV	
2	05	C0000	201.28	08170	Wilkins Rd over Hwy 1	1960	Prestressed concrete	6,891	7/7/6	FR	ND		PV	
2	05	C0000	203.44	08167	Coleman Rd over Hwy 1	1960	Prestressed concrete	6,891	7/6/6	FR	ND		PV	
2	05	C0000	207.05	08250	Priceboro Road over Hwy 1	1959	Prestressed concrete	6,891	7/7/6	FR	ND		PV	

OREGON STATE HIGHWAY SYSTEM
2016 BRIDGE CONDITION - DISTRICT 7

APRIL 2016



Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
3	07	001	82.34	06784	Swamp Creek, Hwy 1	1948	Concrete continuous	-	6	FR	ND		PV	2
3	07	001	83.08	06785	Woodford Creek, Hwy 1	1948	Concrete continuous	-	6	FR	ND		PV	2
3	07	001	86.40	19312	QUINES CREEK, HWY 1 SB	2005	Prestressed concrete	4,957	6/7/7	FR	ND		NV	
3	07	001	86.40	19313	Quines Creek, Hwy 1 NB	2005	Prestressed concrete	4,591	6/8/7	FR	ND		NV	
3	07	001	86.52	19106	Cow Creek, Hwy 1 NB	2006	Prestressed concrete continuous	11,550	6/7/6	FR	ND		NV	
3	07	001	86.52	19107	Cow Creek, Hwy 1 SB	2005	Prestressed concrete continuous	9,746	7/7/7	GD	ND		NV	
3	07	001	96.05	06795A	Canyon Creek, Hwy 1 at MP 96.05	1951	Concrete	-	5	FR	ND		NV	
3	07	001	96.27	06794A	Canyon Creek, Hwy 1 at MP 96.27	1951	Concrete	-	6	FR	ND		NV	
3	07	001	96.42	06793A	Canyon Creek, Hwy 1 at MP 96.42	1951	Concrete	-	5	FR	ND		NV	
3	07	001	96.64	06792A	Canyon Creek, Hwy 1 at MP 96.64	1951	Concrete	-	6	FR	ND		NV	
3	07	001	96.82	06791A	Canyon Creek, Hwy 1 at MP 96.82	1951	Concrete	-	5	FR	ND		NV	
3	07	001	96.96	06790A	Canyon Creek, Hwy 1 at MP 96.96	1951	Concrete	-	6	FR	ND		NV	
3	07	001	97.13	06789A	Canyon Creek, Hwy 1 at MP 97.13	1951	Concrete	-	6	FR	ND		NV	
3	07	001	97.34	06788A	Canyon Creek, Hwy 1 at MP 97.34	1951	Steel	-	6	FR	ND		NV	
3	07	001	97.50	06787A	Canyon Creek, Hwy 1 at MP 97.50	1951	Steel	-	6	FR	ND		NV	
3	07	001	98.28	20477	Hwy 1 & Conn over 5th St (Canyonville)	2008	Prestressed concrete	7,219	6/8/6	FR	ND		NV	
3	07	001	98.51	07324	Hwy 1 over First St (Canyonville)	1951	Concrete continuous	8,327	6/6/6	FR	ND		PV	2
3	07	001	99.53	20093	Hwy 1 NB over Creekside Dr (Irwin Access)	2007	Prestressed concrete	4,704	6/8/8	FR	ND		NV	
3	07	001	99.53	20094	Hwy 1 SB over Creekside Dr (Irwin Access)	2007	Prestressed concrete	4,550	6/8/8	FR	ND		NV	
3	07	001	101.33	19144	Hwy 1 NB over Yokum Road	2003	Prestressed concrete	7,489	6/8/6	FR	ND		NV	
3	07	001	101.33	19145	Hwy 1 SB & Conn over Yokum Road	2003	Prestressed concrete	11,442	6/8/6	FR	OD	LC	NV	
3	07	001	101.54	19142	South Umpqua River, Hwy 1 NB (Fords)	2003	Steel continuous	26,709	5/7/7	FR	ND		NV	
3	07	001	101.54	19143	South Umpqua River, Hwy 1 SB (Fords)	2003	Steel continuous	26,709	5/7/7	FR	ND		NV	
3	07	001	105.41	20611	South Umpqua River, Hwy 1 NB (Missouri Bottom)	2008	Prestressed concrete continuous	26,549	6/7/7	FR	ND		NV	
3	07	001	105.41	20612	South Umpqua River, Hwy 1 SB (Missouri Bottom)	2008	Prestressed concrete continuous	27,041	7/7/8	GD	ND		NV	
3	07	001	107.52	07952A	Hwy 1 SB over CORP (Weaver)	1958	Concrete continuous	11,681	6/6/6	FR	ND		PV	2

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
3	07	001	107.52	20303	Hwy 1 NB over CORP (Weaver)	2008	Prestressed concrete continuous	11,582	7/7/7	GD	ND		NV	
3	07	001	108.31	07950	Hwy 1 over Myrtle Creek Conn (Myrtle Creek Intchg)	1958	Concrete continuous	19,430	6/6/6	FR	ND		PV	2
3	07	001	110.35	20717	Hwy 1 over Boomer Hill Rd Conn #2	2008	Prestressed concrete	8,360	7/7/6	FR	ND		NV	
3	07	001	112.57	07841A	S Umpqua R & CORP & Cnty Rd, Hwy1 SB (Booth Ranch)	1965	Steel	31,823	6/6/6	FR	ND		V	2
3	07	001	112.57	19105	S Umpqua R & CORP & Round Prairie Rd, Hwy 1 NB	2004	Prestressed concrete continuous	42,619	6/6/6	FR	ND		NV	
3	07	001	113.44	07839	Hwy 1 SB over Clarks Branch Rd Conn #2	1956	Concrete continuous	6,481	6/6/6	FR	ND		PV	2
3	07	001	113.44	07839A	Hwy 1 NB over Clarks Branch Rd Conn #2	1964	Concrete continuous	5,632	6/6/6	FR	ND		PV	2
3	07	001	117.74	20389	Roberts Creek Rd, Hwy 1 SB	2006	Prestressed concrete continuous	8,325	6/6/6	FR	ND		NV	
3	07	001	117.74	20422	Roberts Creek Rd, Hwy 1 NB	2006	Prestressed concrete continuous	8,775	7/7/7	GD	ND		NV	
3	07	001	120.03	07804N	Hwy 1 over Speedway Rd	1955	Concrete continuous	12,616	7/6/6	FR	ND		PV	2
3	07	001	120.49	19740	Hwy 1 NB over Hwy 234 (Shady)	2007	Prestressed concrete	6,337	6/8/7	FR	ND		NV	
3	07	001	120.49	19741	Hwy 1 SB over Hwy 234 (Shady)	2007	Prestressed concrete	6,337	6/8/7	FR	ND		NV	
3	07	001	120.57	19738	South Umpqua River & CORP, Hwy 1 NB (Shady)	2006	Prestressed concrete continuous	58,996	6/6/6	FR	ND		NV	
3	07	001	120.57	19739	South Umpqua River & CORP, Hwy 1 SB (Shady)	2007	Prestressed concrete continuous	58,996	7/6/6	FR	ND		NV	
3	07	001	121.69	21087	Mclain Ave. Bridge hwy 1 over McLain Ave Frontage	2009	Prestressed concrete	12,354	6/8/7	FR	ND		NV	
3	07	001	123.01	07670A	Hwy 1 over Portland Ave (Fairgrounds Intchg)	1954	Concrete continuous	11,895	6/6/6	FR	ND		PV	2
3	07	001	124.15	07669A	Hwy 1 & Conn over Harvard Ave	1976	Concrete continuous	23,141	6/6/6	FR	ND		PV	2
3	07	001	124.22	07668A	Hwy 1 over Bellows St	1976	Concrete continuous	17,548	6/6/6	FR	ND		PV	2
3	07	001	124.54	07404A	South Umpqua River, Hwy 1 NB (Vets)	1976	Steel	34,360	6/6/6	FR	ND		V	2
3	07	001	124.54	07404	South Umpqua River, Hwy 1 SB (Vets)	1955	Steel	37,038	6/6/6	FR	ND		V	2
3	07	001	128.92	07663C	N Umpqua R & CORP & Co Rd, Hwy 1 NB (Winchester)	1955	Steel	57,294	5/6/6	FR	ND		V	2
3	07	001	128.92	07663A	N Umpqua R & CORP & Co Rd, Hwy 1 SB (Winchester)	1964	Steel	56,778	6/6/6	FR	ND		V	2
3	07	001	130.46	20212	Hwy 1 SB over CORP	2007	Prestressed concrete continuous	6,368	7/8/7	GD	ND		NV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
3	07	001	130.46	20213	Hwy 1 NB over CORP	2005	Prestressed concrete continuous	6,368	6/7/8	FR	ND		NV	
3	07	001	131.47	20214	Sutherlin Creek & County Rd, Hwy 1 NB	2006	Prestressed concrete continuous	9,450	6/7/6	FR	ND		NV	
3	07	001	131.47	20215	Sutherlin Creek & County Rd, Hwy 1 SB	2005	Prestressed concrete	10,910	7/7/6	FR	ND		NV	
3	07	001	132.00	07629A	Hwy 1 SB over Wilbur-Umpqua Rd	1965	Concrete continuous	4,811	7/6/6	FR	ND		PV	2
3	07	001	132.00	20337	Hwy 1 NB over Wilbur-Umpqua Rd	2006	Prestressed concrete	3,610	6/7/7	FR	ND		NV	
3	07	001	132.28	07718	Culvert, Hwy 1 at MP 132.28	1954	Concrete continuous	-	6	FR	ND		PV	2
3	07	001	133.25	07627A	Hwy 1 SB over Rogers Rd Conn	1965	Concrete continuous	5,020	7/6/6	FR	ND		PV	2
3	07	001	133.25	07627B	Hwy 1 NB over Rogers Rd Conn	1954	Concrete continuous	3,571	7/6/6	FR	OD	LSL	PV	2
3	07	001	136.52	20216	HWY 1 OVER HWY 231	2005	Concrete	10,433	6/6/6	FR	ND		NV	
3	07	001	138.60	20240	Hwy 1 over Stearns Lane	2006	Prestressed concrete	5,580	6/8/7	FR	ND		NV	
3	07	001	138.71	20239	Calapooya Creek, Hwy 1	2006	Prestressed concrete	26,039	6/8/7	FR	ND		NV	
3	07	001	148.21	07644A	Hwy 1 over Rice Hill Frtg Rd	1954	Concrete continuous	8,603	6/6/6	FR	ND		PV	2
3	07	001	150.76	07640	Hwy 1 NB over CORP (Yoncalla)	1954	Concrete continuous	7,473	5/6/6	FR	ND		PV	2
3	07	001	150.79	07640A	Hwy 1 SB over CORP (Yoncalla)	1963	Concrete continuous	8,736	6/6/6	FR	ND		PV	2
3	07	001	154.54	21305	Hwy 1 over Elkhead Rd	2010	Prestressed concrete	7,106	6/8/7	FR	ND		NV	
3	07	001	156.03	07567A	Elk Creek, Hwy 1 SB	1964	Concrete continuous	5,625	7/7/5	FR	ND		PV	2
3	07	001	156.03	07567B	Elk Creek, Hwy 1 NB	1953	Concrete continuous	5,222	6/6/5	FR	ND		PV	2
3	07	001	156.49	07572A	Curtis Creek, Hwy 001 SB at MP 156.49	1963	Concrete continuous	5,233	7/6/6	FR	ND		PV	2
3	07	001	156.49	21306	Curtis Creek, Hwy 1 NB at MP 156.49	2010	Prestressed concrete continuous	3,800	6/8/8	FR	ND		NV	
3	07	001	158.35	07595	Curtis Creek Bridge, Hwy 001 Ft Rd Rt at MP 158.35	1953	Concrete continuous	756	7/6/6	FR	OD	TS	V	
3	07	001	159.28	07594A	Hwy 1 over Scotts Valley Conn	1953	Concrete continuous	9,436	7/6/6	FR	ND		PV	2
3	07	001	162.06	07569A	Hwy 1 over Buck Creek Rd	1953	Concrete continuous	7,688	6/6/6	FR	ND		PV	2
3	07	001	163.43	21161	Bear Creek, Hwy 1 at MP 163.43	2009	Prestressed concrete continuous	17,055	7/7/6	FR	ND		NV	
3	07	001	164.45	07584A	Hwy 1 over Comstock Cemetery Rd	1981	Concrete continuous	11,438	7/6/6	FR	ND		NV	
3	07	001EF	83.29	09351	Barton Rd Conn over Hwy 1	1965	Prestressed concrete	9,324	6/8/6	FR	ND		PV	
3	07	001EI	86.14	09348	Quines Creek Rd Conn over Hwy 1	1965	Prestressed concrete continuous	11,880	6/7/6	FR	ND		PV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
3	07	001EN	88.01	09346	Conn over Hwy 1 (Azalea Intchg)	1965	Prestressed concrete	9,792	6/7/6	FR	ND		PV	
3	07	001ES	95.82	09372	Canyon Cr Rd (Bates Rd) over Hwy 1 (W Fork Intchg)	1965	Prestressed concrete	6,912	7/6/6	FR	OD	VC	PV	
3	07	001ES	95.96	09374	West Fork Canyon Creek, Hwy 1 Conn #2	1965	Concrete continuous	2,720	7/7/7	GD	ND		PV	
3	07	001FO	101.89	08026A	Gazley Rd over Hwy 1	1975	Prestressed concrete	7,691	7/7/7	GD	ND		PV	
3	07	001FU	104.05	20628	Riddle Rd (Pruner Rd) over Hwy 1	2007	Prestressed concrete continuous	13,134	6/7/7	FR	ND		NV	
3	07	001FY	106.71	20627	Weaver Road Conn over Hwy 1	2008	Prestressed concrete continuous	11,117	6/7/6	FR	ND		NV	
3	07	001FY	106.78	07954	Weaver Road over CORP	1958	Concrete continuous	4,008	7/6/7	FR	ND		V	
3	07	001HM	124.24	07668B	Hwy 1 Conn over Bellows St	1976	Concrete continuous	5,232	6/6/7	FR	ND		PV	2
3	07	001HV	129.22	20571	Del Rio Rd over Hwy 1 (Winchester)	2008	Prestressed concrete	18,725	7/7/7	GD	ND		NV	
3	07	001IA	135.14	09285	Deady Conn over Hwy 1	1965	Prestressed concrete	6,897	7/7/6	FR	OD	LSL VC	PV	
3	07	001IM	140.79	07508A	OR Route 99 over Hwy 1 (N Oakland Intchg)	1976	Concrete continuous	10,089	6/6/7	FR	ND		NV	
3	07	001IO	142.18	07549	Metz Hill Road (Chenoweth Park Rd) over Hwy 1	1953	Concrete continuous	5,421	6/6/6	FR	ND		V	
3	07	001IW	146.81	08852	Rice Valley Rd over Hwy 1	1962	Prestressed concrete	7,785	7/7/6	FR	OD	VC	PV	
3	07	001JA	150.36	07642	Hwy 1 Conn (Yoncalla Jct) over Hwy 1	1954	Concrete continuous	4,968	6/6/6	FR	ND		V	
3	07	001JD	149.71	07641	Yoncalla Creek, Hwy 1 Conn	1954	Concrete continuous	1,852	7/6/7	FR	ND		PV	2
3	07	009	202.72	01602	Tahkenitch Creek, Hwy 9	1929	Concrete continuous	7,564	7/6/7	FR	OD	DG	V	2
3	07	009	210.46	18175	Smith River, Hwy 9	1999	Prestressed concrete continuous	75,461	7/7/6	FR	ND		PV	
3	07	009	210.88	18177	Hwy 9 over LPN RR	2000	Prestressed concrete	6,900	8/7/7	GD	ND		NV	
3	07	009	211.11	01822	Umpqua River & McIntosh Slough, Hwy 9	1936	Steel continuous	86,356	6/6/6	FR	OD	Rail LSL VC CP	V	2
3	07	009	212.27	00983	Scholfield Creek, Hwy 9	1952	Steel	25,339	6/6/6	FR	ND		V	2
3	07	009	213.23	09559	Hwy 9 over Ranch Rd	1966	Prestressed concrete	6,118	7/7/7	GD	ND		V	2
3	07	009	223.21	00949A	Tenmile Creek & CBRL, Hwy 9 & Frtg Rd (Lakeside)	1954	Prestressed concrete	14,664	7/6/6	FR	OD	LSL	V	2
3	07	009	229.43	07493	North Slough, Hwy 9	1953	Concrete continuous	-	5	FR	ND		V	2

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
3	07	009	233.09	18544	Haynes Inlet Slough, Hwy 9	2001	Prestressed concrete continuous	65,513	7/7/7	GD	ND		PV	
3	07	009	233.99	01823	Coos Bay, Hwy 9 (McCullough)	1936	Steel continuous	191,593	6/6/6	FR	OD	Rail LSL	V	5
3	07	009	234.76	01950	Hwy 9 over CBRL (North Bend)	1935	Concrete continuous	9,714	5/6/6	FR	OD	DG	V	5
3	07	009	239.20	02478C	Coalbank Slough, Hwy 9	1987	Concrete continuous	31,499	6/6/6	FR	ND		V	2
3	07	009	241.81	03166B	Shinglehouse Slough, Hwy 9 SB	1989	Prestressed concrete	6,883	7/7/6	FR	ND		V	2
3	07	009	241.81	06514A	Shinglehouse Slough, Hwy 9 NB	1990	Prestressed concrete	5,483	7/7/6	FR	ND		PV	2
3	07	009	244.82	18628	Davis Slough, Hwy 9 at MP 244.82	2001	Prestressed concrete continuous	20,343	6/7/6	FR	ND		PV	
3	07	009	259.65	07020	Coquille River, Hwy 9 (Bullards)	1952	Steel	21,714	6/6/5	FR	OD	Rail VC CP	V	3
3	07	009	273.80	01236A	Ferry Creek, Hwy 9	1962	Prestressed concrete	1,512	7/6/6	FR	ND		NV	
3	07	009	273.80	17967	Ferry Creek, Hwy 9 R/W Rt at MP 273.80	1999	Prestressed concrete	432	7/8/7	GD	ND		NV	
3	07	009	278.72	03190	Twomile Creek, Hwy 9	1965	Prestressed concrete	1,628	7/7/6	FR	ND		NV	
3	07	009	282.11	00762	Fourmile Creek, Hwy 9	1929	Concrete continuous	3,760	7/6/6	FR	ND		V	3
3	07	009	284.78	19015	Bethel Creek, Hwy 9	2004	Prestressed concrete	4,742	7/8/7	GD	ND		NV	
3	07	009	286.61	00912	Morton Creek, Hwy 9	1925	Concrete	785	7/6/6	FR	OD	DG	NV	
3	07	009	288.50	09370	Floras Creek, Hwy 9	1967	Prestressed concrete continuous	16,378	6/6/7	FR	OD	LSL	PV	3
3	07	009	290.38	00910A	Willow Creek, Hwy 9	1925	Prestressed concrete	4,344	7/6/6	FR	ND		V	3
3	07	009	295.27	09875	Drainage Ditch & Access Rd, Hwy 9 at MP 295.27	1971	Prestressed concrete	832	7/6/7	FR	ND		NV	
3	07	009	295.49	00928A	Crystal Creek, Hwy 9	1971	Prestressed concrete	5,352	7/7/6	FR	OD	Rail	V	3
3	07	009	295.75	00901C	Sixes River, Hwy 9	1971	Prestressed concrete continuous	25,249	7/6/6	FR	OD	Rail	V	3
3	07	009	297.37	00902C	Elk River, Hwy 9	1969	Prestressed concrete continuous	33,971	7/7/7	GD	OD	LSL	V	3
3	07	009	300.00	16231	Garrison Slough, Hwy 9	1976	Prestressed concrete	37,749	8/7/7	GD	ND		V	3
3	07	009	302.28	03339A	Hubbard Creek, Hwy 9	1984	Prestressed concrete	6,003	7/7/7	GD	ND		NV	
3	07	009	303.72	07780A	Rocky Point Viaduct, Hwy 9	1995	Prestressed concrete continuous	18,640	7/7/6	FR	ND		PV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
3	07	009	306.35	18096	Brush Creek, Hwy 9 at MP 306.35	1998	Concrete	16,402	7/7/7	GD	ND		PV	
3	07	009	307.79	07787	Brush Creek, Hwy 9 at MP 307.79	1955	Concrete continuous	3,483	7/6/7	FR	ND		V	3
3	07	009	308.84	02386A	Bear Trap Creek, Hwy 9	1955	Concrete continuous	2,787	7/6/7	FR	OD	LSL	V	3
3	07	009	309.56	02382A	Brush Creek, Hwy 9 at MP 309.56	1955	Concrete continuous	5,225	7/6/6	FR	ND		V	3
3	07	009	311.40	07514	Reinhart Creek, Hwy 9	1954	Steel	13,135	6/5/6	FR	OD	Rail	V	3
3	07	009	313.02	07720	Myrtle Creek, Hwy 9	1955	Concrete	3,776	6/6/7	FR	ND		V	3
3	07	009	313.15	02387A	Mussel Creek, Hwy 9	1955	Concrete	2,612	7/6/6	FR	ND		V	3
3	07	009	315.53	18989	Frankport Hwy 9	2004	Prestressed concrete	13,801	7/7/7	GD	ND		NV	
3	07	009	316.98	20724	Euchre Creek, Hwy 9	2009	Prestressed concrete	8,160	6/7/7	FR	ND		NV	
3	07	009	326.47	16014	Hwy 9 over Conn Rd at MP 326.47	1956	Concrete	1,150	7/7/6	FR	ND		V	3
3	07	009	327.70	01172	Rogue River, Hwy 9 (Gold Beach, Isaac Patterson)	1930	Concrete continuous	68,896	6/6/6	FR	SD	SD LSL	V	5
3	07	009	330.48	08290	Hunter Creek, Hwy 9	1959	Concrete continuous	12,600	6/6/7	FR	ND		PV	3
3	07	009	336.94	08718	Myers Creek, Hwy 9	1961	Concrete continuous	10,550	7/5/6	FR	ND		PV	3
3	07	009	339.10	08719	Pistol River, Hwys 9 & 255	1962	Concrete continuous	20,520	6/6/6	FR	ND		V	3
3	07	009	347.78	08459	Thomas Creek, Hwy 9	1961	Steel continuous	33,494	6/6/6	FR	OD	Paint	V	3
3	07	009	357.98	01143D	Chetco River, Hwy 9	1972	Prestressed concrete continuous	97,008	6/6/6	FR	ND		V	3
3	07	009	362.61	09091A	Winchuck River, Hwy 9	1965	Concrete continuous	15,720	7/5/7	FR	OD	LSL	PV	3
3	07	009BD	223.32	00949B	Tenmile Creek, Hwy 9 Frtg Rd	1989	Prestressed concrete	4,032	7/7/6	FR	ND		V	
3	07	009BP	307.02	07786	Brush Creek, Hwy 9 Frtg Rd at MP F307.02	1955	Concrete continuous	2,124	7/6/7	FR	ND		V	3
3	07	035	0.07	08281	Hwy 35 over Hwy 9 NB	1959	Concrete continuous	7,104	7/6/7	FR	OD	DG VC	PV	4
3	07	035	0.57	03168A	Davis Slough, Hwy 35 EB	1962	Concrete	7,385	7/6/6	FR	OD	LSL	V	4
3	07	035	0.77	06516A	Davis Slough, Hwy 35 WB	1987	Prestressed concrete	7,348	7/7/7	GD	ND		V	4
3	07	035	2.80	17931	Manning Gulch Slough, Hwy 35	1997	Prestressed concrete	3,564	7/8/7	GD	ND		NV	
3	07	035	4.14	03172A	Hwy 35 over CBRL	1949	Concrete continuous	11,214	5/6/6	FR	ND		V	4
3	07	035	5.37	03173A	Beaver Creek, Hwy 35 EB	1949	Concrete continuous	24,155	6/6/6	FR	OD	LSL DG TS	V	5
3	07	035	5.37	03173B	Beaver Creek, Hwy 35 WB	1960	Concrete continuous	24,155	5/6/6	FR	OD	DG	V	4
3	07	035	10.45	17140	Cunningham Creek, Hwy 35 at MP 10.45	1993	Prestressed concrete	7,296	7/7/6	FR	ND		PV	4
3	07	035	10.59	17165	Cunningham Creek Oflow, Hwy 35	1993	Prestressed concrete	14,294	7/8/6	FR	ND		PV	4

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
3	07	035	19.57	01056A	North Fork Coquille River, Hwy 35	1970	Prestressed concrete continuous	110,668	6/7/6	FR	ND		V	4
3	07	035	19.80	08512A	Overflow Channel, Hwy 35 at MP 19.80	1970	Prestressed concrete	9,120	7/7/6	FR	ND		V	4
3	07	035	23.37	08842	Middle Fork Coquille River, Hwy 35 at MP 23.37	1962	Concrete continuous	16,869	6/6/6	FR	SD	SD LSL LC	PV	4
3	07	035	23.48	08843	Hwy 35 over Hwy 242	1962	Concrete continuous	8,509	6/6/6	FR	ND		V	4
3	07	035	24.32	08830	Middle Fork Coquille River, Hwy 35 at MP 24.32	1962	Steel	11,760	6/6/5	FR	OD	LSL	V	4
3	07	035	25.52	08875	Middle Fork Coquille River, Hwy 35 at MP 25.52	1962	Steel	14,000	6/5/6	FR	OD	Rail LSL	V	4
3	07	035	25.67	08876	Middle Fork Coquille River, Hwy 35 at MP 25.67	1962	Steel	9,209	7/6/7	FR	ND		V	4
3	07	035	26.72	03212A	Endicot Creek, Hwy 35	1962	Concrete continuous	4,180	6/6/6	FR	ND		V	4
3	07	035	30.10	08936	Middle Fork Coquille River, Hwy 35 at MP 30.10	1962	Steel	11,676	6/6/6	FR	OD	Rail	V	4
3	07	035	30.59	08935	Middle Fork Coquille River, Hwy 35 at MP 30.59	1962	Steel	16,800	6/6/6	FR	ND		V	4
3	07	035	37.31	00482B	Sandy Creek, Hwy 35	1979	Prestressed concrete	8,060	7/6/6	FR	ND		V	4
3	07	035	40.56	09185	Middle Fork Coquille River, Hwy 35 at MP 40.56	1964	Prestressed concrete	10,125	7/8/6	FR	ND		V	4
3	07	035	40.77	09186	Middle Fork Coquille River, Hwy 35 at MP 40.77	1964	Prestressed concrete	12,654	7/6/6	FR	ND		V	4
3	07	035	43.15	09215	Middle Fork Coquille River, Hwy 35 at MP 43.15	1964	Prestressed concrete	12,844	7/7/6	FR	ND		V	4
3	07	035	43.58	09216	Middle Fork Coquille River, Hwy 35 at MP 43.58	1965	Prestressed concrete	13,452	7/7/6	FR	OD	LSL	V	4
3	07	035	47.68	09310A	Middle Fork Coquille River, Hwy 35 at MP 47.68	1976	Prestressed concrete	19,281	6/7/6	FR	ND		V	4
3	07	035	48.63	09311	Middle Fork Coquille River, Hwy 35 at MP 48.63	1976	Prestressed concrete	12,463	6/7/7	FR	ND		V	4
3	07	035	50.70	16410	Middle Fork Coquille River, Hwy 35 at MP 51.46	1984	Prestressed concrete	11,788	6/7/6	FR	ND		V	4
3	07	035	50.93	16411	Middle Fork Coquille River, Hwy 35 at MP 51.69	1983	Prestressed concrete	12,484	6/7/6	FR	ND		V	4
3	07	035	51.08	16412	Middle Fork Coquille River, Hwy 35 at MP 51.85	1984	Prestressed concrete	9,570	6/7/6	FR	ND		V	4
3	07	035	51.20	16413	Middle Fork Coquille River, Hwy 35 at MP 51.97	1984	Prestressed concrete	5,568	7/7/6	FR	ND		NV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
3	07	035	51.40	16414	Middle Fork Coquille River, Hwy 35 at MP 52.16	1984	Prestressed concrete	7,830	6/7/6	FR	ND		V	4
3	07	035	51.50	16415	Middle Fork Coquille River, Hwy 35 at MP 52.26	1984	Prestressed concrete	11,962	6/7/6	FR	ND		V	4
3	07	035	51.62	16416	Holmes Creek, Hwy 35	1984	Steel	-	7	GD	ND		NV	
3	07	035	52.16	16606	Middle Fork Coquille River, Hwy 35 at MP 52.90	1984	Prestressed concrete	10,005	7/7/6	FR	ND		V	4
3	07	035	52.30	16607	Middle Fork Coquille River, Hwy 35 at MP 53.05	1984	Prestressed concrete	4,350	7/7/7	GD	ND		NV	
3	07	035	52.42	00559B	Middle Fork Coquille River, Hwy 35 at MP 52.42	1948	Concrete continuous	7,404	6/5/5	FR	ND		PV	4
3	07	035	61.80	00855A	Muns Creek, Hwy 35	1982	Prestressed concrete	2,948	8/7/6	FR	ND		NV	
3	07	035	62.00	00808A	Shields Creek, Hwy 35 at MP 62.00	1982	Prestressed concrete	2,816	8/7/7	GD	ND		NV	
3	07	035	63.97	00588C	Tenmile Creek, Hwy 35	1949	Concrete continuous	4,340	5/6/5	FR	OD	LSL	PV	4
3	07	035	65.66	00809A	Porter Creek, Hwy 35	1986	Prestressed concrete	2,640	8/7/7	GD	ND		NV	
3	07	035	67.61	00587C	Olalla Creek, Hwy 35 (Upper Lookingglass)	1949	Concrete continuous	8,493	6/6/6	FR	ND		PV	4
3	07	035	72.52	00805C	Lower Lookingglass Creek, Hwy 35	1949	Concrete continuous	5,642	4/5/5	PR	SD	SD LSL DG	PV	4
3	07	035	74.13	01986A	South Umpqua Oflow, Hwy 35 at MP 74.13	1976	Concrete continuous	11,000	5/6/7	FR	ND		PV	4
3	07	035	74.47	01923	South Umpqua River, Hwy 35 EB (Winston)	1934	Steel	22,040	6/5/6	FR	OD	LSL	V	4
3	07	035	74.47	01923A	South Umpqua River, Hwy 35 WB (Winston)	1976	Prestressed concrete continuous	29,167	7/8/7	GD	ND		V	4
3	07	035	75.99	02173A	Creek & CORP, Hwy 35 (Shady)	1976	Prestressed concrete continuous	36,444	6/7/6	FR	ND		PV	4
3	07	035	76.65	20333	Hwy 35 over Hwy 1	2006	Prestressed concrete	12,800	6/6/6	FR	ND		NV	
3	07	045	4.11	01683	Koepke Slough, Hwy 45	1933	Concrete continuous		6	FR	ND		V	2
3	07	045	5.76	01685A	Dean Creek, Hwy 45	1981	Prestressed concrete	6,960	7/7/6	FR	ND		V	2
3	07	045	10.67	20201	Charlotte Creek Hwy 045 @ MP 10.67	2008	Prestressed concrete	4,316	7/7/7	GD	ND		NV	
3	07	045	13.24	01688A	Mill Creek, Hwy 45	1952	Concrete continuous	5,934	6/6/6	FR	OD	DG	V	2
3	07	045	16.43	01318	Umpqua River, Hwy 45 (Scottsburg)	1929	Steel continuous	23,110	6/6/5	FR	OD	Rail LSL Scour VC	V	2

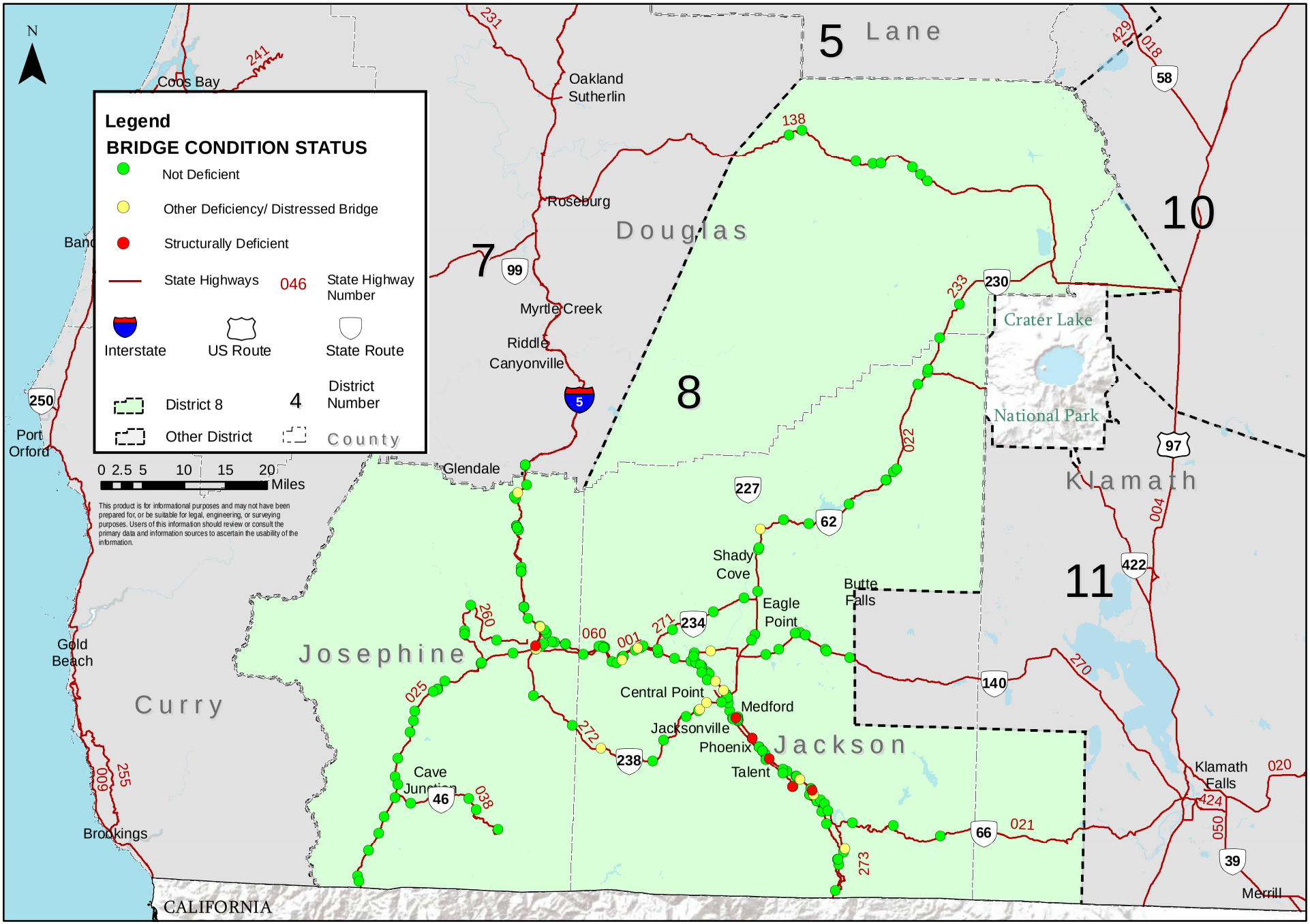
Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
3	07	045	19.05	18965	Wells Creek, Hwy 45	2002	Prestressed concrete	6,035	7/7/6	FR	ND		NV	
3	07	045	22.84	18262	Weatherly Creek, Hwy 45	1999	Prestressed concrete	7,356	7/7/6	FR	ND		NV	
3	07	045	28.28	01697	Paradise Creek, Hwy 45	1932	Concrete continuous	9,175	6/6/7	FR	ND		V	2
3	07	045	36.39	20582	Elk Creek, Hwy 45 at MP 36.39	2008	Prestressed concrete continuous	21,724	6/7/7	FR	ND		NV	
3	07	045	38.76	20583	Elk Creek, Hwy 45 at MP 38.76	2008	Prestressed concrete continuous	15,718	7/7/7	GD	ND		NV	
3	07	045	39.64	20584	Elk Creek, Hwy 45 at MP 39.64	2008	Steel continuous	12,230	7/8/6	FR	ND		NV	
3	07	045	39.97	20585	Elk Creek, Hwy 45 at MP 39.97	2008	Prestressed concrete	8,487	7/7/6	FR	ND		NV	
3	07	045	47.50	20586	Hardscrabble Creek, Hwy 45	2008	Prestressed concrete	3,280	8/7/7	GD	ND		NV	
3	07	045	53.68	00444B	Sand Creek, Hwy 45	1976	Prestressed concrete	4,690	7/7/7	GD	ND		NV	
3	07	045	53.93	00196A	Rock Creek, Hwy 45	1976	Concrete		7	GD	ND		NV	
3	07	045	56.45	07471B	Pass Creek, Hwy 45	1981	Prestressed concrete continuous	8,475	7/7/7	GD	ND		V	2
3	07	045	56.62	07471A	Hwy 45 over CORP	1981	Prestressed concrete continuous	15,675	7/7/7	GD	ND		NV	
3	07	045	56.81	07470C	Hwy 45 over Buck Creek Road	1981	Prestressed concrete	5,980	7/8/6	FR	ND		NV	
3	07	045	57.01	07470B	Hwy 45 over Hwy 1 (Anlauf)	1981	Prestressed concrete continuous	11,336	6/6/6	FR	OD	LSL	NV	
3	07	138	-0.46	08899	South Umpqua River, Hwy 138 Conn (Washington Ave)	1961	Concrete continuous	34,957	5/6/7	FR	ND		PV	
3	07	138	-0.36	07016A	South Umpqua River, Hwy 138 Conn (Oak Ave)	1971	Prestressed concrete continuous	27,059	5/6/6	FR	ND		PV	
3	07	138	0.04	06821A	Deer Creek, Hwy 138	1967	Concrete continuous	15,745	6/6/6	FR	ND		PV	
3	07	138	10.66	02493A	Oak Creek, Hwy 138	1972	Prestressed concrete	3,650	8/5/6	FR	ND		NV	
3	07	138	16.32	01623	Little River, Hwy 138 (Glide)	1976	Prestressed concrete continuous	15,467	6/7/6	FR	ND		NV	
3	07	138	17.95	02496	North Umpqua River, Hwy 138 at MP 17.95 (Lone Rock	1954	Steel	14,994	4/6/6	PR	SD	SD LSL	V	
3	07	138	22.30	07904	Rock Creek, Hwy 138	1954	Concrete continuous	6,240	6/6/5	FR	ND		V	
3	07	138	25.62	19933	Honey Creek, Hwy 138	2006	Prestressed concrete	3,740	8/7/7	GD	ND		NV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
3	07	231	3.82	01311B	Umpqua River, Hwy 231 (Smith)	1967	Prestressed concrete continuous	28,499	6/7/6	FR	ND		V	
3	07	231	6.32	03451A	Umpqua River, Hwy 231 (Kellogg)	1962	Steel continuous	25,241	5/6/6	FR	ND		V	
3	07	231	12.36	01995	Yellow Creek, Hwy 231	1934	Steel	3,780	7/6/5	FR	OD	TS	V	
3	07	231	20.95	21162	Dodge Creek, Hwy 231 at MP 20.95	2010	Prestressed concrete	3,696	8/7/8	GD	ND		NV	
3	07	231	21.15	21163	Dodge Creek, Hwy 231 at MP 21.15	2010	Steel	5,504	7/8/7	GD	ND		NV	
3	07	231	22.10	20861	Calapooya Creek, Hwy 231 at MP 22.10	2009	Steel continuous	14,601	7/8/6	FR	ND		NV	
3	07	234	17.10	02279A	Deer Creek, Hwy 234	1937	Concrete continuous	22,406	6/6/5	FR	ND		V	
3	07	240	0.42	03225A	Pony Creek, Hwy 240	1983	Prestressed concrete	4,098	7/7/7	GD	ND		NV	
3	07	240	8.33	01940G	South Slough, Hwy 240	1991	Steel	57,430	6/6/6	FR	OD	MB	PV	
3	07	241	0.14	02390	Hwy 241 over CBRL	1939	Concrete continuous	5,750	6/6/7	FR	ND		V	
3	07	241	0.42	01132F	Isthmus Slough, Hwy 241 (Eastside)	1931	Steel	61,213	4/6/6	PR	SD	SD LSL LC MB	V	
3	07	241	2.19	02278E	Catching Slough, Hwy 241	1995	Prestressed concrete continuous	54,228	7/7/7	GD	ND		PV	
3	07	241	3.73	07176	Coos River, Hwy 241 (Chandler)	1952	Steel	28,728	6/6/6	FR	OD	MB	V	
3	07	241	14.07	01492A	West Fork Millicoma River, Hwy 241	1956	Concrete continuous	11,344	6/5/6	FR	ND		V	
3	07	241	14.90	03240A	Marlow Creek, Hwy 241	1989	Steel		6	FR	ND		NV	
3	07	242	11.55	03247A	Beaver Creek, Hwy 242	1979	Prestressed concrete	2,448	7/6/7	FR	ND		NV	
3	07	242	17.13	01745A	South Fork Coquille R, Hwy 242 at MP 17.13 (White)	1966	Prestressed concrete	15,086	7/7/6	FR	ND		V	
3	07	242	18.22	01942A	S Fork Coquille R, Hwy 242 at MP 18.22 (Powers)	1934	Steel	16,976	6/6/6	FR	ND		V	
3	07	244	2.91	01097A	Bear Creek Oflow, Hwy 244	1981	Prestressed concrete	2,376	8/8/7	GD	ND		NV	
3	07	244	3.05	00953A	Bear Creek, Hwy 244	1978	Prestressed concrete	4,312	8/7/7	GD	ND		V	
3	07	244	7.28	03184A	Lampa Creek, Hwy 244	1987	Prestressed concrete	2,332	8/8/7	GD	ND		NV	
3	07	244	14.79	17396	Reservoir Creek, Hwy 244	1996	Prestressed concrete	5,680	8/8/7	GD	ND		PV	
3	07	244	15.08	01059A	Fat Elk Creek, Hwy 244	1977	Prestressed concrete	10,112	8/7/6	FR	ND		V	
3	07	244	15.27	01058A	Pulaski Creek, Hwy 244	1977	Prestressed concrete	6,314	8/7/6	FR	ND		V	
3	07	244	16.74	00598D	Coquille River, Hwy 244	1986	Steel	24,764	7/7/5	FR	ND		V	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
3	07	255	338.33	00995	Myers Creek, Hwy 255	1924	Concrete continuous	2,848	6/6/6	FR	ND		V	
3	07	C0000	0.00	08023	Chadwick Lane over Hwy 1	1958	Concrete continuous	7,215	6/5/4	PR	SD	SD LC	V	
3	07	C0000	0.00	07824	Grant Smith Road over Hwy 1	1956	Concrete continuous	6,660	6/5/7	FR	ND		V	
3	07	C0000	0.00	17235	Edenbower St over Hwy 1 (North Roseburg Intchg)	1996	Prestressed concrete continuous	17,581	6/8/6	FR	ND		NV	
3	07	C0000	125.07	07667	Garden Valley Road over Hwy 1	1955	Concrete continuous	12,137	6/6/6	FR	OD	VC	V	
3	07	C0000	125.72	18990	Stewart Parkway (Airport Rd) over Hwy 1	2002	Prestressed concrete continuous	16,906	7/8/6	FR	ND		NV	
3	07	C0000	139.09	07562A	Green Valley Road (Cemetery Rd) over Hwy 1	1979	Prestressed concrete	6,647	7/7/6	FR	ND		NV	
3	07	C0000	149.39	07643	Equipment Pass, Hwy 1 at MP 149.39	1953	Concrete continuous	4,150	6/6/6	FR	OD	VC	V	
3	07	C0000	151.81	07639A	Wilson Rd over Hwy 1	1953	Concrete continuous	7,053	6/5/5	FR	OD	LC	V	
3	07	C0000	156.65	07587A	Cox Creek Rd over Hwy 1	1953	Concrete continuous	4,723	5/5/6	FR	ND		V	
3	07	C0000	167.65	16299	Ward Butte Rd over Hwy 1	1980	Prestressed concrete	7,697	7/6/6	FR	ND		NV	

OREGON STATE HIGHWAY SYSTEM
2016 BRIDGE CONDITION - DISTRICT 8

APRIL 2016



2016 BRIDGE CONDITION REPORT - District 8

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
3	08	001	4.63	09260A	Hwy 1 over Hwy 273 at MP 4.63	1965	Prestressed concrete	12,226	5/7/7	FR	ND		V	2
3	08	001	5.32	09259	Hwy 1 SB over Hwy 273	1965	Prestressed concrete	13,501	5/7/6	FR	ND		V	2
3	08	001	5.36	09259A	Hwy 1 NB over Hwy 273	1965	Prestressed concrete	8,383	5/7/6	FR	ND		V	2
3	08	001	10.34	20673	Hwy 1 over Neil Creek Rd	2008	Prestressed concrete	7,600	7/8/7	GD	ND		NV	
3	08	001	13.29	08746N	Hwy 1 NB over Crowson Rd	1963	Prestressed concrete	8,518	6/7/6	FR	ND		V	2
3	08	001	13.29	08746S	Hwy 1 SB over Crowson Rd	1963	Prestressed concrete	6,275	5/7/6	FR	ND		V	2
3	08	001	14.96	20674	Bear Creek, Hwy 1 SB at MP 14.96	2008	Steel	8,925	6/8/6	FR	ND		NV	
3	08	001	14.96	20675	Bear Creek, Hwy 1 NB at MP 14.96	2008	Steel	8,865	6/8/6	FR	ND		NV	
3	08	001	17.29	20676	Hwy 1 SB over Eagle Mill Rd	2008	Prestressed concrete	10,254	6/7/7	FR	ND		NV	
3	08	001	17.29	20677	Hwy 1 NB over Eagle Mill Rd	2008	Prestressed concrete	9,260	6/8/7	FR	ND		NV	
3	08	001	22.42	08891N	Bear Creek, Hwy 1 NB at MP 22.42	1962	Prestressed concrete	9,799	6/7/7	FR	ND		V	2
3	08	001	22.42	08891S	Bear Creek, Hwy 1 SB at MP 22.42	1962	Prestressed concrete	9,799	6/7/7	FR	ND		V	2
3	08	001	23.07	08890N	Bear Creek, Hwy 1 NB at MP 23.07	1962	Prestressed concrete	9,975	6/7/7	FR	ND		V	2
3	08	001	23.07	08890S	Bear Creek, Hwy 1 SB at MP 23.07	1962	Prestressed concrete	9,815	6/7/7	FR	ND		V	2
3	08	001	27.07	19110	BEAR CREEK, HIGHLAND DRIVE (MEDFORD)	2005	Prestressed concrete	52,362	6/6/6	FR	ND		NV	
3	08	001	27.09	19282	BEAR CREEK, HWY 1 NB @ 27.09	2005	Prestressed concrete	17,550	6/6/7	FR	ND		NV	
3	08	001	27.09	19283	BEAR CREEK, HWY 1 SB @ MP 27.09	2008	Prestressed concrete	14,674	6/8/7	FR	ND		NV	
3	08	001	28.66	08332	Medford Viaduct, Hwy 1	1962	Steel	217,790	5/6/6	FR	ND			5
3	08	001	29.64	08851	Hwy 1 over McAndrews Rd	1961	Prestressed concrete	14,148	6/7/6	FR	ND		V	2
3	08	001	30.69	08771N	Bear Creek, Hwy 1 NB at MP 30.69	1961	Prestressed concrete	9,238	6/7/6	FR	ND		NV	2
3	08	001	30.69	08771S	Bear Creek, Hwy 1 SB at MP 30.69	1961	Prestressed concrete	9,238	6/7/6	FR	ND		NV	2
3	08	001	34.28	0M220	Griffin Creek, Hwy 1	1961	Concrete continuous	-	6	FR	ND		NV	2
3	08	001	35.24	0M221	Jackson Creek, Hwy 1	1961	Concrete continuous	-	6	FR	ND		V	2
3	08	001	36.09	20021	Hwy 1 SB over CORP (Seven Oaks)	2008	Prestressed concrete continuous	17,340	6/7/7	FR	ND		V	
3	08	001	36.09	20022	Hwy 1 NB over CORP (Seven Oaks)	2008	Prestressed concrete continuous	17,340	7/7/6	FR	ND		V	
3	08	001	38.73	20559	Hwy 1 over Foley Lane Frontage Rd	2008	Prestressed concrete	10,361	6/7/6	FR	ND		V	
3	08	001	43.08	07596	Hwy 1 over Galls Creek Front Rd Conn	1952	Concrete	2,699	6/6/6	FR	ND		PV	
3	08	001	45.47	08383N	Hwy 1 NB over Hwy 60	1961	Steel	13,020	6/6/5	FR	ND		PV	2
3	08	001	45.47	08383S	Hwy 1 SB over Hwy 60	1961	Steel	9,544	6/5/5	FR	ND		NV	2

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
3	08	001	45.61	08381N	Rogue River, Hwy 1 NB (Homestead)	1961	Concrete continuous	26,490	6/5/6	FR	ND		NV	2
3	08	001	45.61	08381S	Rogue River, Hwy 1 SB (Homestead)	1961	Concrete continuous	27,977	6/5/5	FR	ND		NV	2
3	08	001	48.71	08378	Ward Creek, Hwy 1	1962	Concrete continuous	-	5	FR	ND		NV	2
3	08	001	48.82	08377	Hwy 1 over Depot St	1961	Prestressed concrete	12,792	6/7/6	FR	ND		V	2
3	08	001	49.07	08376	Evans Creek, Hwy 1	1961	Concrete continuous	22,227	6/6/6	FR	ND		V	2
3	08	001	49.46	08375	Creek & County Rd + CORP, Hwy 1 at MP 49.46	1961	Concrete continuous	51,564	6/5/5	FR	ND		V	2
3	08	001	54.10	08335N	Hwy 1 NB over Foothill Blvd	1960	Concrete continuous	12,610	6/6/6	FR	ND		V	2
3	08	001	54.10	08335S	Hwy 1 SB over Foothill Blvd	1960	Concrete continuous	13,121	5/6/6	FR	ND		PV	2
3	08	001	55.40	08333	Hwy 1 over Foothill Blvd	1960	Concrete continuous	19,176	6/6/6	FR	ND		V	2
3	08	001	55.78	20551	Hwy 1 over Hwy 482 Spur	2008	Prestressed concrete continuous	29,362	7/7/6	FR	ND		PV	
3	08	001	57.06	20459	Hwy 1 NB over Beacon Dr	2008	Prestressed concrete continuous	12,022	6/7/6	FR	ND		V	
3	08	001	57.06	20460	Hwy 1 SB over Beacon Dr	2008	Prestressed concrete continuous	11,514	6/8/6	FR	ND		PV	
3	08	001	57.50	08338	Hwy 1 over Hillcrest Dr	1960	Concrete continuous	12,650	6/6/6	FR	ND		PV	2
3	08	001	58.06	08501	Hwy 1 over Hwy 25 NB	1960	Prestressed concrete	15,920	6/7/7	FR	OD	VC	PV	2
3	08	001	58.18	08500	Hwy 1 over Scoville Rd	1959	Prestressed concrete	18,014	6/7/6	FR	ND		NV	2
3	08	001	61.45	20549	Louse Creek & Conn, Hwy 1 NB	2008	Prestressed concrete	8,326	6/7/8	FR	ND		NV	
3	08	001	61.45	20550	Louse Creek & Conn, Hwy 1 SB	2008	Prestressed concrete	8,326	6/7/7	FR	ND		NV	
3	08	001	65.74	08094N	Jumpoff Joe Creek, Hwy 1 NB	1957	Concrete continuous	12,017	6/6/6	FR	ND		V	2
3	08	001	65.74	08094S	Jumpoff Joe Creek, Hwy 1 SB	1957	Concrete continuous	12,017	6/6/6	FR	ND		V	2
3	08	001	71.39	09439	Hwy 1 NB & Conn over Sunny Valley Rd	1966	Concrete continuous	7,553	7/6/6	FR	ND		V	2
3	08	001	71.39	09439A	Hwy 1 SB & Conn over Sunny Valley Rd	1966	Concrete continuous	7,780	7/6/6	FR	ND		NV	2
3	08	001	71.72	19626	Grave Creek, Hwy 1 SB	2004	Prestressed concrete continuous	13,283	6/7/7	FR	ND		NV	
3	08	001	71.72	19627	Grave Creek, Hwy 1 NB	2004	Prestressed concrete continuous	15,658	6/8/6	FR	ND		PV	

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3	08	001	71.93	09440	Hwy 1 NB over Leland Rd	1966	Prestressed concrete	7,056	7/8/6	FR	ND		PV	2
3	08	001	71.93	09440A	Hwy 1 SB over Leland Rd	1966	Prestressed concrete	7,350	7/8/7	GD	ND		PV	2
3	08	001	75.71	06530A	Coyote Creek, Hwy 1	1965	Concrete	5,475	7/6/5	FR	ND		PV	
3	08	001	76.03	09339	Hwy 1 over S Wolf Creek Conn	1965	Prestressed concrete continuous	16,254	7/6/6	FR	ND		NV	2
3	08	001	76.60	09337	Hwy 1 over N Wolf Creek Conn	1965	Prestressed concrete	21,940	7/7/6	FR	OD	VC	NV	2
3	08	001	80.76	09352	Hwy 1 NB & Conn over Conn (Glendale Intchg)	1965	Prestressed concrete	9,995	7/7/7	GD	ND		V	2
3	08	001	80.80	09352A	Hwy 1 SB & Conn over Conn (Glendale Intchg)	1965	Prestressed concrete	10,088	7/7/6	FR	ND		V	2
3	08	001 F	40.85	21439	Kane Creek, Hwy 1 Front Rd Lt	2011	Prestressed concrete	3,432	8/7/7	GD	ND		NV	
3	08	001AJ	19.17	21358	Valley View Rd Conn #1 over Hwy 1 (N Ashland Int)	2011	Steel continuous	16,263	7/8/6	FR	ND		PV	
3	08	001AO	21.21	08681	Valley View Rd Conn #2 over Hwy 1	1962	Concrete continuous	12,470	6/4/6	PR	SD	SD LSL	V	
3	08	001AV	24.40	08682	Fern Valley Rd Conn #2 over Hwy 1	1962	Concrete continuous	10,745	4/4/6	PR	SD	SD LSL	V	
3	08	001AV	24.40	21383	Hwy001, Fern Valley Rd Conn AV	2016	Prestressed concrete	17,220	8/8/8	VG	ND		V	
3	08	001BE	27.58	08676B	Barnett Rd over Hwy 1	1962	Steel continuous	21,169	4/6/6	PR	SD	SD	NV	
3	08	001CU	61.46	08100A	Louse Creek, Hwy 1 Conn #2	1972	Prestressed concrete	2,831	7/7/7	GD	ND		NV	
3	08	001DF	66.22	08093B	Monument Dr. (Jumpoff Joe Conn) Over Hwy 001	1958	Concrete continuous	8,510	6/5/6	FR	ND		PV	2
3	08	001DX	78.83	09334	Speaker Rd over Hwy 1	1965	Prestressed concrete	8,309	6/7/6	FR	ND		PV	
3	08	001WS	27.07	19109	BEAR CREEK, HWY 1 NB RAMP TO HIGHLAND DR	2002	Prestressed concrete continuous	13,093	7/8/8	GD	ND		NV	
3	08	001WV	27.26	19284	BEAR CREEK, HIGHLAND BR RAMP TO HWY 1 NB	2005	Prestressed concrete continuous	17,921	6/7/6	FR	ND		PV	
3	08	001WZ	27.04	19114	BEAR CREEK, GARFIELD ST RAMP TO HWY 1 SB	2005	Prestressed concrete continuous	13,853	6/7/7	FR	ND		NV	
3	08	021	0.76	00406A	Hwy 21 over CORP	1974	Prestressed concrete continuous	27,060	6/6/6	FR	ND		PV	
3	08	021	1.33	08745	Hwy 21 over Hwy 1	1963	Prestressed concrete continuous	20,732	6/8/6	FR	OD	VC	PV	
3	08	021	2.50	17459	Neil Creek, Hwy 21at MP 2.50	1996	Prestressed concrete	1,496	8/8/6	FR	ND		NV	
3	08	021	3.17	17460	Neil Creek, Hwy 21 at MP 3.17	1996	Prestressed concrete	2,068	8/7/6	FR	ND		NV	
3	08	021	4.26	21378	Neil Creek, Hwy 21 at MP 4.26	2011	Prestressed concrete	2,592	8/7/7	GD	ND		NV	
3	08	021	8.83	08452	Emigrant Creek, Hwy 21	1959	Concrete continuous	3,080	7/6/6	FR	ND		PV	
3	08	021	16.19	17362	Keene Creek, Hwy 21	1997	Concrete	4,617	6/5/6	FR	ND		PV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
3	08	021	23.42	00660A	Jenny Creek, Hwy 21	1983	Concrete continuous	3,752	7/6/6	FR	ND		NV	
3	08	022	0.38	06605A	Bear Creek, Hwy 22	1961	Prestressed concrete	21,698	5/7/6	FR	ND		NV	3
3	08	022	0.47	08821	Hwy 22 over Hwy 1	1961	Prestressed concrete	25,924	7/7/6	FR	ND		NV	3
3	08	022	0.57	09590	Hwy 22 over Biddle Rd	1967	Concrete continuous	24,573	5/6/6	FR	ND		PV	3
3	08	022	8.56	18427	Antelope Creek, Hwy 22	1999	Prestressed concrete	8,512	6/7/6	FR	ND		NV	
3	08	022	9.33	00681B	Little Butte Creek, Hwy 22	1981	Prestressed concrete	17,821	7/7/6	FR	ND		NV	
3	08	022	14.62	00682A	Reese Creek, Hwy 22	1921	Concrete continuous	3,577	7/6/5	FR	ND		V	
3	08	022	19.81	00678	Indian Creek, Hwy 22	1921	Concrete	1,480	7/6/6	FR	ND		V	
3	08	022	20.00	00684B	Rogue River, Hwy 22 at MP 20.00 (Shady Cove)	1965	Prestressed concrete	17,643	6/6/5	FR	ND		PV	
3	08	022	22.32	08412	Trail Creek, Hwy 22	1958	Concrete continuous	5,200	7/6/5	FR	OD	LSL	NV	
3	08	022	25.85	00830B	Elk Creek, Hwy 62	1993	Prestressed concrete	10,640	6/7/6	FR	ND		NV	
3	08	022	29.23	16087	Rogue River, Hwy 22 at MP 29.23 (McLeod)	1975	Prestressed concrete	38,219	6/7/6	FR	ND		V	
3	08	022	35.41	16063	Rogue River, Hwy 22 at MP 35.41 (Peyton)	1975	Steel continuous	80,362	6/7/7	FR	ND		NV	
3	08	022	42.19	16017	Hwy 22 over Cal-Ore Power Flumes	1963	Concrete continuous	5,534	7/6/7	FR	ND		PV	
3	08	022	42.45	0M229	Hwy 22 over PP&L Spillway	1963	Concrete continuous	-	7	GD	ND		V	
3	08	022	43.54	16018	Rogue Rive, Hwy 22 at MP 43.54 (Prospect)	1963	Concrete continuous	5,837	7/6/7	FR	ND		NV	
3	08	022	44.09	16019	Copco Canal, Hwy 22	1963	Prestressed concrete	2,025	7/7/7	GD	ND		PV	
3	08	022	55.98	03722	Union Creek, Hwy 22	1927	Concrete continuous	1,560	7/6/5	FR	ND		PV	
3	08	025	-0.24	08432	Rogue River, Hwy 25 NB (7th St)	1960	Steel continuous	25,591	6/6/6	FR	OD	VC	PV	4
3	08	025	-0.14	01418	Rogue River, Hwy 25 SB (6th St, Caveman)	1931	Concrete continuous	23,355	6/4/5	PR	SD	SD LSL VC	NV	4
3	08	025	2.95	08800	Sand Creek, Hwy 25	1960	Concrete continuous	-	7	GD	ND		PV	4
3	08	025	6.97	21343	Applegate River, Hwy 25	2012	Prestressed concrete continuous	25,006	7/7/7	GD	ND		NV	
3	08	025	12.86	01268A	Waters Creek,Hwy 25 (Slate Creek)	1927	Concrete	1,627	6/6/6	FR	ND		PV	4
3	08	025	14.17	01269A	Slate Creek, Hwy 25 at MP 14.17	1927	Concrete	1,489	7/6/5	FR	ND		V	4
3	08	025	14.28	01270A	Slate Creek, Hwy 25 at MP 14.28	1927	Concrete	1,811	6/6/6	FR	ND		V	4
3	08	025	14.32	01271A	Butcher Knife Creek, Hwy 25	1927	Concrete	1,474	7/6/5	FR	ND		PV	
3	08	025	18.15	01201A	Anderson Creek, Hwy 25 at MP 18.15	1927	Concrete	859	7/6/6	FR	ND		NV	
3	08	025	19.28	01194A	Anderson Creek, Hwy 25 at MP 19.28	1927	Concrete	1,687	7/6/7	FR	ND		V	
3	08	025	20.74	09187	Deer Creek, Hwy 25	1964	Prestressed concrete	22,685	7/7/6	FR	ND		V	4

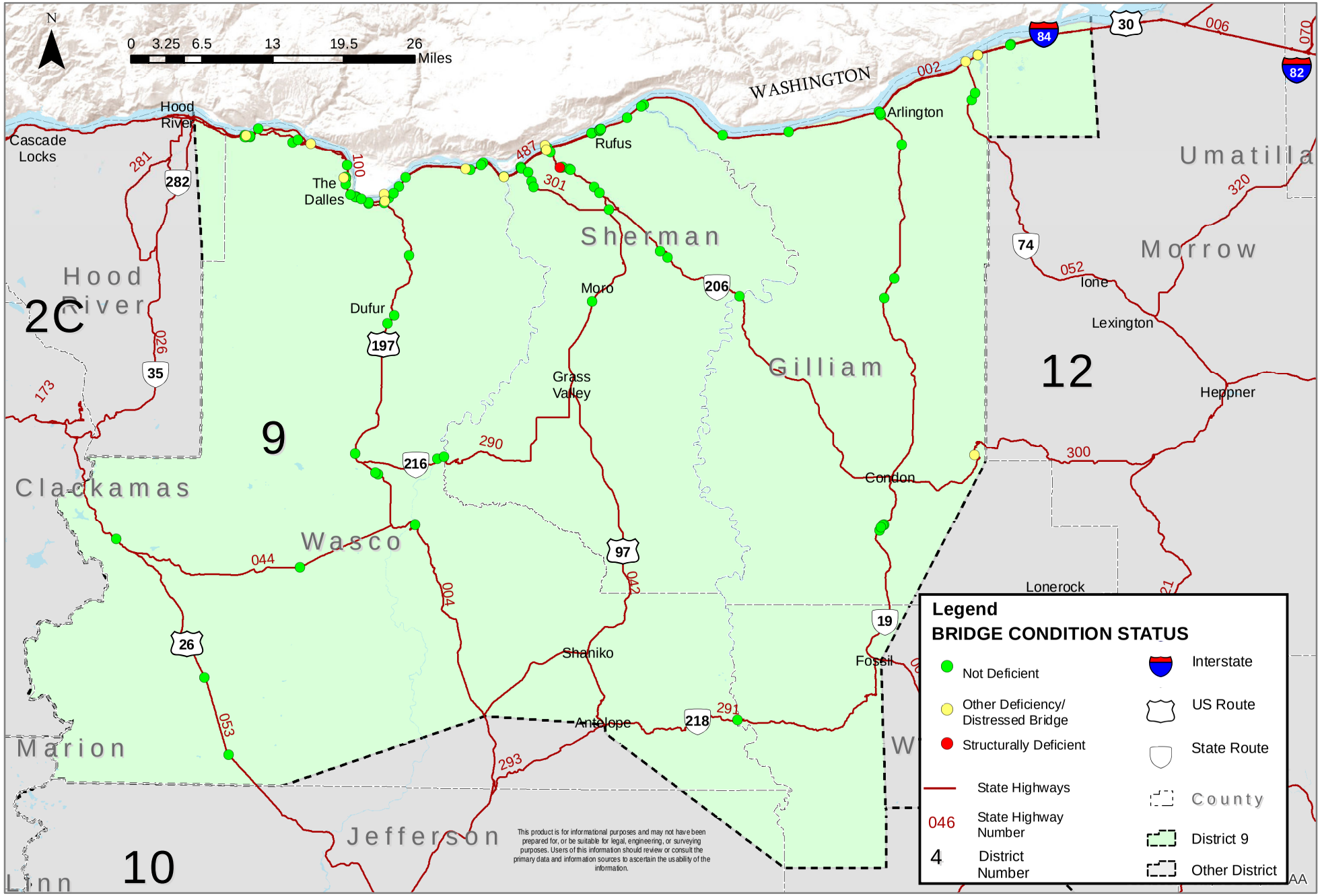
Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
3	08	025	24.57	01199A	Reeves Creek, Hwy 25	1926	Concrete	1,673	7/6/6	FR	ND		V	4
3	08	025	26.80	01200A	Holton Creek, Hwy 25	1926	Concrete	904	7/6/6	FR	ND		NV	
3	08	025	27.78	20391	George Creek, Hwy 25	2008	Prestressed concrete	4,012	7/7/7	GD	ND		NV	
3	08	025	29.40	19267	East Fork Illinois River, Hwy 25	2006	Steel continuous	22,017	7/8/6	FR	ND		NV	
3	08	025	32.10	19709	West Fork Illinois River, Hwy 25 at MP 32.10	2006	Prestressed concrete continuous	17,052	7/8/6	FR	ND		V	
3	08	025	34.28	19708	Rough and Ready Creek, Hwy 25	2005	Prestressed concrete continuous	11,621	7/8/6	FR	ND		V	
3	08	025	36.67	19268	West Fork Illinois River, Hwy 25 at MP 36.67	2005	Prestressed concrete	7,012	7/7/6	FR	ND		NV	
3	08	025	40.24	01074A	Elk Creek, Hwy 25	1959	Concrete continuous	4,842	6/6/6	FR	ND		NV	4
3	08	025	40.87	01118A	Dwight Creek, Hwy 25	1924	Concrete continuous	2,987	7/6/6	FR	ND		NV	4
3	08	025 C	7.10	18091	Slate Creek, Hwy 25 Frtg Rd Lt at MP F7.10	1961	Steel	658	6/6/5	FR	ND		NV	
3	08	038	2.19	01144	Chapman Creek, Hwy 38	1926	Concrete	1,578	7/6/6	FR	ND		NV	
3	08	038	9.98	03818A	Little Grayback Creek, Hwy 38	1967	Prestressed concrete	1,062	7/7/7	GD	ND		NV	
3	08	038	11.75	03820A	Grayback Creek, Hwy 38	1966	Prestressed concrete	1,440	7/6/6	FR	ND		PV	
3	08	038	18.17	18141	Lake Creek, Hwy 38	1999	Prestressed concrete	4,006	7/7/6	FR	ND		PV	
3	08	060	0.21	08461A	Hwy 60 SB & Hwy 25 over Hwy 272	1959	Concrete	8,350	7/7/6	FR	OD	VC	NV	
3	08	060	6.05	00072A	Savage Creek, Hwy 60	1916	Concrete continuous	1,593	7/6/6	FR	ND		NV	
3	08	060	10.83	00412A	Birdseye Creek, Hwy 60	1920	Concrete	2,261	6/6/7	FR	ND		NV	
3	08	060	11.36	01349	Foots Creek, Hwy 60	1928	Concrete continuous	2,752	7/7/6	FR	ND		NV	
3	08	060	12.21	00413	Millers Gulch, Hwy 60	1920	Concrete continuous	1,782	6/5/6	FR	OD	LSL	NV	
3	08	060	14.64	08382	Hwy 60 over Hwy 1	1961	Concrete continuous	10,102	6/6/5	FR	ND		NV	
3	08	063	0.37	20020	Hwy 63 over Hwy 1 (Seven Oaks Intchg)	2008	Prestressed concrete continuous	19,009	6/7/6	FR	ND		V	
3	08	063	1.09	00392A	Jackson Creek, Hwy 63	1954	Concrete continuous	-	6	FR	ND		V	
3	08	063	2.18	01935A	Griffin Creek, Hwy 63	1954	Concrete continuous	-	6	FR	ND		V	
3	08	063	8.03	03660	Crooked Creek, Hwy 63	1952	Concrete continuous	-	6	FR	ND		V	
3	08	063	8.17	03661	Irrigation Canal, Hwy 63 at MP 8.17	1952	Concrete continuous	-	7	GD	ND		PV	
3	08	063	14.39	02403	Wagner Creek, Hwy 63	1937	Concrete	2,990	6/6/6	FR	ND		NV	
3	08	063	19.07	08049	Ashland Creek, Hwy 63 NB	1956	Concrete continuous	10,792	5/6/6	FR	ND		NV	
3	08	063	19.09	0M274	Ashland Creek, Hwy 63 SB	1911	Concrete	1,606	7/4/4	PR	SD	SD LC	NV	
3	08	063	23.79	08749	Hwy 63 over Hwy 1 (S Ashland Intchg)	1963	Concrete continuous	9,204	6/5/5	FR	ND		NV	
3	08	063AE	0.35	20151	Hwy 1 SB On-Ramp over Jackson Creek	2008	Prestressed concrete	1,650	6/8/7	FR	ND		NV	
3	08	138	37.14	20966	Williams Creek HWY 138 at MP 37.14	2010	Prestressed concrete	4,056	8/7/7	GD	ND		NV	
3	08	138	39.01	02737	Steamboat Creek, Hwy 138 at MP 39.01	1949	Steel	12,104	6/6/5	FR	ND		V	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
3	08	138	47.16	16858	Dry Creek, Hwy 138	1958	Concrete continuous	3,721	7/7/7	GD	ND		NV	
3	08	138	50.01	02492	North Umpqua River, Hwy 138 at MP 50.03 (Marsters)	1959	Concrete continuous	9,552	7/6/5	FR	ND		PV	
3	08	138	51.20	16859	Copeland Creek, Hwy 138	1960	Concrete continuous	4,914	7/6/8	FR	ND		NV	
3	08	138	55.95	16860	Fish Creek, Hwy 138	1962	Prestressed concrete	10,545	7/6/6	FR	ND		NV	
3	08	138	57.36	16861	Rough Creek, Hwy 138 (Penstock) at MP 57.36	1962	Concrete	3,901	7/6/6	FR	ND		V	
3	08	138	58.71	16862	Toketee Point Viaduct, Hwy 138 at MP 58.71	1963	Prestressed concrete	1,021	7/7/7	GD	ND		V	
3	08	233	0.58	03459	Castle Creek, Hwy 233	1932	Concrete	2,058	7/6/7	FR	ND		PV	
3	08	233	0.96	03460	Bybee Creek, Hwy 233	1932	Concrete	3,077	7/6/6	FR	ND		PV	
3	08	233	5.16	03461	Rogue River, Hwy 233	1933	Concrete continuous	7,110	6/6/5	FR	ND		PV	
3	08	233	10.32	03462	Muir Creek, Hwy 233	1933	Concrete	4,083	7/6/7	FR	ND		NV	
3	08	260	5.66	03826	Eisman Creek (Vannoy Creek), Hwy 260	1966	Prestressed concrete	2,520	7/7/6	FR	ND		NV	
3	08	260	12.91	18273	Rogue River, Hwy 260 (Robertson)	2001	Prestressed concrete continuous	26,200	6/8/6	FR	ND		PV	
3	08	260	16.64	01338A	Shan Creek, Hwy 260	1988	Concrete continuous	5,133	7/6/7	FR	ND		PV	
3	08	260	17.43	18214	Limpy Creek, Hwy 260	1998	Prestressed concrete	5,492	7/7/6	FR	ND		PV	
3	08	270	-7.02	21064	Multi-use path undercrossing Hwy 270 at MP -7.02	2009	Concrete	-	6	FR	ND		#REF!	
3	08	270	-6.55	18869	Bear Creek, Hwy 270 (Kirtland Road) at MP -6.55	2003	Prestressed concrete continuous	14,071	6/6/6	FR	ND		#REF!	
3	08	270	-4.52	06701A	Whetstone Creek, Kirkland Rd	1953	Concrete	2,312	7/6/5	FR	OD	DG	#REF!	
3	08	270	3.33	09774	Dry Creek, Hwy 270 at MP 3.33	1969	Prestressed concrete continuous	8,392	7/8/6	FR	ND		PV	3
3	08	270	4.99	09775	Antelope Creek, Hwy 270	1969	Prestressed concrete	5,528	7/8/7	GD	ND		NV	
3	08	270	7.75	09777	Little Butte Creek, Hwy 270	1969	Prestressed concrete continuous	16,130	6/6/6	FR	ND		NV	3
3	08	270	8.46	03756A	Schoolhouse Creek, Hwy 270	1968	Prestressed concrete	2,795	7/7/6	FR	ND		NV	3
3	08	270	9.15	03757B	Lick Creek, Hwy 270	1968	Prestressed concrete	3,440	7/7/6	FR	ND		V	3
3	08	270	12.20	03759A	Salt Creek, Hwy 270	1968	Prestressed concrete	3,440	8/7/6	FR	ND		PV	3

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
3	08	270	12.47	03760A	Long Branch Creek, Hwy 270	1968	Prestressed concrete	2,805	8/7/6	FR	ND		NV	3
3	08	270	15.44	05283A	North Fork Little Butte Creek, Hwy 270 at MP 15.44	1968	Prestressed concrete	2,795	8/7/6	FR	ND		V	3
3	08	271	0.09	00332A	Rogue River +, Hwy 271 (Rock Point)	1919	Concrete	13,255	6/6/6	FR	OD	LC	V	
3	08	271	0.80	01937	Sardine Creek, Hwy 271	1938	Concrete continuous	4,593	7/6/6	FR	ND		V	
3	08	271	5.99	07362	Sams Creek, Hwy 271	1951	Concrete continuous	-	6	FR	ND		V	
3	08	271	11.86	06912	East Fork Snider Creek, Hwy 271	1949	Concrete continuous	-	6	FR	ND		V	
3	08	271	16.01	01245B	Rogue River, Hwy 271 (Dodge)	1953	Steel	12,572	6/6/6	FR	ND		V	
3	08	272	0.06	08461B	Hwy 272 over NB Hwy 25	1959	Concrete continuous	5,650	7/6/7	FR	OD	LSL DG VC	V	
3	08	272	6.14	17363	Applegate River, Hwy 272 at MP 6.14 (Murphy)	2004	Steel continuous	20,525	6/7/7	FR	ND		V	
3	08	272	13.04	18066	Williams Creek, Hwy 272	1996	Prestressed concrete	4,474	6/7/7	FR	ND		NV	
3	08	272	18.04	01992	Applegate River, Hwy 272 at MP 18.04 (Applegate)	1934	Steel	7,700	6/6/6	FR	OD	TS		
3	08	272	25.23	18857	Forest Creek, Hwy 272	2000	Prestressed concrete	1,064	8/7/5	FR	ND		V	
3	08	272	28.39	03771A	Poormans Creek, Hwy 272	1975	Prestressed concrete	1,320	8/7/6	FR	ND		PV	
3	08	272	33.04	03774A	Jackson Creek, Hwy 272	1964	Concrete continuous	-	6	FR	ND		NV	
3	08	272	34.94	19727	Jackson Creek, Hanley Rd #789 at MP 3.87	2006	Prestressed concrete	2,442	8/8/7	GD	ND		NV	
3	08	272	35.44	07813	Jackson Creek, Hanley Rd #789 at MP 3.34	1954	Concrete continuous	-	6	FR	OD	Rail	V	
3	08	272	36.44	29C269	Griffin Creek, Rossanley Rd	1968	Prestressed concrete	990	7/7/6	FR	OD	Rail DG	NV	
3	08	272	38.26	18525	Hwy 272 over CORP (Medford)	2002	Prestressed concrete continuous	21,872	6/7/6	FR	ND		NV	
3	08	273	3.63	03780	Hwy 273 over CORP and Hwy 273 (Steinman)	1914	Concrete continuous	2,067	6/6/5	FR	OD	LSL	NV	
3	08	273	4.70	03781	Hwy 273 over CORP (Dollarhide)	1914	Concrete continuous	2,463	6/6/6	FR	ND		NV	
3	08	273	12.13	09312A	Hwy 273 over Hwy 1	1965	Prestressed concrete	15,168	6/5/6	FR	ND		NV	
3	08	482	0.14	16844	Rogue River, Hwy 482 Spur	1990	Prestressed concrete continuous	45,651	6/7/7	FR	ND		NV	4
3	08	482	0.68	16845	Hwy 482 Spur over CORP	1990	Prestressed concrete	21,652	6/7/6	FR	ND		NV	4
3	08	486	2.65	00576	Rogue River, Hwy 486 (Gold Hill Spur)	1927	Concrete	10,529	6/6/7	FR	ND		V	
3	08	486	3.07	07601B	Hwy 486 Spur over Hwy 1 (S Gold Hill)	1953	Concrete continuous	7,425	6/5/5	FR	ND		V	
3	08	C0000	0.00	19286	LAZY CREEK, HIGHLAND DRIVE (MEDFORD)	2005	Prestressed concrete	2,971	8/8/6	FR	ND			
3	08	C0000	0.00	19108	GARFIELD ST OVER HWY 1 (SOUTH MEDFORD) INTERCHANGE	2008	Prestressed concrete	35,735	6/8/7	FR	ND		PV	
3	08	C0000	0.00	19111	LARSON CREEK, HIGHLAND DRIVE (MEDFORD)	2007	Prestressed concrete	10,914	6/7/7	FR	ND		PV	
3	08	C0000	0.00	08736	Butler Creek Rd over Hwy 1	1962	Prestressed concrete	8,001	6/7/6	FR	ND		V	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
3	08	C0000	0.00	08739	Mountain Ave over Hwy 1	1963	Prestressed concrete	7,986	5/7/6	FR	OD	VC	V	
3	08	C0000	0.00	08743	E Main St over Hwy 1	1962	Concrete continuous	11,935	4/5/6	PR	SD	SD LSL VC	NV	
3	08	C0000	0.00	08683	Suncrest Rd over Hwy 1	1962	Prestressed concrete	8,461	6/7/6	FR	ND		NV	
3	08	C0000	0.00	07776	Tolo Road over Hwy 1	1955	Concrete continuous	5,673	6/6/6	FR	ND		NV	
3	08	C0000	0.00	08543	Bear Creek & Table Rock Rd, Hwy 1 at MP 31.30	1961	Concrete continuous	25,845	6/5/6	FR	OD	LSL	PV	
3	08	C0000	0.17	20557	Upton Rd over Hwy 1	2008	Prestressed concrete continuous	11,372	6/8/6	FR	ND		PV	
3	08	C0000	32.75	08542	Central Point Rd Conn #2 (East Pine St) over Hwy 1	1961	Concrete continuous	29,853	5/5/6	FR	OD	VC	PV	
3	08	C0508	30.33	19273	Rogue River, Depot St	2006	Prestressed concrete	25,833	6/6/6	FR	ND		PV	
3	08	C0971	0.03	07991	Bear Creek, County Rd 971	1956	Concrete continuous	6,286	6/6/5	FR	ND		V	
3	08	C2600	60.17	08019A	Merlin Hill Frtg Rd (Highland Av) over Hwy 1	1957	Concrete continuous	8,356	6/5/7	FR	ND		PV	

OREGON STATE HIGHWAY SYSTEM
2016 BRIDGE CONDITION - DISTRICT 9
APRIL 2016



2016 BRIDGE CONDITION REPORT - District 9

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
4	09	002	69.62	07392	Rock Creek, Hwy 2	1953	Concrete continuous	9,324	6/6/6	FR	ND		PV	1
4	09	002	70.10	20798	Mosier Creek Bridge HWY 002 at MP 70.10	2009	Prestressed concrete	14,960	7/8/8	GD	ND		NV	
4	09	002	71.16	18408	Hwy 2 over UPRR (Shogren)	2001	Prestressed concrete	32,469	7/8/7	GD	ND		NV	
4	09	002	76.64	07552A	Hwy 2 over Rowena Conn	1954	Concrete continuous	7,551	6/6/6	FR	OD	VC	PV	1
4	09	002	80.79	07550	Hwy 2 over Taylor-Frantz Rd Conn	1954	Concrete continuous	7,433	6/6/7	FR	ND		PV	
4	09	002	81.89	07553	Chenoweth Creek, Hwy 2	1954	Concrete continuous	29,999	7/6/7	FR	ND		PV	
4	09	002	82.62	08276	Hwy 2 over Hostetler Way Conn	1957	Concrete continuous	12,801	7/6/7	FR	ND		PV	
4	09	002	83.67	19745	Hwy 2 over Hwy 292 at MP 83.67	2005	Prestressed concrete	17,023	7/8/8	GD	ND		NV	
4	09	002	84.15	08775	Hwy 2 over Hwy 292 at MP 84.15	1964	Steel continuous	30,599	6/6/6	FR	ND		PV	1
4	09	002	84.28	08603	Hwy 2 EB over UPRR	1964	Steel	9,792	7/6/6	FR	ND		PV	1
4	09	002	84.28	08603W	Hwy 2 WB over UPRR	1964	Steel	10,135	6/6/6	FR	ND		PV	1
4	09	002	84.78	19156	Hwy 2 over Union St (The Dalles)	2003	Prestressed concrete continuous	6,461	7/8/8	GD	ND		NV	
4	09	002	87.45	08776	Hwy 2 over UPRR	1964	Steel continuous	42,879	6/6/6	FR	ND		NV	
4	09	002	88.04	20875	Fifteen Mile Creek HWY 002 at MP 88.04	2010	Prestressed concrete continuous	26,399	7/8/8	GD	ND		NV	
4	09	002	88.83	07771	Hwy 2 over The Dalles Dam Access Conn	1954	Concrete	2,980	6/6/7	FR	ND		NV	
4	09	002	89.89	08924	Hwy 2 WB over UPRR (Big Eddy WB)	1965	Steel continuous	13,015	6/7/7	FR	ND		PV	1
4	09	002	95.76	08923	Hwy 2 over UPRR (WB Celilo)	1965	Steel continuous	19,314	7/7/6	FR	OD	LSL	PV	1
4	09	002	96.04	08933	Hwy 2 over UPRR (W Celilo Junction)	1965	Steel continuous	26,984	6/5/6	FR	ND		PV	1
4	09	002	97.14	08934	Hwy 2 over Hwy 301	1965	Prestressed concrete	11,480	7/6/8	FR	ND		PV	1
4	09	002	97.45	08831	Hwy 2 over UPRR	1965	Steel continuous	38,158	7/6/6	FR	ND		PV	1
4	09	002	99.85	00332C	Deschutes River, Hwy 2	1964	Steel	43,496	6/7/6	FR	ND		PV	1
4	09	002	101.68	01750B	Fulton Canyon, Hwy 2 EB	1964	Concrete continuous	4,754	7/6/7	FR	ND		PV	1
4	09	002	101.68	W1750B	Fulton Canyon, Hwy 2 WB	1964	Concrete continuous	4,754	7/6/7	FR	ND		PV	1
4	09	002	104.76	02133A	Spanish Hollow Creek, Hwy 2	1964	Prestressed concrete	14,638	7/6/7	FR	ND		PV	1

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
4	09	002	109.02	09213	Hwy 2 WB over UPRR	1965	Steel continuous	16,488	6/6/7	FR	ND		NV	
4	09	002	109.02	09213A	Hwy 2 EB over UPRR	1965	Steel continuous	16,200	6/6/7	FR	ND		NV	
4	09	002	109.78	09232	Scott Canyon, Hwy 2 WB	1965	Prestressed concrete	12,741	7/8/7	GD	ND		NV	
4	09	002	109.78	09232A	Scott Canyon, Hwy 2 EB	1965	Prestressed concrete	9,223	7/8/7	GD	ND		NV	
4	09	002	109.95	09225	Hwy 2 EB over Rufus Conn	1965	Concrete continuous	5,292	7/7/8	GD	ND		NV	
4	09	002	109.95	09225A	Hwy 2 WB over Rufus Conn	1965	Concrete continuous	5,334	7/7/8	GD	ND		NV	
4	09	002	112.57	0P141	Helms Creek, Hwy 2	1964	Steel	5,610	8	VG	ND		NV	
4	09	002	114.23	08942	Hwy 2 over Conn (W John Day Intchg)	1963	Concrete	2,837	7/7/7	GD	ND		NV	
4	09	002	114.60	00108B	John Day River, Hwy 2	1963	Steel	109,337	5/7/7	FR	ND		NV	
4	09	002	129.43	08945	Hwy 2 over Blalock Conn	1964	Prestressed concrete	12,230	7/7/8	GD	ND		NV	
4	09	002	137.91	08820	Arlington Viaduct, Hwy 2 over Hwy 5 NB	1964	Steel	98,165	6/6/6	FR	ND		NV	
4	09	002	148.57	07520A	Willow Creek WB, Hwy 2	1954	Prestressed concrete	10,074	6/7/7	FR	ND		PV	
4	09	002	148.60	09197	Willow Creek EB, Hwy 2	1965	Prestressed concrete	11,832	7/7/7	GD	OD	LSL LC	NV	
5	09	002	151.75	09307A	Three Mile Canyon, Hwy 2 EB	1964	Prestressed concrete	8,134	7/7/7	GD	ND		NV	
4	09	002	151.79	09307	Three Mile Canyon, Hwy 2 WB	1965	Prestressed concrete	5,976	7/7/7	GD	ND		NV	
4	09	002ET	85.51	08805	Brewery Grade Conn over Hwy 2	1964	Prestressed concrete	6,406	7/8/7	GD	ND		NV	
4	09	002ET	85.64	08804	Hwy 2 Brewery Grade Conn over UPRR & Fire Rd	1964	Steel	21,384	7/7/7	GD	ND		NV	
4	09	002FI	104.75	02133	Spanish Hollow Creek, Hwy 2 Frontage Rd	1936	Concrete continuous	14,342	5/6/6	FR	ND		PV	
4	09	002FI	109.71	01833	Gurkin Canyon Creek, Hwy 2 Frontage Rd	1933	Concrete continuous	1,570	6/6/6	FR	ND		PV	
4	09	002FV	123.31	08944	Phillipi Canyon Rd over Hwy 2	1964	Prestressed concrete	5,715	7/8/8	GD	ND		NV	
4	09	002IA	69.85	07397	Mosier Conn over UPRR	1953	Concrete continuous	6,142	6/6/7	FR	ND		PV	
4	09	002IC	69.65	07626A	Mosier WB Conn over Hwy 2	1953	Concrete continuous	5,845	6/6/6	FR	OD	DG	PV	
4	09	002IE	82.07	18153	Hwy 2 River Rd Conn over Hwy 2 (Chenoweth Intchg)	1997	Prestressed concrete	15,197	7/7/6	FR	ND		NV	

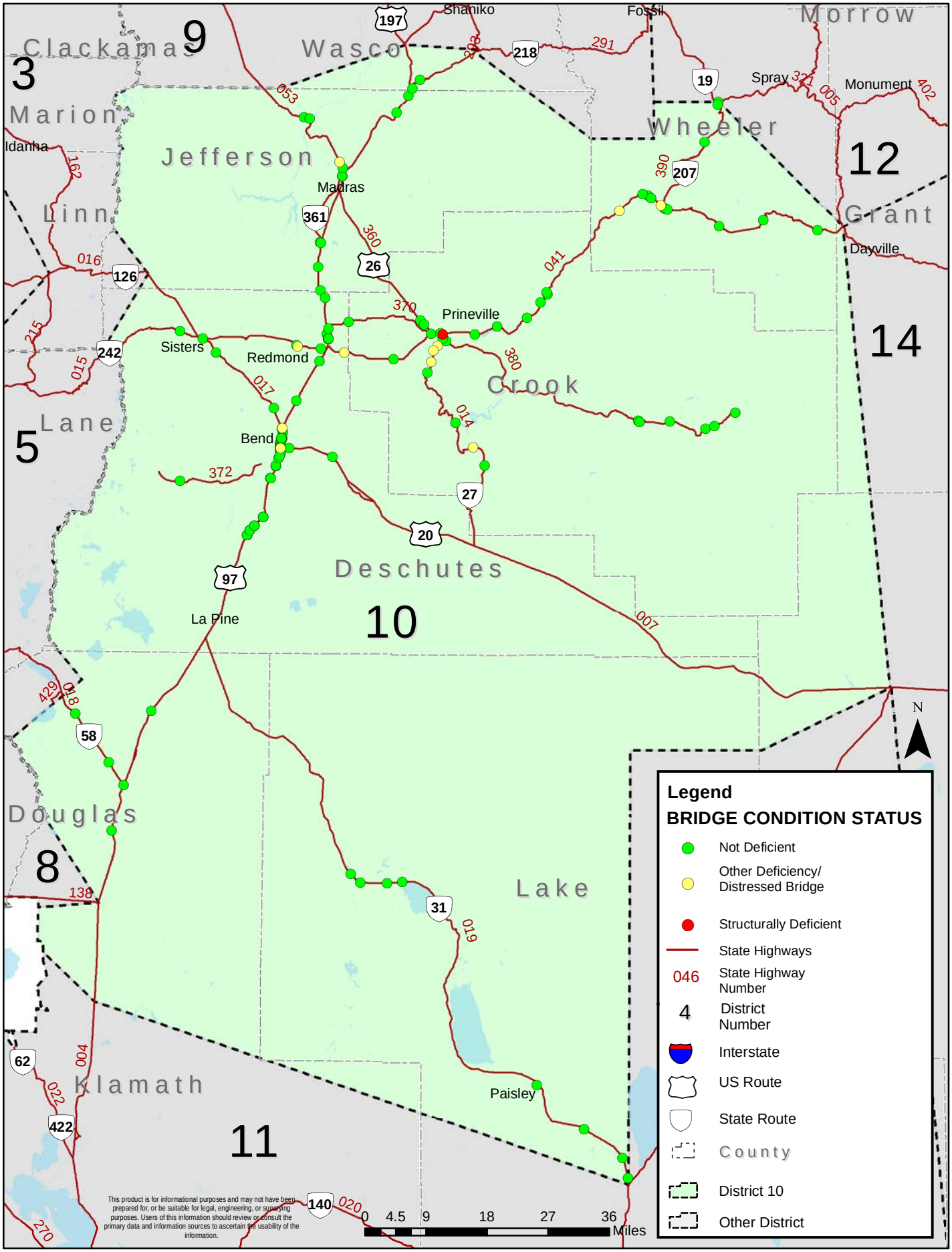
Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
4	09	002IE	82.12	18154	Hwy 2 River Rd Conn over UPRR (Chenoweth Intchg)	1998	Concrete	9,500	6/6/8	FR	ND		NV	
4	09	004	0.00	06635Q	Columbia River, Hwy 4 (The Dalles)	1954	Steel continuous	107,037	5/5/6	FR	OD	Rail LSL VC	PV	4
4	09	004	0.64	08526	Hwy 4 over Hwy 2	1964	Concrete continuous	7,343	7/6/7	FR	ND		PV	4
4	09	004	0.76	06635	Hwy 4 over UPRR & Frontage Rd	1954	Steel continuous	17,585	6/6/7	FR	OD	DG	PV	4
4	09	004	6.90	08567	Eightmile Creek, Hwy 4	1959	Concrete continuous	3,495	6/6/7	FR	ND		PV	4
4	09	004	13.35	09188	Fifteenmile Creek, Hwy 4	1963	Prestressed concrete	8,680	7/8/8	GD	ND		PV	4
4	09	004	14.46	01066A	Pine Creek, Hwy 4 (Pine Hollow Creek, Larch Creek)	1963	Concrete continuous	5,721	6/6/6	FR	ND		PV	4
4	09	004	32.85	01001A	Butler Creek, Hwy 4	1962	Concrete continuous	4,241	7/6/6	FR	ND		PV	4
4	09	004	35.25	08994	Tygh Creek, Hwy 4	1962	Prestressed concrete	5,240	7/7/7	GD	ND		PV	4
4	09	004	35.52	08993	White River, Hwy 4	1962	Prestressed concrete	10,199	7/7/6	FR	ND		PV	4
4	09	004	45.84	00966	Deschutes River & BNSF, Hwy 4 (Maupin)	1929	Steel	24,366	5/6/6	FR	ND		PV	4
4	09	005	0.58	09168	China Creek Hwy 005 at MP 0.58	1964	Prestressed concrete	3,760	7/8/7	GD	ND		NV	
4	09	005	4.03	03456	China Creek, Hwy 5 at MP 3.99	1995	Concrete	-	7	GD	ND		NV	
4	09	005	17.03	19893	Rock Creek, Hwy 5 (Olex)	2005	Prestressed concrete	4,950	8/8/8	VG	ND		NV	
4	09	005	19.25	00795A	Juniper Canyon, Hwy 5	1982	Prestressed concrete	1,373	8/8/8	VG	ND		NV	
4	09	005	43.23	13567	Condon Canyon Creek, Hwy 5 at MP 43.23	1972	Steel		7	GD	ND		NV	
4	09	005	43.36	13568	Condon Canyon Creek, Hwy 5 at MP 43.36	1972	Steel		7	GD	ND		NV	
4	09	005	43.62	13569	Condon Canyon Creek, Hwy 5 at MP 43.62	1972	Steel		7	GD	ND		NV	
4	09	005	43.92	01103A	Thirtymile Creek, Hwy 5	1972	Prestressed concrete continuous	16,292	7/8/8	GD	ND		NV	
4	09	005AA	0.73	09170	China Creek Hwy 005AA Cottonwood Conn at MP 0.73	1964	Concrete	2,730	7/7/7	GD	ND		NV	
4	09	042	-0.43	00849A	Columbia River, Hwy 42 (Biggs Rapids, Sam Hill)	1962	Steel	82,142	5/5/6	FR	OD	LSL VC	PV	1
4	09	042	-0.08	21488	Hwy 42 over Hwy 2	2014	Concrete	9,492	8/8/8	VG	ND		NV	
4	09	042	-0.06	21487	Hwy 42 over UPRR	2014	Concrete	12,760	8/8/8	VG	OD	DG	NV	
4	09	042	0.39	08855	Spanish Hollow Creek, Hwy 42 at MP 0.39	1962	Prestressed concrete	13,755	6/7/7	FR	ND		PV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
4	09	042	2.18	08892	Spanish Hollow Cr, Hwy 42 Rt @ MP2.18 (Mud Hollow)	1963	Concrete continuous	1,615	6/5/2	PR	SD	SD LSL	NV	
4	09	042	2.37	08893	Spanish Hollow Creek, Hwy 42 at MP 2.37	1963	Concrete continuous	4,524	5/6/6	FR	ND		PV	
4	09	042	2.48	08894	Spanish Hollow Creek, Hwy 42 at MP 2.48	1963	Concrete continuous	5,775	5/6/6	FR	ND		PV	
4	09	042	3.10	08895	Spanish Hollow Creek, Hwy 42 at MP 3.11	1963	Prestressed concrete	11,827	6/7/7	FR	ND		PV	
4	09	042	3.25	08896	Spanish Hollow Creek, Hwy 42 at MP 3.25	1963	Prestressed concrete	11,653	6/8/7	FR	ND		PV	
4	09	042	6.20	09997	Spanish Hollow Creek, Hwy 42 at MP 6.20	1973	Prestressed concrete	6,098	7/7/7	GD	ND		PV	
4	09	042	6.98	09998	Spanish Hollow Creek, Hwy 42 at MP 6.98	1973	Prestressed concrete	5,661	7/6/6	FR	ND		PV	
4	09	042	19.62	00817	Slaughterhouse Creek, Hwy 42	1961	Prestressed concrete	1,260	7/7/6	FR	ND		NV	
4	09	044	16.79	04936A	Wapinitia Creek, Hwy 44	1975	Prestressed concrete	3,827	7/7/7	GD	ND		NV	
4	09	052	0.31	09198	Hwy 52 over Hwy 2	1964	Prestressed concrete	8,875	7/8/7	GD	OD	VC	NV	
4	09	052	3.21	09126	Hwy 52 over UPRR	1964	Concrete continuous	6,222	7/6/7	FR	ND		NV	
4	09	052	3.94	00906A	Willow Creek, Hwy 52 EB	1979	Prestressed concrete	5,232	7/6/7	FR	ND		NV	
4	09	053	69.07	02204	Clear Creek, Hwy 53	1932	Concrete continuous	2,245	6/6/6	FR	ND		PV	3
4	09	053	85.25	18431	Warm Springs River, Hwy 53	1998	Prestressed concrete continuous	9,868	7/7/8	GD	ND		NV	
4	09	053	92.68	01660	Mill Creek, Hwy 53	1948	Steel continuous	20,368	6/6/6	FR	ND		PV	3
4	09	100	20.20	19152	Three Mile Creek, Hwy 100	2003	Steel	-	8	VG	ND		NV	
4	09	100	57.28	65C63	Rock Creek, Hwy 100	1930	Concrete continuous	1,017	6/6/6	FR	ND		PV	
4	09	100	57.84	00498	Mosier Creek, Hwy 100	1920	Concrete	4,186	5/5/6	FR	ND		PV	
4	09	100	63.15	00523	Hog Creek Canyon, Hwy 100 (Rowena Dell)	1920	Concrete	554	6/6/6	FR	ND		NV	
4	09	100	63.79	00524	Dry Canyon Creek, Hwy 100	1921	Concrete	2,323	5/5/6	FR	ND		PV	
4	09	100	72.10	00506	Chenoweth Creek, Hwy 100	1920	Concrete continuous	1,492	6/5/5	FR	OD	LSL	PV	
4	09	290	7.65	00939A	Deschutes R Hwy 290 (Sherars)	1979	Prestressed concrete	2,389	7/8/8	GD	ND		NV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
4	09	290	8.30	05208	Buck Hollow Creek, Hwy 290	1947	Concrete continuous	5,966	6/6/6	FR	ND		PV	
4	09	291	23.07	09691	John Day River, Hwy 291	1975	Steel	16,155	7/6/7	FR	ND		NV	
4	09	300	5.51	08614	Grass Valley Canyon Creek, Hwy 300	1959	Concrete continuous	5,716	7/6/7	FR	ND		NV	
4	09	300	6.63	08613	Hay Canyon, Hwy 300	1959	Concrete continuous	4,511	7/6/7	FR	ND		NV	
4	09	300	14.95	04623A	John Day River, Hwy 300	1962	Concrete continuous	13,582	6/6/5	FR	ND		NV	
4	09	300	51.67	01792	Rock Creek, Hwy 300	1934	Steel	2,703	6/5/6	FR	OD	TS	PV	
4	09	301	2.92	00332	Deschutes River, Hwy 301	1955	Concrete continuous	22,959	6/6/5	FR	OD	LC	PV	
4	09	301	4.76	01750A	Fulton Canyon Creek, Hwy 301 at MP 4.76	1955	Concrete continuous	4,830	7/7/6	FR	ND		PV	
4	09	301	5.64	09456	Fulton Canyon Creek, Hwy 301 at MP 5.64	1966	Prestressed concrete	1,440	7/7/6	FR	ND		NV	
4	09	301	6.45	0M093	Culvert, Hwy 301 at MP 6.45	1920	Concrete continuous	-	6	FR	ND		NV	
4	09	301	7.05	0M116	Culvert, Hwy 301 at MP 7.05	1955	Concrete continuous	-	7	GD	ND		NV	
4	09	301	14.73	13548	Hwy 301 over Hwy 42 (Wasco Intchg)	1973	Prestressed concrete	7,238	7/7/8	GD	ND		NV	

OREGON STATE HIGHWAY SYSTEM
2016 BRIDGE CONDITION - DISTRICT 10

APRIL 2016



2016 BRIDGE CONDITION REPORT - District 10

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
4	10	004	1.65	22316	Pedestrian Crossing, Hwy 007 at MP 1.65	2014	Concrete		8	VG	ND		NV	
4	10	004	75.04	00815A	Trout Creek, Hwy 4	1954	Concrete continuous	4,754	5/6/6	FR	ND		PV	
4	10	004	78.17	20426	Hay Creek Culvert Hwy 4 at MP 78.17	2007	Steel		8	VG	ND		NV	
4	10	004	92.11	20008	Willow Creek, Hwy 4 NB	2006	Prestressed concrete	14,342	7/8/8	GD	ND		NV	
4	10	004	92.13	00971B	Willow Creek, Hwy 4 SB	1966	Prestressed concrete	1,260	7/6/7	FR	ND		PV	
4	10	004	105.44	19960	North Unit Main Canal, Hwy 4 at MP 105.44	2005	Prestressed concrete	2,703	7/8/8	GD	ND		NV	
4	10	004	108.99	19961	North Unit Main Canal, Hwy 4 at MP 108.99	2005	Prestressed concrete	3,120	7/8/8	GD	ND		NV	
4	10	004	112.63	18211	Crooked R Gorge, Hwy 4 (Rex T Barber VeteransMem)	2000	Concrete	16,292	7/7/7	GD	ND		NV	
4	10	004	113.94	19962	Hwy 4 over BNSF (Terrebonne)	2005	Prestressed concrete	27,977	7/7/7	GD	ND		NV	
4	10	004	123.60	16561	Hwy 4 over Yew Ave (Airport Way)	1992	Prestressed concrete	30,599	7/7/6	FR	ND		NV	
4	10	004	136.31	17327	Hwy 4 (Bend Parkway) over Butler Market Rd (Bend)	1997	Prestressed concrete	13,020	7/7/7	GD	ND		NV	
4	10	004	136.48	17328	Hwy 4 (Bend Parkway) over Hwy 17	1997	Prestressed concrete	9,544	7/7/7	GD	ND		NV	
4	10	004	136.62	08887B	Hwy 17 over BNSF	1962	Steel	29,999	6/6/6	FR	ND		NV	
4	10	004	136.92	17329	Hwy 4 (Bend Pkwy) over Division St (Bend)	1997	Prestressed concrete continuous	16,488	6/7/8	FR	ND		NV	
4	10	004	137.13	17330	Hwy 4 (Bend Pkwy) over Revere Ave (Bend)	1997	Prestressed concrete	16,200	7/7/8	GD	ND		NV	
4	10	004	137.33	17331	Hwy 4 (Bend Pkwy) over Olney Ave (Bend)	1997	Prestressed concrete	12,741	6/8/8	FR	ND		NV	
4	10	004	137.65	16532N	Hwy 4 (Bend Pkwy) NB over Greenwood Ave	2001	Prestressed concrete	5,661	6/8/8	FR	ND		NV	
4	10	004	137.66	16532	Hwy 4 (Bend Pkwy) SB over Greenwood Ave	1985	Prestressed concrete	6,098	7/7/7	GD	ND		NV	
4	10	004	137.94	17324	Hwy 4 (Bend Pkwy) SB over Franklin Ave (Bend)	1979	Prestressed concrete	9,868	7/7/7	GD	ND		NV	
4	10	004	137.98	17324N	Hwy 4 (Bend Pkwy) NB over Franklin Ave (Bend)	2000	Prestressed concrete	13,755	7/8/8	GD	OD	DG	NV	
4	10	004	138.25	17332	Hwy 4 over Colorado Ave (Bend) & BNSF	1998	Prestressed concrete	5,334	7/8/8	GD	ND		NV	
4	10	004	138.34	18173	Hwy 4 over BNSF Spur & Access Rd	1998	Prestressed concrete	5,610	7/7/8	GD	ND		NV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
4	10	004	139.50	17333	Central Oregon Canal, Hwy 4 at MP 139.48	2001	Concrete		7	GD	ND		NV	
4	10	004	140.77	22021	US 97 (HWY 004) at U XING MURPHY BR	2014	Concrete	38,158	7/8/8	GD	ND		NV	
4	10	004	140.87	22019	US 97 (HWY 004) at U XING 3RD ST BR	2014	Concrete	2,980	8/8/8	VG	ND		NV	
4	10	004	149.55	21015	HWY 004 SB OXING Cottonwood Road at MP 149.55	2010	Prestressed concrete	7,433	7/8/8	GD	ND		NV	
4	10	004	149.56	21016	HWY 004 NB OXING Cottonwood Road at MP 149.56	2009	Prestressed concrete	9,792	7/8/8	GD	ND		NV	
4	10	004	151.30	20552	HWY 004 NB OXING Cottonwood Rd Con. at MP 151.30	2009	Prestressed concrete	12,760	7/8/8	GD	ND		NV	
4	10	004	151.30	16712	HWY 004 SB OXING Cottonwood Rd Con at MP 151.30	1984	Prestressed concrete	1,615	8/7/7	GD	ND		PV	
4	10	004	152.00	21014	HWY 004 SB OXING (Wildlife Passage) at MP 152.00	2011	Prestressed concrete	9,492	7/8/8	GD	ND		NV	
4	10	004	152.00	21017	HWY 004 NB OXING (Wildlife Passage) at MP 152.00	2010	Prestressed concrete	10,135	7/8/8	GD	ND		NV	
4	10	004	153.05	20206	South Century Bridge (NB)	2006	Prestressed concrete	4,128	7/8/8	GD	ND		NV	
4	10	004	153.08	20207	SOUTH CENTURY BRIDGE (SB)	2005	Prestressed concrete	13,582	7/8/8	GD	ND		NV	
4	10	004	183.16	19964	Hwy 4 over Crescent Conn	2005	Prestressed concrete	20,368	6/8/7	FR	ND		NV	
4	10	004	202.09	19965	Hwy 4 over UPRR	2006	Prestressed concrete	8,875	7/7/8	GD	ND		NV	
4	10	004BK	135.50	17323	Hwy 4 NB Conn to Hwy 17 EB over Hwy4 (Sisters Int)	2001	Prestressed concrete	4,708	6/7/7	FR	ND		NV	
4	10	004BM	135.46	17325	Empire Ave over Hwy 4 (Bend Parkway)	1997	Prestressed concrete	4,524	7/7/8	GD	ND		NV	
4	10	007	8.39	01421A	Central Oregon Canal, Hwy 7	1988	Prestressed concrete	9,223	7/8/7	GD	ND		NV	
4	10	014	1.90	13598	Irrigation Ditch, Hwy 14 at MP 1.90	1961	Wood or Timber	22,227	7/5/7	FR	OD	TS LC	NV	
4	10	014	2.88	13599	Irrigation Ditch, Hwy 14 at MP 2.88	1961	Wood or Timber	12,792	6/6/7	FR	OD	LC	NV	
4	10	014	4.62	13600	Irrigation Ditch, Hwy 14 at MP 4.59	1961	Wood or Timber	26,490	6/6/7	FR	OD	LC	NV	
4	10	014	6.32	00537B	Dry Creek, Hwy 14 at MP 6.32	1988	Prestressed concrete	14,148	7/8/7	GD	ND		NV	
4	10	014	19.62	13597	Crooked River Dam Spillway, Hwy 14	1961	Concrete	7,425	7/7/7	GD	ND		NV	
4	10	014	27.23	08964	Bear Creek, Hwy 14 at MP 27.23	1961	Wood or Timber	17,340	6/6/6	FR	OD	TS LC	NV	
4	10	014	28.67	00990A	Bear Creek, Hwy 14 at MP 28.67	1961	Steel	17,340	7/5/7	FR	ND		NV	
4	10	015	89.40	03372A	Trout Creek, Hwy 15	1981	Concrete	16,155	7/6/6	FR	ND		NV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
4	10	015	93.00	00806A	Wychus Creek, Hwy 15	1957	Prestressed concrete	5,232	7/6/6	FR	ND		PV	
4	10	015	107.65	03373A	Deschutes River, Hwy 15	1957	Concrete continuous	6,222	6/6/6	FR	OD	LSL	PV	
4	10	015	111.11	20023	Glacier Highland Couplet, HWY 015 at MP 111.11	2004	Concrete		7	GD	ND		NV	
4	10	015AJ	107.48	18283	Cline Falls Rd over Hwy 15	1997	Prestressed concrete	11,832	7/7/7	GD	ND		NV	
4	10	017	2.89	03376A	Whychus Creek Canal, Hwy 17	1969	Prestressed concrete	10,074	7/7/6	FR	ND		NV	
4	10	017	15.09	17251	Deschutes River, Hwy 17	1993	Prestressed concrete	2,730	7/8/7	GD	ND		NV	
4	10	017	18.41	08829	Hwy17 WB over Hwy4 SB Conn to Hwy17 (Sisters Int)	1961	Steel	32,469	6/6/6	FR	OD	DG VC	PV	3
4	10	017	19.82	17390	U.S.B.R. Canal, Hwy 017 MP 19.81	1993	Steel		7	GD	ND		NV	
4	10	018	73.40	20156	Crescent Creek, Hwy 18	2006	Prestressed concrete	8,134	7/7/7	GD	ND		NV	
4	10	018	82.20	17447	Little Deschutes River, Hwy 18	1995	Prestressed concrete	5,976	8/8/8	VG	ND		NV	
4	10	018	86.30	20394	Hwy 18 WB over Hwy 4 SB	2008	Prestressed concrete	82,142	6/8/8	FR	ND		NV	
4	10	019	44.76	03907A	South Branch Buck Creek, Hwy 19	1986	Prestressed concrete	7,238	8/8/8	VG	ND		NV	
4	10	019	46.75	19782	Silver Creek, Hwy 19	2006	Prestressed concrete	2,837	8/8/8	VG	ND		NV	
4	10	019	50.74	03909A	Murdock Creek, Hwy 19	1986	Prestressed concrete	1,017	8/8/8	VG	ND		NV	
4	10	019	52.96	01552A	Paulina Marsh, Hwy 19	1985	Prestressed concrete	11,480	7/7/7	GD	ND		NV	
4	10	019	98.23	00572A	Chewaucan River, Hwy 19 (Paisley)	1966	Prestressed concrete	13,015	7/7/6	FR	ND		NV	
4	10	019	109.27	18787	Chewaucan River, Hwy 19 (The Narrows)	2001	Steel	12,230	7/8/7	GD	ND		NV	
4	10	019	116.50	00571A	Chewaucan River, Hwy 19 (Gravelley Ford)	1965	Prestressed concrete	5,715	7/7/6	FR	ND		NV	
4	10	019	119.60	18789	Crooked Creek, Hwy 19 at MP 119.60	2000	Prestressed concrete	5,292	8/8/8	VG	ND		NV	
4	10	041	3.04	02769	Ochoco North Main Canal, Hwy 41	1945	Concrete continuous	43,496	6/6/6	FR	OD	DG	PV	
4	10	041	10.54	02741	Central Oregon Canal, Hwy 41	1940	Concrete continuous		5	FR	ND		NV	
4	10	041	17.97	19889	Crooked River, Hwy 41	2006	Prestressed concrete	9,324	7/8/7	GD	ND		NV	

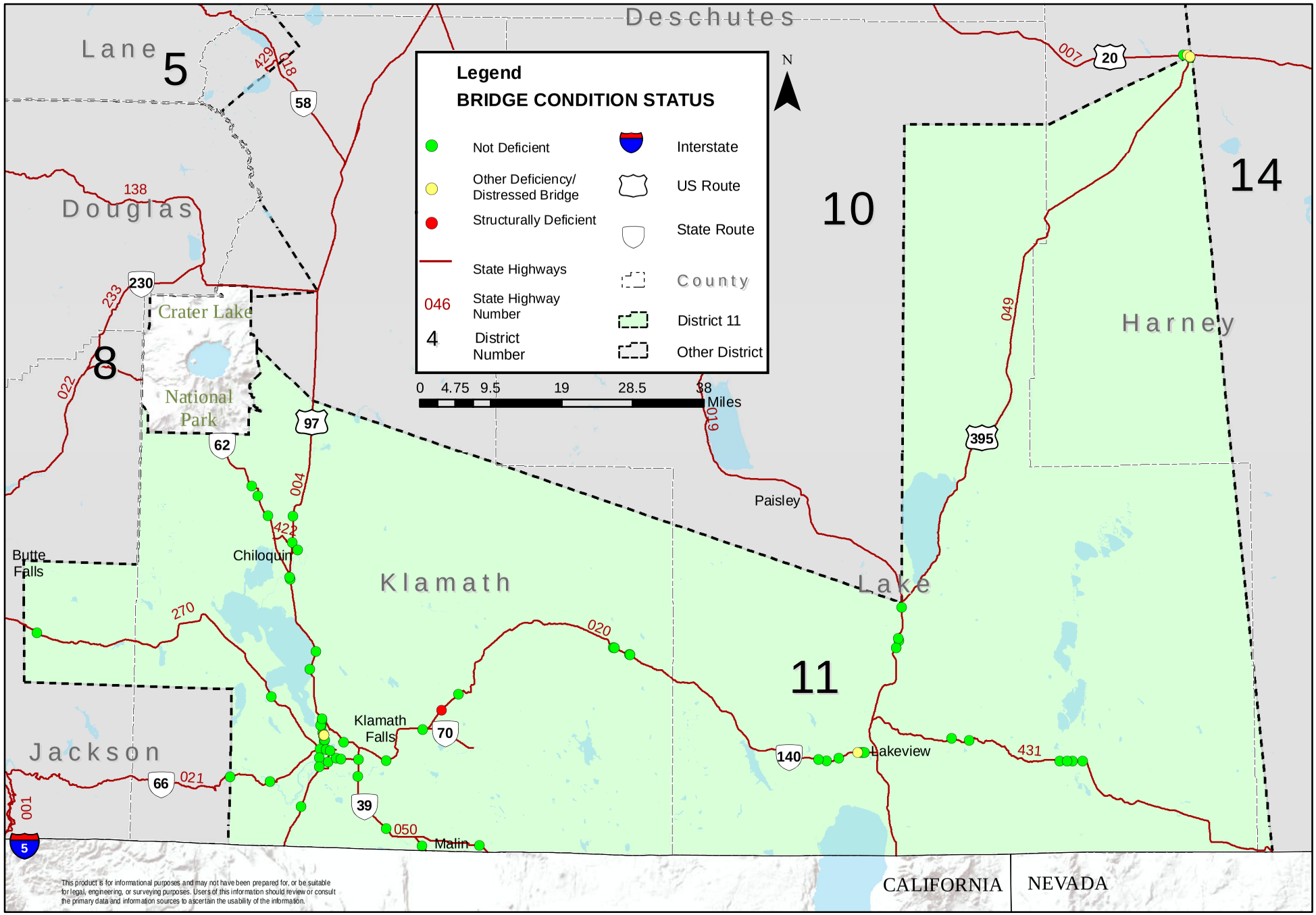
Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
4	10	041	19.40	20649	Ochoco Creek, Hwy 41	2008	Prestressed concrete	6,142	7/8/8	GD	ND		NV	
4	10	041	24.51	00781	Ochoco Irrigation Canal, Hwy 41	1966	Prestressed concrete	6,406	8/8/7	GD	ND		NV	
4	10	041	28.18	18551	Mill Creek, Hwy 41	1999	Prestressed concrete	14,960	7/8/8	GD	ND		NV	
4	10	041	33.99	20326	Marks Creek, Hwy 41 at MP 33.99	2008	Prestressed concrete	9,238	7/8/8	GD	ND		NV	
4	10	041	37.44	20327	Marks Creek, Hwy 41 at MP 37.44	2009	Prestressed concrete	25,924	7/8/8	GD	ND		NV	
4	10	041	39.08	07650A	Marks Creek, Hwy 41 at MP 39.08	1965	Prestressed concrete	554	7/7/7	GD	ND		NV	
4	10	041	39.43	07651A	Marks Creek, Hwy 41 at MP 39.43	1966	Prestressed concrete	2,323	7/7/7	GD	ND		NV	
4	10	041	57.49	07507A	Hwy 41 Frtg Rd over Access Rd Rt	1984	Prestressed concrete	4,241	7/7/7	GD	OD	DG	NV	
4	10	041	61.71	07486	West Branch Bridge Creek, Hwy 41	1953	Concrete continuous	19,314	5/6/7	FR	ND		PV	
4	10	041	62.54	07372	Bridge Creek, Hwy 41 at MP 62.54	1951	Concrete continuous	42,879	5/5/7	FR	ND		PV	
4	10	041	63.22	07487	Bridge Creek, Hwy 41 at MP 63.22	1953	Concrete continuous	26,984	6/6/7	FR	ND		PV	
4	10	041	65.03	07489	Bridge Creek, Hwy 41 at MP 65.03	1953	Concrete continuous	4,754	5/5/5	FR	OD	LSL	PV	
4	10	041	65.63	20051	Bridge Creek, Hwy 41 at MP 65.63	2008	Prestressed concrete	5,721	7/8/8	GD	ND		NV	
4	10	041	65.85	20052	Bridge Creek, Hwy 41 at MP 65.85	2006	Prestressed concrete	7,343	7/8/8	GD	ND		NV	
4	10	041	66.19	21397	Bridge Creek, Hwy 41 R/W Right (Mitchell Access)	2012	Concrete	8,680	8/8/8	VG	ND		NV	
4	10	041	75.84	18432	Mountain Creek, Hwy 41 at MP 75.84	1998	Prestressed concrete	-	7/7/8	GD	ND		NV	
4	10	041	83.52	01457A	Mountain Creek, Hwy 41 at MP 83.52	1978	Steel	1,440	8	VG	ND		NV	
4	10	041	94.04	01469	Rock Creek, Hwy 41	1930	Concrete continuous	750	6/6/7	FR	ND		PV	
4	10	053	104.36	01987A	Shitike Creek, Hwy 53	1966	Concrete continuous	1,570	6/6/6	FR	ND		PV	3
4	10	053	105.24	01910	Deschutes River, Hwy 53	1934	Steel continuous	109,337	6/7/5	FR	ND		PV	5
4	10	053	115.58	07074	North Unit Canal, Hwy 53	1948	Concrete continuous	107,037	6/6/7	FR	OD	Rail	PV	3
4	10	053	116.57	19959	Hwy 53 over BNSF	2005	Prestressed concrete	3,495	7/8/8	GD	ND		NV	
4	10	293	0.99	19822	Antelope Creek, Hwy 293 at MP 0.99	2005	Prestressed concrete	5,845	8/8/8	VG	ND		NV	
4	10	293	3.10	09452	Antelope Creek, Hwy 293 at MP 3.10	1966	Concrete continuous	7,551	7/7/7	GD	ND		NV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
4	10	360	23.71	02745A	McKay Creek, Hwy 360	1985	Prestressed concrete	17,585	8/8/8	VG	ND		NV	
4	10	360	24.42	02746A	Ochoco Creek, Hwy 360	1985	Prestressed concrete	9,500	7/7/8	GD	ND		NV	
4	10	361	11.25	06827A	North Unit Ochoco Main Canal, Hwy 361	1971	Prestressed concrete	1,373	7/7/6	FR	ND		NV	
4	10	370	0.21	03379	Pilot Butte Canal, Hwy 370	1961	Prestressed concrete	3,760	7/7/6	FR	ND		NV	
4	10	370	3.85	02770	North Unit Ochoco Main Canal, Hwy 370	1945	Concrete continuous	12,801	6/7/7	FR	ND		PV	
4	10	372	18.28	17202	Hwy 372 over Snow Trail	1991	Prestressed concrete	4,186	7/7/7	GD	ND		NV	
4	10	380	0.11	07282	Ochoco Creek, Hwy 380	1954	Concrete	4,511	6/4/5	PR	SD	SD LSL	NV	
4	10	380	0.75	18717	Flood Control Channel, Hwy 380 at MP 0.75	1987	Steel	11,653	7	GD	ND		NV	
4	10	380	1.37	18716	Flood Control Channel, Hwy 380 at MP 1.37	1987	Steel	11,827	5	FR	ND		NV	
4	10	380	38.48	08701	North Fork Crooked River, Hwy 380	1961	Concrete continuous	4,830	5/6/7	FR	ND		NV	
4	10	380	38.73	08702	South Fork Crooked River, Hwy 380 at MP 38.73	1961	Concrete continuous	3,827	5/6/7	FR	ND		NV	
4	10	380	43.61	03323A	Camp Creek, Hwy 380	1961	Concrete continuous	4,664	6/6/6	FR	ND		NV	
4	10	380	50.56	03325A	South Fork Crooked River, Hwy 380 at MP 50.56	1956	Concrete continuous	4,224	5/6/7	FR	ND		PV	
4	10	380	52.09	03326A	Beaver Creek, Hwy 380 at MP 52.09	1956	Concrete continuous	4,950	5/6/7	FR	ND		PV	
4	10	380	55.91	08052	Beaver Creek, Hwy 380 at MP 55.91	1956	Concrete continuous	22,959	6/6/5	FR	ND		PV	
4	10	390	0.02	05017A	Service Creek, Hwy 390	1966	Prestressed concrete	10,199	7/7/7	GD	ND		NV	
4	10	390	0.46	05018A	John Day River, Hwy 390	1957	Concrete continuous	5,240	6/5/6	FR	ND		PV	
4	10	390	9.07	02457A	Shoofly Creek, Hwy 390	1975	Prestressed concrete	24,366	7/7/7	GD	ND		NV	
4	10	C0000	0.00	20416	NORTH CANAL AVE OVER HWY 4	2008	Prestressed concrete	14,638	7/8/8	GD	ND		NV	
4	10	C0000	0.00	20417	LARCH AVE OVER C.O.I.D. CANAL	2008	Prestressed concrete	21,384	8/8/8	VG	ND		NV	
4	10	C0000	0.00	17281	Baker Road over Hwy 4	1994	Prestressed concrete	15,197	7/7/8	GD	ND		NV	
4	10	C0000	0.00	18208	Deschutes Market Rd over Hwy 4	1998	Prestressed concrete	17,023	7/8/8	GD	ND		NV	
4	10	C0000	0.00	19838	COI Canal & Canal Blvd, Maple/Negus Ave	2006	Prestressed concrete	2,389	8/8/8	VG	ND		NV	
4	10	C0000	0.00	18552	Wilson Ave over Hwy 4	1999	Prestressed concrete	6,461	7/7/7	GD	ND		NV	
4	10	C0000	4.11	19837	Maple/Negus Ave Over US97 & BNSF	2005	Prestressed concrete	2,245	8/8/7	GD	ND		NV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
4	10	C0000	139.17	18816	Reed Market Road (Bend) over Hwy 4	2001	Prestressed concrete	1,492	7/7/7	GD	ND		NV	
4	10	C0000	143.27	17437	Arnold Ditch, Hwy 4 Conn	1994	Prestressed concrete	5,775	8/8/8	VG	ND		NV	

OREGON STATE HIGHWAY SYSTEM
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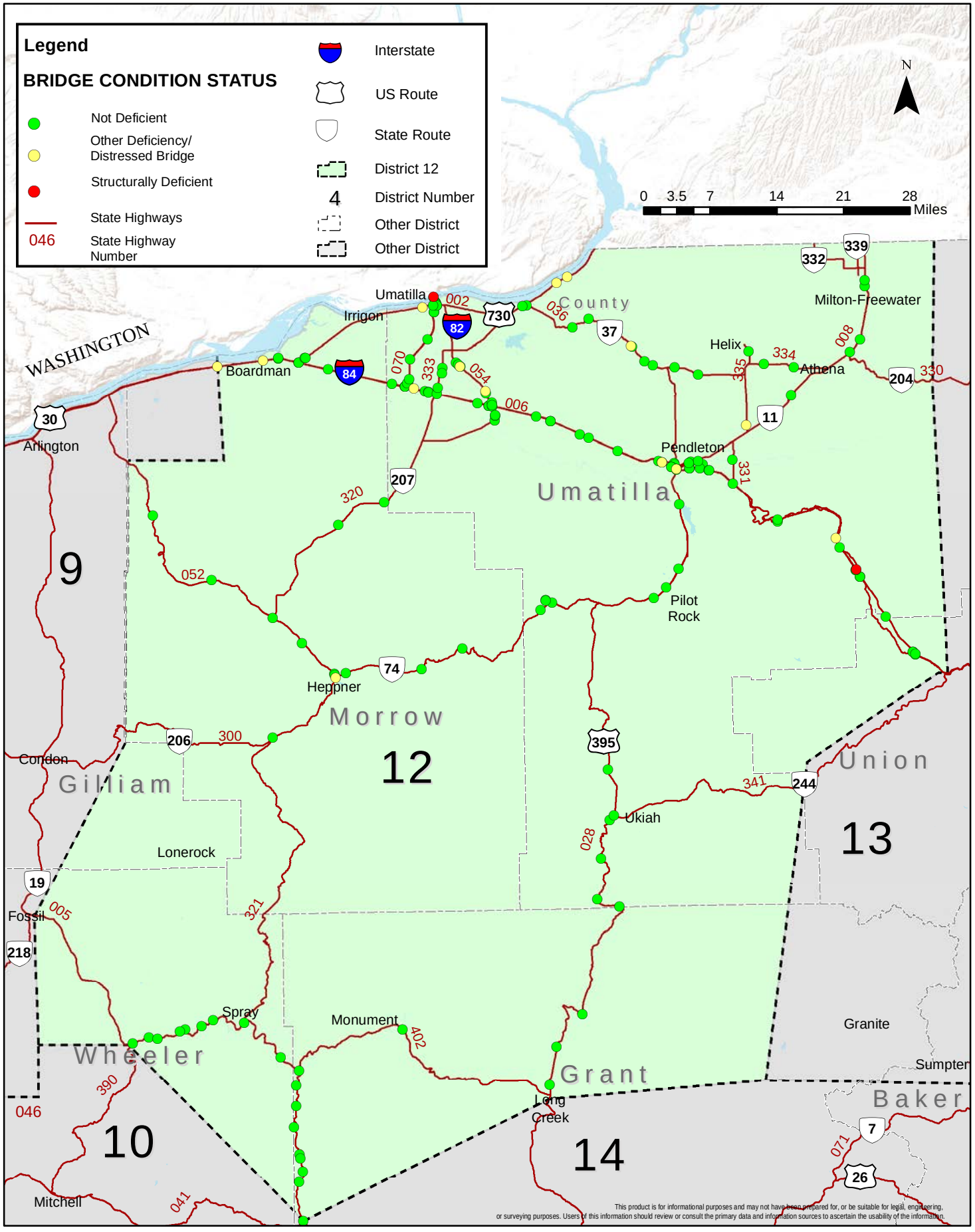
Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
4	11	004	243.98	19769	Spring Creek, Hwy 4 (Collier's Promenade)	2005	Prestressed concrete	6,820	7/8/8	GD	ND		NV	
4	11	004	247.54	06886	Hwy 4 over Hwy 422 (Chiloquin)	1946	Concrete continuous	4,670	7/6/6	FR	ND		PV	
4	11	004	252.21	02475A	Williamson River, Hwy 4	1989	Prestressed concrete continuous	20,759	6/7/7	FR	ND		NV	
4	11	004	252.52	02474B	Hwy 4 over UPRR (Lobert)	1989	Prestressed concrete	16,753	6/7/7	FR	ND		V	
4	11	004	263.11	19823	Barkley Springs Irrigation Canal, Hwy 4	2005	Prestressed concrete	7,861	8/8/7	GD	ND		NV	
4	11	004	265.65	19927	Algoma Log Pond, HWY 4	2005	Prestressed concrete	4,073	7/8/8	GD	ND		NV	
4	11	004	272.99	08352	Hwy 4 over UPRR & Pelican City Rd (Lakefront Blvd)	1959	Prestressed concrete	7,817	7/7/7	GD	ND		V	
4	11	004	273.71	08345	USBR Canal, Hwy 4	1959	Steel	17,027	7/7/7	GD	ND		V	
4	11	004	274.73	19940	Hwy 4 over California Ave (Klamath Falls)	2004	Steel continuous	29,499	7/8/7	GD	ND		NV	
4	11	004	275.03	08347	Link River & Hwy 20, Hwy 4	1963	Steel continuous	34,942	6/7/6	FR	OD	VC	V	
4	11	004	275.74	19941	Hwy 4 over Green Springs Dr (Old Alignment) & BNSF	2005	Prestressed concrete continuous	40,753	6/8/8	FR	ND		NV	
4	11	004	275.93	09693	Riverside St (Klamath Falls) over Hwy 4	1968	Steel continuous	9,342	7/7/7	GD	ND		NV	
4	11	004	277.13	09694	Hwy 4 over Hwy 21	1968	Steel continuous	21,362	5/7/6	FR	ND		PV	
4	11	004	278.69	01895A	Klamath River & BNSF, Hwy 4	1995	Prestressed concrete continuous	56,833	7/7/7	GD	ND		PV	
4	11	004	279.95	02020A	Hwy 4 over UPRR	1994	Prestressed concrete	6,439	7/7/8	GD	ND		NV	
4	11	004	285.85	01794A	Klamath Straits, Hwy 4	1981	Prestressed concrete	3,519	7/7/8	GD	ND		PV	
4	11	004	273.62	08344	Hwy 4 over Nevada Ave (Klamath Falls)	1959	Prestressed concrete	11,470	7/7/7	GD	ND		V	
4	11	004AV	273.68	08510	USBR Canal, Nevada Ave Conn to Hwy 4	1959	Steel	6,960	6/7/7	FR	ND		NV	
4	11	004AZ	275.38	08347A	Link River, Hwy 4 NB Conn	1967	Concrete continuous	16,800	5/7/6	FR	OD	DG VC	NV	
4	11	007	103.67	03504A	Silver Creek Irrigation Ditch, Hwy 7	1988	Prestressed concrete	2,080	7/7/8	GD	ND		NV	
5	11	007	104.23	03505A	Silver Creek, Hwy 7	1956	Concrete	1,527	6/6/6	FR	OD	TS	PV	
4	11	019	121.20	00765A	Crooked Creek, Hwy 19 at MP 121.20	1966	Prestressed concrete	2,100	7/7/7	GD	ND		NV	
4	11	019	125.52	0M015	Crooked Creek, Hwy 19 at MP 125.52	1960	Concrete continuous	-	6	FR	ND		NV	
4	11	019	125.78	0M014	Crooked Creek, Hwy 19 at MP 125.78	1960	Concrete continuous	-	6	FR	ND		NV	
4	11	019	126.92	20768	Crooked Creek, Hwy 19 at MP 126.92	2008	Prestressed concrete	5,360	7/7/8	GD	ND		NV	
4	11	020	-0.07	08347R	Hwy 20 over Hwy 4 Ramp to Hwy 20	1963	Concrete continuous	3,024	7/6/8	FR	ND		NV	
4	11	020	0.02	01579	Link River, Hwy 20	1931	Concrete continuous	10,400	6/6/5	FR	OD	LSL	PV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
4	11	020	3.25	01419A	USRS Canal, Hwy 20 (Altamont)	1930	Concrete continuous	8,010	6/7/7	FR	ND		PV	
4	11	020	9.77	03851A	USRS B Canal, Hwy 20	1966	Prestressed concrete	2,632	7/7/6	FR	ND		NV	
4	11	020	18.39	21377	Hwy 20 over BNSF	2011	Prestressed concrete	3,207	7/8/8	GD	ND		NV	
4	11	020	22.23	03853	Buck Creek, Hwy 20	1960	Concrete	730	5/5/4	PR	SD	SD TS	NV	
4	11	020	25.35	22110	Wild Horse Creek, Hwy 20 at MP 25.36	2013	Concrete	-	8	VG	ND		NV	
4	11	020	54.24	03862A	Fish Hole Creek, Hwy 20 at MP 54.24	1964	Prestressed concrete	2,812	7/7/6	FR	ND		NV	
4	11	020	54.49	03863A	Fish Hole Creek, Hwy 20 at MP 54.49	1964	Prestressed concrete	1,900	7/7/6	FR	ND		NV	
4	11	020	56.62	03864A	South Fork Paradise Creek, Hwy 20	1964	Prestressed concrete	1,137	6/6/7	FR	ND		NV	
4	11	020	56.71	03865A	Paradise Creek, Hwy 20	1964	Prestressed concrete	1,125	6/6/6	FR	ND		NV	
4	11	020	88.24	19129	Muddy Creek, Hwy 20	2004	Prestressed concrete	1,547	8/8/8	VG	ND		NV	
4	11	020	89.38	19130	Cottonwood Creek, Hwy 20	2004	Prestressed concrete	2,362	8/8/8	VG	ND		NV	
4	11	020	93.81	18870	Goose Lake Swale, Hwy 20	2001	Prestressed concrete	1,872	8/8/8	VG	ND		NV	
4	11	020	93.92	18871	Irrigation Canal, Hwy 20 at MP 93.92 (R/W Br Lt)	2001	Prestressed concrete	936	8/8/8	VG	OD	DG	NV	
4	11	020	94.15	18872	Thomas Creek, Hwy 20 at MP 94.15	2001	Prestressed concrete	2,984	8/8/8	VG	ND		NV	
4	11	020	94.44	18874	Thomas Creek, Hwy 20 at MP 94.44	2001	Prestressed concrete	1,868	8/8/8	VG	ND		NV	
4	11	020	94.70	18875	Warner Canyon Creek, Hwy 20	2001	Prestressed concrete	2,264	8/8/8	VG	ND		NV	
4	11	021	43.67	19789	Klamath River Hwy 21 (Spencer)	2005	Steel continuous	23,725	7/8/8	GD	ND		NV	
4	11	021	50.10	00986A	Klamath River, Hwy 21 (Keno)	1985	Prestressed concrete	18,499	7/7/6	FR	ND		NV	
4	11	022	90.37	00957A	Wood River, Hwy 22 (Middley)	1965	Prestressed concrete	3,154	7/6/7	FR	ND		NV	
4	11	022	92.32	20442	FORT CREEK FISH PASSAGE, HWY 022 @ MP 92.32	2008	Prestressed concrete	2,254	8/8/8	VG	ND		NV	
4	11	022	95.36	19124	Crooked Creek, Hwy 22	2004	Prestressed concrete	2,565	7/8/8	GD	ND		NV	
5	11	049	0.25	03606	Silver Creek, Hwy 49 at MP 0.25	1963	Prestressed concrete	806	7/7/7	GD	ND		NV	
5	11	049	0.35	03607	Silver Creek, Hwy 49 at MP 0.34	1963	Prestressed concrete	806	7/7/6	FR	ND		NV	
5	11	049	0.41	03608	Silver Creek, Hwy 49 at MP 0.41	1963	Prestressed concrete	806	7/7/6	FR	OD	TS	NV	
4	11	050	-4.14	08343	Hwy 50 SB over Hwy 4 NB	1962	Concrete continuous	10,358	6/6/7	FR	ND		NV	
4	11	050	1.57	18276	USRS Main Canal A, Hwy 50	1997	Prestressed concrete	4,488	7/7/8	GD	ND		NV	
4	11	050	3.81	02716A	Lost River Diversion Canal, Hwy 50	1966	Prestressed concrete	5,628	7/6/7	FR	ND		NV	
4	11	050	12.21	02417	Lost River, Hwy 50	1941	Concrete continuous	5,124	6/6/6	FR	ND		PV	
4	11	050	25.70	00920A	USRS Canal, Hwy 50 at MP 25.70	1962	Concrete continuous	2,531	7/6/6	FR	ND		NV	
4	11	270	18.23	03761A	North Fork Little Butte Creek, Hwy 270 at MP 18.23	1962	Concrete continuous	2,558	7/6/6	FR	ND		PV	3
4	11	270	58.83	18142	Geary Canal, Hwy 270	1997	Prestressed concrete continuous	10,034	7/7/7	GD	ND		NV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
4	11	420	3.66	20049	USRS Diversion Canal, Hwy 420	2006	Prestressed concrete	4,500	8/8/8	VG	ND		NV	
4	11	422Y	4.57	21396	Williamson River, Hwy. 422 (Chocktoot St.)	2011	Prestressed concrete	6,254	8/8/8	VG	ND		NV	
4	11	424	0.81	16333	Klamath River & BNSF, Hwy 424 (South Side Bypass)	1986	Prestressed concrete	40,754	7/7/6	FR	ND		NV	
4	11	424	1.48	16334	Hwy 424 (South Side Bypass) over UPRR	1986	Prestressed concrete	9,360	6/8/7	FR	ND		NV	
4	11	424	3.50	35C34	1-C Drainage Ditch, Hwy 424 (South Side Bypass)	1979	Prestressed concrete	1,344	7/7/7	GD	ND		NV	
4	11	426	18.09	02224A	USRS Canal J, Hwy 426	1982	Prestressed concrete	2,883	7/8/8	GD	ND		NV	
4	11	431	12.72	03935A	Mud Creek, Hwy 431	1967	Prestressed concrete	910	7/7/6	FR	ND		NV	
4	11	431	15.41	03936A	Blue Creek, Hwy 431	1967	Prestressed concrete	910	7/7/7	GD	ND		NV	
4	11	431	29.65	08848A	Deep Creek, Hwy 431	1966	Prestressed concrete	5,023	6/5/6	FR	ND		NV	
4	11	431	30.67	08850	Canal, Hwy 431 at MP 30.67	1962	Concrete	1,354	7/6/6	FR	ND		NV	
4	11	431	31.40	08849	Canal, Hwy 431 at MP 31.40	1962	Concrete	1,806	7/6/6	FR	ND		NV	
4	11	431	32.74	09538	Twentymile Creek, Hwy 431	1966	Prestressed concrete	3,463	7/7/6	FR	ND		NV	
4	11	C0000	2.91	17446	Washburn Way over Hwy 424	1998	Prestressed concrete	13,440	6/7/7	FR	ND		NV	

OREGON STATE HIGHWAY SYSTEM
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Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
5	12	002	165.76	16611	Hwy 2 EB over Port of Morrow Intchg	1984	Prestressed concrete	4,709	7/8/7	GD	ND		NV	
5	12	002	165.76	16612	Hwy 2 WB over Port of Morrow Intchg	1984	Prestressed concrete	5,400	6/8/7	FR	ND		NV	
5	12	002	168.77	08884	Hwy 2 over UPRR (Clarke)	1962	Steel	7,693	5/6/5	FR	ND		NV	
5	12	002	168.86	08885	USRS Canal, Hwy 2 at MP 168.86	1962	Concrete continuous	4,325	5/6/6	FR	ND		NV	
5	12	002	182.60	00624A	Umatilla River, Hwy 2 (Umatilla)	1925	Concrete	15,101	6/6/6	FR	OD	LSL	PV	
5	12	002	183.70	01628	Hwy 2 over UPRR (Umatilla Branch)	1933	Concrete continuous	12,339	6/6/6	FR	ND		PV	
5	12	002	193.46	01637A	Hwy 2 over Hwy 36 (Cold Springs Junction)	1954	Concrete	2,230	6/5/5	FR	ND		PV	
5	12	002	197.80	01629	Juniper Point Half Viaduct, Hwy 2	1933	Concrete continuous	6,246	5/5/5	FR	OD	LSL DG	PV	
5	12	002	199.03	01630A	Juniper Canyon Creek, Hwy 2	1951	Steel continuous	7,881	6/7/5	FR	OD	LSL	PV	
5	12	002GQ	159.30	09021	Tower Road over Hwy 2 (Tower Rd. Intchg)	1964	Prestressed concrete	9,177	6/8/6	FR	OD	LSL VC	NV	
4	12	005	79.03	02235	Mule Shoe Creek, Hwy 5	1939	Concrete continuous	1,730	6/6/7	FR	ND		PV	
5	12	005	80.92	02236A	Alder Creek, Hwy 5	1958	Concrete	3,065	7/6/6	FR	ND		PV	
4	12	005	81.85	04979A	Juniper Creek, Hwy 5	1958	Concrete	2,820	7/6/6	FR	ND		PV	
4	12	005	84.53	04981A	Mathias Creek, Hwy 5	1958	Concrete	2,110	7/6/7	FR	ND		PV	
4	12	005	85.17	02233A	Harper Creek, Hwy 5	1958	Concrete	2,110	7/6/6	FR	ND		PV	
4	12	005	89.19	02199A	Snabel Creek, Hwy 5	1978	Prestressed concrete	1,348	8/8/8	VG	ND		NV	
4	12	005	90.68	18083	Kahler Creek, Hwy 5	1999	Prestressed concrete	2,820	8/8/8	VG	ND		NV	
4	12	005	95.36	00290A	Haystack Creek, Hwy 5	1977	Prestressed concrete	970	8/8/6	FR	ND		NV	
4	12	005	103.05	04988A	Bologna Creek, Hwy 5	1978	Prestressed concrete	2,110	8/7/7	GD	ND		NV	
5	12	005	105.60	02398	North Fork John Day River, Hwy 5 (Kimberly)	1938	Steel continuous	11,481	7/7/5	FR	ND		PV	
5	12	005	107.63	00242B	Holmes Creek, Hwy 5	1992	Steel	-	8	VG	ND		NV	
5	12	005	110.04	00241B	Bone Creek, Hwy 5	1978	Prestressed concrete	1,730	8/7/7	GD	ND		NV	
5	12	005	112.54	00240C	Branson Creek, Hwy 5	1979	Prestressed concrete	670	7/7/6	FR	ND		NV	
5	12	005	116.25	03495A	Dry Gulch, Hwy 5 at MP 116.25	1985	Prestressed concrete	740	8/7/8	GD	ND		NV	
5	12	005	116.62	16720	Johnny Creek, Hwy 5	1985	Prestressed concrete	910	8/8/8	VG	ND		NV	
5	12	005	118.21	00241C	Dick Creek, Hwy 5	1993	Prestressed concrete	1,080	8/8/8	VG	ND		NV	
5	12	005	119.45	20872	John Day River, Hwy 5 (Goose Rock)	2011	Prestressed concrete	12,672	8/8/8	VG	ND		NV	
5	12	005	124.12	02734A	Rock Creek, Hwy 5 (Picture Gorge)	1941	Concrete continuous	2,320	7/6/6	FR	ND		PV	
5	12	006	167.97	08931E	Hwy 6 EB over Hwy 2 Conn (Irrigon Jct I/C)	1962	Concrete continuous	10,860	6/6/7	FR	ND		NV	
5	12	006	167.97	08931W	Hwy 6 WB over Hwy 2 Conn (Irrigon Jct I/C)	1962	Concrete continuous	10,920	6/6/7	FR	ND		NV	
5	12	006	179.42	16452	Hwy 6 EB Conn to Hwy 70 Over Hwy 6	1987	Prestressed concrete continuous	15,250	6/7/7	FR	ND		NV	
5	12	006	181.59	05203A	Westland Irrigation Canal, Hwy 6	1967	Concrete continuous	5,940	7/6/6	FR	ND		NV	
5	12	006	181.95	05204A	Butter Creek, Hwy 6 WB	1967	Concrete continuous	3,360	7/7/6	FR	ND		NV	
5	12	006	181.95	05204B	Butter Creek, Hwy 6 EB	1967	Concrete continuous	3,360	7/7/7	GD	ND		NV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
5	12	006	188.42	05209A	Umatilla River & UPRR &USRS Canal, Hwy 6 WB	1968	Prestressed concrete continuous	23,719	6/6/6	FR	ND		NV	
5	12	006	188.43	20080	Umatilla River & UPRR &USRS Canal, Hwy 6 EB	2008	Steel continuous	21,499	8/8/8	VG	ND		NV	
5	12	006	195.16	09578	Hwy 6 WB over Nolan Road	1968	Prestressed concrete	7,050	6/7/7	FR	ND		NV	
5	12	006	195.16	09578A	Hwy 6 EB over Nolan Road	1968	Prestressed concrete	7,050	6/7/7	FR	ND		NV	
5	12	006	207.88	09520	Hwy 6 WB over Reith Hwy & UPRR	1969	Steel continuous	23,769	5/7/8	FR	OD	LSL	NV	
5	12	006	207.88	09520A	Hwy 6 EB over Rieth Hwy & UPRR	1969	Steel continuous	18,880	5/7/8	FR	ND		NV	
5	12	006	208.96	09521	Umatilla River, Hwy 6 WB (Pendleton)	1969	Prestressed concrete continuous	22,449	5/6/7	FR	ND		NV	
5	12	006	208.97	09521A	Umatilla River, Hwy 6 EB (Pendleton)	1969	Prestressed concrete continuous	28,239	5/6/7	FR	ND		NV	
5	12	006	209.54	09522	Hwy 6 WB over Hwy 28 (Emigrant Ave Intchg)	1969	Concrete continuous	9,370	6/6/8	FR	ND		NV	
5	12	006	209.54	09522A	Hwy 6 EB over Hwy 28 (Emigrant Ave Intchg)	1969	Concrete continuous	8,605	6/6/8	FR	OD	VC	NV	
5	12	006	210.96	09523	Hwy 6 WB over Hwy 8 (S Pendleton Intchg)	1969	Concrete continuous	8,350	7/6/7	FR	ND		NV	
5	12	006	210.96	09523A	Hwy 6 EB over Hwy 8 (S Pendleton Intchg)	1969	Concrete continuous	8,350	7/6/7	FR	ND		NV	
5	12	006	212.06	09524	Goad Rd over Hwy 6	1969	Steel continuous	9,260	7/7/7	GD	ND		NV	
5	12	006	213.04	09525	Hwy 6 WB over Hwy 67 (E Pendleton Intchg)	1969	Concrete continuous	8,600	7/6/8	FR	ND		NV	
5	12	006	213.06	09525A	Hwy 6 EB over Hwy 67 (E Pendleton Intchg)	1969	Concrete continuous	9,800	7/6/8	FR	ND		NV	
5	12	006	224.05	09649	Hwy 6 WB over Frontage Rd (Emigrant Hill Intchg)	1973	Concrete continuous	6,760	6/6/7	FR	ND		NV	
5	12	006	237.95	08498E	Hwy 6 EB over Frtg Rd & UPRR (Meacham)	1961	Prestressed concrete	20,030	6/7/7	FR	ND		NV	
5	12	006	237.95	08498W	Hwy 6 WB over Frtg Rd & UPRR (Meacham)	1961	Prestressed concrete	20,030	6/7/7	FR	ND		NV	
5	12	006	238.77	08595E	Hwy 6 EB over Hwy 6 Frtg Rd (Meacham Intchg)	1961	Prestressed concrete	7,220	6/7/7	FR	ND		NV	
5	12	006	238.77	08595W	Hwy 6 WB over Hwy 6 Frtg Rd (Meacham Intchg)	1961	Prestressed concrete	7,220	6/7/7	FR	ND		NV	
5	12	006	248.55	00449A	Hwy 6 over Emigrant Hill Frtg Rd & UPRR (Glover)	1957	Concrete continuous	20,919	5/6/6	FR	ND		PV	
5	12	006	248.94	08048	Hwy 6 over Emigrant Hill Frtg Rd (Glover Intchg)	1957	Concrete continuous	9,800	6/6/6	FR	ND		PV	
5	12	006 EB	179.45	16454	Hwy 6 EB over Hwy 70 EB	1987	Prestressed concrete	9,970	6/5/5	FR	ND		NV	
5	12	006 WB	179.45	16453	Hwy 6 WB over Hwy 70 EB	1987	Prestressed concrete	9,114	6/7/7	FR	ND		NV	
5	12	006AC	177.98	09539	Hwy 6 Conn over Hwy 6 (Ordnance Intchg)	1967	Steel continuous	10,800	5/7/7	FR	ND		NV	
5	12	006AI	180.40	09540	Hwy 6 Conn over Hwy 6 (Westland Intchg)	1967	Steel continuous	12,450	6/7/7	FR	OD	VC	NV	
5	12	006AU	198.54	09579	Hwy 6 Conn over Hwy 6 (Rew Intchg)	1968	Steel continuous	10,490	7/7/7	GD	ND		NV	
5	12	006AZ	199.46	09568	Hwy 6 Conn over Hwy 6 (Yoakum Intchg)	1968	Steel continuous	11,970	7/7/7	GD	ND		NV	
5	12	006BE	202.87	09584	Hwy 6 Conn over Hwy 6 (Barnhart Rd Intchg)	1968	Steel continuous	11,320	6/7/7	FR	ND		NV	
5	12	006BP	224.71	09648	Hwy 6 Frtg Rd over Hwy 6 EB (Emigrant Hill Intchg)	1973	Prestressed concrete	5,830	7/6/7	FR	ND		NV	
5	12	006BP	235.05	08594	Hwy 6 Frtg Rd over Hwy 6 (W Emigrant Park I/C)	1962	Concrete continuous	9,150	6/6/7	FR	OD	VC	NV	
5	12	006BP	236.29	08612	Hwy 6 Frtg Rd over Hwy 6 (E Emigrant Park I/C)	1962	Concrete continuous	11,180	5/6/6	FR	ND		NV	
5	12	006BP	239.45	00447	Meacham Creek & UPRR, Hwy 6 Emigrant Hill Frtg Rd	1925	Concrete continuous	7,420	4/5/5	PR	SD	SD	PV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
5	12	006BP	251.37	00692	Dry Creek, Hwy 6 Emigrant Pass Frtg Rd (Glover)	1921	Concrete	770	6/6/5	FR	ND		NV	
5	12	006BP	251.64	00449	Hwy 6 Emigrant Hill Frtg Rd over UPRR (Glover)	1921	Concrete continuous	2,990	5/6/5	FR	ND		PV	
5	12	006CX	243.82	08044	Mt Emily Road Conn over Hwy 6 (Kamela Intchg)	1957	Steel	6,727	6/5/5	FR	ND		PV	
5	12	006HP	171.15	09640	Patterson Ferry Rd over Hwy 6	1967	Steel continuous	8,480	6/7/7	FR	ND		NV	
5	12	006HW	193.53	09577	Hwy 6 Conn 2 over Hwy 6 (Echo Jct Intchg)	1968	Steel continuous	9,830	6/7/7	FR	ND		NV	
5	12	008	-0.93	09535	Hwy 8 over UPRR & Frazer Ave & Hwy 28 NB	1970	Prestressed concrete continuous	41,239	5/6/7	FR	ND		NV	
5	12	008	0.18	04697A	Umatilla River, Hwy 8 (Riverside)	1986	Prestressed concrete	21,259	7/7/7	GD	ND		NV	
5	12	008	12.40	01064A	Spring Hollow Creek, Hwy 8	1988	Prestressed concrete	2,800	8/8/8	VG	ND		NV	
5	12	008	20.30	19650	Hwy 8 over Hwy 330 & BMR (Weston Intchg)	2005	Prestressed concrete	15,750	8/8/8	VG	ND		NV	
5	12	008	22.07	08665	Dry Creek, Hwy 8	1962	Concrete continuous	-	6	FR	ND		NV	
5	12	008	30.75	06677A	Little Walla Walla River, Hwy 8	1948	Concrete continuous	3,850	5/5/5	FR	ND		NV	
5	12	008	31.39	06979A	NE 8th Ave over Hwy 8 (Eastside)	1975	Concrete continuous	7,752	6/6/8	FR	ND		NV	
5	12	028	1.74	09522B	Tutuilla Creek, Hwy 28	1969	Prestressed concrete	6,530	N	FR	ND		NV	
5	12	028	5.77	20869	McKay Creek, Hwy 28	2010	Prestressed concrete	7,090	8/8/8	VG	ND		NV	
5	12	028	12.93	19270	Stewart Creek, Hwy 28 Frtg Rd	2003	Prestressed concrete	760	8/8/8	VG	ND		NV	
5	12	028	15.27	02561	East Fork Birch Creek, Hwy 28 (Pilot Rock)	1940	Concrete continuous	3,536	7/7/6	FR	ND		PV	
5	12	028	17.44	00844A	West Fork Birch Creek, Hwy 28	1922	Concrete	1,650	7/6/7	FR	ND		NV	
5	12	028	44.46	04717A	Cooper Creek, Hwy 28	1982	Steel	-	6	FR	ND		NV	
5	12	028	50.20	04723	Wilkins Creek, Hwy 28	1950	Steel	-	6	FR	ND		NV	
5	12	028	55.66	04725B	Five Mile Creek, Hwy 28	1985	Prestressed concrete	2,050	7/7/7	GD	ND		NV	
5	12	028	60.93	20871	Camas Creek, Hwy 28	2011	Prestressed concrete	10,640	8/8/8	VG	ND		NV	
5	12	028	63.81	20873	N Fork John Day River, Hwy 28 (Dale)	2011	Steel	9,140	7/8/8	GD	ND		NV	
5	12	028	77.38	18804	Middle Fork John Day River, Hwy 28 (Ritter Jct.)	2004	Prestressed concrete continuous	20,250	7/8/8	GD	ND		NV	
5	12	028	85.06	01810A	Pass Creek, Hwy 28	1980	Steel	-	6	FR	ND		NV	
5	12	028	89.18	01809A	Long Creek, Hwy 28	1985	Prestressed concrete	2,200	8/7/7	GD	ND		NV	
5	12	036	1.20	07368	Hwy 36 over UPRR (Cold Springs)	1951	Concrete	8,740	5/5/5	FR	ND		PV	
5	12	036	6.45	00694A	Cold Springs Creek, Hwy 36	1985	Prestressed concrete	3,900	6/8/7	FR	ND		NV	
5	12	036	8.83	17217	South Fork Cold Springs Creek, Hwy 36 at MP 8.83	1992	Concrete continuous	-	7	GD	ND		NV	
5	12	036	15.51	17157	Middle Fork Cold Springs Creek, Hwy 36 at MP 15.51	1991	Prestressed concrete	2,830	8/8/5	FR	OD	Scour	NV	
5	12	036	15.66	17158	Middle Fork Cold Springs Creek, Hwy 36 at MP 15.66	1991	Prestressed concrete	2,820	8/8/7	GD	ND		NV	
5	12	036	17.75	04733A	Middle Fork Cold Springs Creek, Hwy 36 at MP 17.75	1955	Concrete continuous	2,684	6/6/7	FR	ND		PV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
5	12	036	18.73	18308	Middle Fork Cold Springs Creek, Hwy 36 at MP 18.73	1998	Prestressed concrete	1,400	8/8/8	VG	ND		NV	
5	12	052	15.39	00670A	Brandy Creek, Hwy 52	1984	Prestressed concrete	870	8/7/8	GD	ND		NV	
5	12	052	28.32	17431	Reitman Canyon Creek, Hwy 52	1995	Concrete continuous		7	GD	ND		NV	
5	12	052	36.55	00611	Blackhorse Creek, Hwy 52	1921	Concrete	1,230	7/6/6	FR	ND		NV	
5	12	052	40.68	04478A	Campbell Creek, Hwy 52	1972	Steel	-	7	GD	ND		NV	
5	12	052	45.47	00776A	Hinton Creek, Hwy 52 (Heppner)	1921	Concrete	1,320	6/6/5	FR	ND		NV	
5	12	052	45.56	00777A	Willow Creek, Hwy 52 at MP 45.46 (Park)	1964	Concrete continuous	3,400	7/7/7	GD	ND		NV	
5	12	052	45.99	00778A	Willow Creek, Hwy 52 at MP 45.46 (Courthouse)	1921	Concrete continuous	3,900	6/6/5	FR	OD	Scour	PV	
5	12	052	47.35	17937	Hinton Creek (East), Hwy 52	1996	Concrete continuous	-	7	GD	ND		NV	
5	12	052	55.67	04485	Lounsberry Creek, Hwy 52	1966	Prestressed concrete	1,050	8/8/7	GD	ND		NV	
5	12	052	62.04	18100	Little Butter Creek, Hwy 52	1997	Prestressed concrete	860	8/8/8	VG	ND		NV	
5	12	052	75.35	18098	Hog Hollow, Hwy 52	1997	Concrete continuous	-	7	GD	ND		NV	
5	12	052	76.63	19123	Butter Creek, Hwy 52 (Vinson)	2004	Prestressed concrete	4,240	8/8/8	VG	ND		NV	
5	12	052	76.68	04745	Vinson Creek, Hwy 52 at MP 76.68	1953	Concrete continuous	-	6	FR	ND		NV	
5	12	052	77.45	04746	Vinson Creek, Hwy 52 at MP 77.45	1953	Concrete continuous	-	8	VG	ND		NV	
5	12	054	6.27	00474B	Maxwell Canal, Hwy 54	1986	Prestressed concrete	2,640	8/8/7	GD	ND		NV	
5	12	054	6.60	00475A	A Line Canal, Hwy 54	1986	Prestressed concrete	2,770	8/8/7	GD	ND		NV	
5	12	054	6.84	07367A	Hwy 54 over UPRR (Hermiston)	1951	Prestressed concrete	11,502	7/7/7	GD	OD	LC	PV	
5	12	054	6.91	00476A	USRS Feed Canal, Hwy 54 at MP 6.91	1986	Prestressed concrete	4,870	8/8/7	GD	ND		NV	
5	12	054	10.60	00479B	USRS Feed Canal, Hwy 54 at MP 10.60	1989	Prestressed concrete	4,700	8/8/5	FR	OD	LSL	NV	
5	12	054	10.87	00754B	Stage Gulch, Hwy 54	1989	Prestressed concrete	5,900	8/7/7	GD	ND		NV	
5	12	054	12.10	00478B	USRS Feed Canal, Hwy 54 at MP 12.09	1989	Prestressed concrete	3,530	8/7/5	FR	ND		NV	
5	12	054	12.41	02439B	Furnish Canal, Hwy 54	1969	Prestressed concrete	5,400	7/6/7	FR	ND		NV	
5	12	054	12.56	09314	Hwy 54 over Hwy 6 (Stanfield Jct Intchg)	1968	Concrete continuous	24,779	6/5/7	FR	ND		NV	
5	12	067	0.41	09636	Hwy 67 over Hwy 6 (W Pendleton Intchg)	1969	Concrete continuous	16,500	6/6/7	FR	ND		NV	
5	12	067	2.16	19092	Umatilla River, Hwy 67 (Westgate)	2005	Prestressed concrete	37,569	7/8/8	GD	ND		NV	
5	12	067	2.17	19093	SW Court Place (Hwy 67 Conn to Hwy 36) over UPRR	2005	Prestressed concrete	7,120	8/8/8	VG	ND		NV	
5	12	067	4.06	18661	Hwy 8 & Hwy 67 over UPRR (Eastgate Viaduct)	2002	Prestressed concrete continuous	48,412	7/8/8	GD	ND		NV	
5	12	067	5.33	07751	Hwy 67 over Mission Road EB Conn	1955	Concrete continuous	8,490	6/6/6	FR	ND		PV	
5	12	070	0.39	02230A	Columbia River, Hwy 70 EB (Umatilla)	1955	Steel continuous	102,074	4/5/7	PR	SD	SD LSL	PV	
5	12	070	0.40	16424	Columbia River, Hwy 70 WB (Umatilla)	1988	Prestressed concrete continuous	171,646	7/6/7	FR	ND		NV	
5	12	070	0.61	16437	Hwy 70 WB over Third St (Umatilla)	1985	Prestressed concrete continuous	9,830	6/7/6	FR	ND		NV	

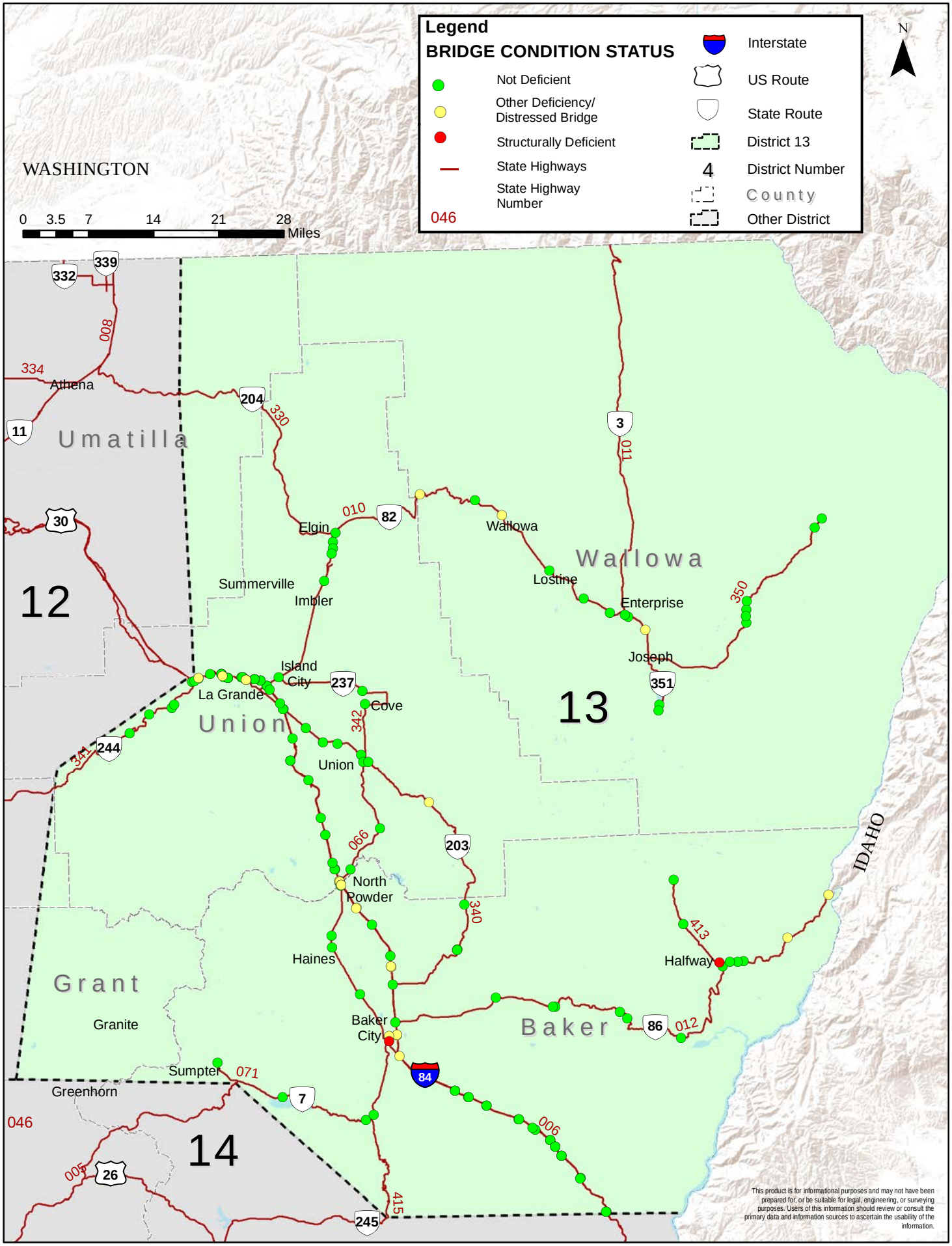
Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
5	12	070	0.61	16438	Hwy 70 EB over Third St (Umatilla)	1985	Prestressed concrete continuous	9,830	6/8/6	FR	ND		NV	
5	12	070	0.76	16439	Hwy 70 WB over UPRR (Umatilla)	1985	Prestressed concrete	9,760	7/8/7	GD	ND		NV	
5	12	070	0.76	16440	Hwy 70 EB over UPRR (Umatilla)	1985	Prestressed concrete	10,750	7/8/7	GD	ND		NV	
5	12	070	1.00	16441	Hwy 70 WB over Hwy 2 (Umatilla)	1985	Concrete continuous	9,960	6/6/7	FR	ND		NV	
5	12	070	1.00	16442	Hwy 70 EB over Hwy 2 (Umatilla)	1985	Concrete continuous	9,960	6/6/7	FR	ND		NV	
5	12	070	1.77	16443	Hwy 70 WB over Umatilla R, UPRR, and Cnty Rd.	1985	Prestressed concrete	45,749	6/7/6	FR	ND		NV	
5	12	070	1.77	16444	Hwy 70 EB over Umatilla River, UPRR, and Cnty Rd.	1985	Prestressed concrete	44,319	6/7/6	FR	ND		NV	
5	12	070	10.21	16450	Hwy 70 WB over UPRR	1987	Prestressed concrete continuous	13,200	6/7/7	FR	ND		NV	
5	12	070	10.27	16451	Hwy 70 EB over UPRR	1987	Prestressed concrete continuous	14,010	6/7/7	FR	ND		NV	
5	12	300	73.37	02104	Rhea Creek, Hwy 300 ((Ruggs)	1935	Concrete continuous	3,610	6/6/6	FR	ND		PV	
5	12	320	13.57	04504A	Sand Hollow Creek, Hwy 320	1983	Prestressed concrete	1,060	8/8/7	GD	ND		NV	
5	12	320	19.48	02432A	Butter Creek, Hwy 320	1983	Prestressed concrete	1,820	8/8/8	VG	ND		NV	
5	12	320	35.36	18478	Umatilla River, Hwy 320 (Echo)	2000	Prestressed concrete continuous	9,290	7/8/8	GD	ND		NV	
5	12	320	36.19	19254	USRS Feed Canal, Hwy 320 (Echo)	2003	Prestressed concrete	2,480	8/8/8	VG	ND		NV	
5	12	320	36.29	19255	Furnish Ditch, Hwy 320 (Echo)	2003	Prestressed concrete	1,670	8/8/8	VG	ND		NV	
5	12	331	2.02	08598	Umatilla River, Hwy 331 (Mission)	1960	Concrete continuous	9,060	6/6/6	FR	ND		NV	
5	12	331	4.52	09567	Hwy 331 over Hwy 6 (Mission Road Intchg)	1971	Prestressed concrete continuous	17,680	6/6/7	FR	ND		NV	
5	12	333	9.54	04770A	Maxwell Canal, Hwy 333	1974	Prestressed concrete	1,650	8/6/6	FR	ND		NV	
5	12	333	10.09	04771A	A-Line Canal, Hwy 333	1974	Prestressed concrete	1,540	8/6/6	FR	ND		NV	
5	12	333	11.86	21716	Umatilla River, Hwy 333 (Hinkle)	2015	Steel	19,560	8/8/8	VG	ND		NV	
5	12	333	12.50	09541	Hwy 333 over Hwy 6 (Hermiston I/C, Bucks Corner)	1967	Steel continuous	11,630	6/7/7	FR	ND		NV	
5	12	334	0.90	04775A	Middle Fork Cold Springs Creek, Hwy 334 at MP 0.90	1986	Prestressed concrete	1,310	8/8/7	GD	ND		NV	
5	12	334	3.55	04780A	Middle Fork Cold Springs Creek, Hwy 334 at MP 3.55	1985	Prestressed concrete	1,180	8/8/8	VG	ND		NV	
5	12	334	11.33	04784A	Greasewood Creek, Hwy 334	1971	Prestressed concrete	1,800	7/7/6	FR	ND		NV	
5	12	334	14.60	04788	Gerking Creek, Hwy 334	1966	Prestressed concrete	1,278	6/6/6	FR	ND		NV	
5	12	335	0.93	20518	Greasewood Creek, Hwy335	2007	Concrete	-	8	VG	ND		NV	
5	12	335	8.97	08031	Wild Horse Creek, Hwy 335	1956	Concrete continuous	3,110	7/6/5	FR	OD	Scour	PV	
5	12	341	0.03	10673B	Owens Creek, Hwy 341	1992	Wood or Timber	1,930	7/8/7	GD	ND		NV	
5	12	402	13.96	20475	North Fork John Day River, Hwy 402 (Monument)	2008	Prestressed concrete	17,600	8/7/8	GD	ND		NV	

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Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
5	12	C0000	0.00	09422	Echo Meadows Rd over Hwy 6	1967	Steel continuous	9,250	6/7/7	FR	ND		NV	
5	12	C0000	0.00	16448	Bridge Road over Hwy 70 and Westland Canal	1985	Prestressed concrete	11,140	8/8/8	VG	ND		NV	
5	12	C0000	9.85	16449	Westland Road over Hwy 70	1985	Prestressed concrete	10,150	7/7/7	GD	ND		NV	
5	12	C0000	164.16	08946	Main St. over Hwy 2 (Boardman Intchg)	1965	Concrete continuous	10,152	7/7/7	GD	OD	VC	NV	
5	12	C1225	0.00	16447	Powerline Rd over Hwy 70	1986	Prestressed concrete continuous	13,030	7/8/8	GD	ND		NV	

OREGON STATE HIGHWAY SYSTEM
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2016 BRIDGE CONDITION REPORT - District 13

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
5	13	006	253.42	08504	Five Point Creek, Hwy 6	1960	Concrete continuous	9,175	7/6/7	FR	ND		NV	
5	13	006	254.93	08505	Hamilton Creek, Hwy 6	1960	Concrete continuous	-	7	GD	ND		NV	
5	13	006	256.17	19865	Grande Ronde River, Hwy 6 EB (Upper Perry)	2004	Steel continuous	17,870	7/8/8	GD	ND		NV	
5	13	006	256.18	19866	Grande Ronde River, Hwy 6 WB (Upper Perry)	2005	Steel continuous	22,149	7/8/8	GD	ND		NV	
5	13	006	257.22	19230	Grande Ronde R & Hwy 6Conn, Hwy 6 WB (L Perry I/C)	2003	Prestressed concrete continuous	17,710	7/7/8	GD	ND		NV	
5	13	006	257.24	19229	Grande Ronde R & Hwy 6 Conn, Hwy 6 EB(L Perry I/C)	2003	Prestressed concrete continuous	17,710	7/8/8	GD	ND		NV	
5	13	006	258.89	19683	Grande Ronde River, Hwy 6 WB (Upper Quarry)	2004	Prestressed concrete continuous	16,480	7/8/7	GD	ND		NV	
5	13	006	258.89	19684	Grande Ronde River, Hwy 6 EB (Upper Quarry)	2003	Prestressed concrete continuous	18,740	6/8/8	FR	ND		NV	
5	13	006	259.13	19681	Grande Ronde River & UPRR, Hwy 6 EB (Lower Quarry)	2003	Prestressed concrete continuous	18,115	6/8/8	FR	ND		NV	
5	13	006	259.13	19682	Grande Ronde River & UPRR, Hwy 6 WB (Lower Quarry)	2004	Prestressed concrete continuous	27,149	7/8/8	GD	ND		NV	
5	13	006	260.29	09630	Grande Ronde River, Hwy 6 WB at MP 260.29	1972	Concrete continuous	13,440	8/7/7	GD	ND		NV	
5	13	006	260.29	09630A	Grande Ronde River, Hwy 6 EB at MP 260.29	1972	Concrete continuous	13,440	8/7/7	GD	ND		NV	
5	13	006	260.93	09631	Hwy 6 WB over N Spruce St (La Grande)	1972	Concrete continuous	6,720	7/6/7	FR	ND		NV	
5	13	006	260.93	09631A	Hwy 6 EB over N Spruce St (La Grande)	1972	Concrete continuous	6,720	7/6/7	FR	ND		NV	
5	13	006	261.84	09632A	Hwy 6 EB over Hwy 10 & UPRR Wallowa Lake Intchg)	1972	Steel continuous	13,937	6/7/7	FR	ND		NV	
5	13	006	261.85	09632	Hwy 6 WB over Hwy 10 & UPRR (Wallowa Lake Intchg)	1972	Steel continuous	16,100	6/7/7	FR	ND		NV	
5	13	006	264.92	09635A	Hwy 6 EB over Hwy 66 (Union Jct Intchg)	1972	Steel continuous	28,999	5/6/7	FR	ND		NV	
5	13	006	264.96	09635	Hwy 6 WB over Hwy 66 (Union Jct Intchg)	1972	Steel continuous	25,669	6/7/7	FR	ND		NV	
5	13	006	270.87	09686	Hwy 6 over Conn (Ladd Creek Intchg)	1973	Concrete continuous	16,700	5/6/8	FR	ND		NV	
5	13	006	270.87	21206	Ladd Creek, Hwy 6 at MP 270.87	2015	Steel		8	VG	ND		NV	
5	13	006	284.38	07291C	Wolf Creek, Hwy 6 WB	1974	Concrete continuous	2,803	6/7/7	FR	ND		NV	
5	13	006	284.38	07291D	Wolf Creek, Hwy 6 EB	1974	Concrete continuous	2,720	6/7/7	FR	ND		NV	
5	13	006	285.68	09499	Hwy 6 WB over Hwy 66 (North Powder Intchg)	1972	Prestressed concrete	6,420	6/7/7	FR	OD	Rail	NV	
5	13	006	285.68	09499A	Hwy 6 EB over Hwy 66 (North Powder Intchg)	1972	Prestressed concrete	6,420	6/7/7	FR	OD	Rail	NV	
5	13	006	285.84	07292A	Hwy 6 WB over UPRR (North Powder)	1972	Prestressed concrete	11,290	6/8/8	FR	OD	Rail	NV	
5	13	006	285.84	07292B	Hwy 6 EB over UPRR (North Powder)	1952	Concrete continuous	10,100	5/6/6	FR	ND		PV	
5	13	006	286.20	07293A	North Powder River, Hwy 6 WB	1972	Prestressed concrete	4,160	6/8/8	FR	OD	Rail	NV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
5	13	006	286.20	07293B	North Powder River, Hwy 6 EB	1972	Prestressed concrete	4,160	6/8/8	FR	OD	Rail	NV	
5	13	006	289.17	09801	Powder River, Hwy 6 WB	1972	Prestressed concrete	5,227	6/8/8	FR	OD	Rail	NV	
5	13	006	289.17	09801A	Powder River, Hwy 6 EB	1972	Prestressed concrete	5,227	6/8/8	FR	OD	Rail	NV	
5	13	006	296.78	09507	Baldock Slough, Hwy 6 WB	1972	Concrete continuous	3,760	6/6/6	FR	OD	Rail	NV	
5	13	006	296.78	09507A	Baldock Slough, Hwy 6 EB	1972	Concrete continuous	3,760	6/6/6	FR	OD	Rail	NV	
5	13	006	304.13	09515	Hwy 6 WB over Hwy 12 (Campbell St Intchg)	1972	Prestressed concrete	9,391	7/6/7	FR	OD	Rail	NV	
5	13	006	304.13	09515A	Hwy 6 EB over Hwy 12 (Campbell St Intchg)	1972	Prestressed concrete	9,300	7/7/7	GD	OD	Rail	NV	
5	13	006	306.53	09516	Hwy 6 over Conn (South Baker Intchg)	1972	Concrete continuous	25,209	6/6/7	FR	OD	Rail	NV	
5	13	006	313.65	08302E	Hwy 6 EB over Conn & UPRR (Encina Intchg)	1964	Steel	12,555	6/6/7	FR	ND		NV	
5	13	006	313.65	08302W	Hwy 6 WB over Conn & UPRR (Encina Intchg)	1964	Steel	12,740	5/6/7	FR	ND		NV	
5	13	006	315.29	08423E	Hwy 6 EB over Alder Creek Rd	1964	Concrete continuous	6,050	5/6/6	FR	ND		NV	
5	13	006	315.29	08423W	Hwy 6 WB over Alder Creek Rd	1964	Concrete continuous	6,176	6/6/6	FR	ND		NV	
5	13	006	317.44	19713	Alder Crk & UPRR, Hwy 6 WB (Pleasant Vly Int)	2007	Steel continuous	28,979	7/8/8	GD	ND		NV	
5	13	006	317.46	19712	Alder Crk & UPRR, Hwy 6 EB (Pleasant Vly Int)	2006	Steel continuous	27,919	7/8/8	GD	ND		NV	
5	13	006	321.23	08941E	Alder Cr & Front. Rd & UPRR, Hwy 6 EB (Hill Creek)	1964	Prestressed concrete	13,080	6/8/8	FR	ND		NV	
5	13	006	321.24	08941W	Alder Cr & Front. Rd & UPRR, Hwy 6 WB (Hill Creek)	1964	Prestressed concrete	12,630	6/8/8	FR	ND		NV	
5	13	006	322.99	08963	Alder Creek, Hwy 6 at MP 322.99	1964	Concrete continuous	-	6	FR	ND		NV	
5	13	006	323.40	00704A	County Road over Hwy 6 (Oxman)	1966	Prestressed concrete	9,910	6/8/6	FR	ND		NV	
5	13	006	325.31	07987	Pritchard Creek & UPRR, Hwy 6 WB	1966	Steel continuous	18,220	6/6/6	FR	ND		NV	
5	13	006	325.34	07987A	Pritchard Creek & UPRR, Hwy 6 EB	1966	Steel continuous	18,040	6/6/6	FR	ND		NV	
5	13	006	326.24	09475	Hwy 6 WB over Hooker Ranch Rd.	1966	Prestressed concrete	6,380	7/8/8	GD	ND		NV	
5	13	006	326.24	09475A	Hwy 6 EB over Hooker Ranch Rd.	1966	Prestressed concrete	6,353	7/8/8	GD	ND		NV	
5	13	006	327.43	09044	Hwy 6 WB over Conn (Durkee Intchg)	1966	Prestressed concrete	8,020	7/7/7	GD	ND		NV	
5	13	006	327.43	09044A	Hwy 6 EB over Conn (Durkee Intchg)	1966	Prestressed concrete	7,520	7/7/7	GD	ND		NV	
5	13	006	330.67	08528	Hwy 6 WB over Hwy 6 Conn (Nelson Point Intchg)	1972	Prestressed concrete	7,250	7/8/8	GD	ND		NV	
5	13	006	330.67	08528A	Hwy 6 EB over Hwy 6 Conn (Nelson Point Intchg)	1972	Prestressed concrete	7,960	7/8/8	GD	ND		NV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
5	13	006	335.76	09332	Hwy 6 over Conn (Weatherby Intchg)	1972	Prestressed concrete	15,100	7/8/8	GD	ND		NV	
5	13	006 Con	256.42	08426	Hwy 6 Conn over Hwy 6 (Upper Perry Intchg)	1960	Concrete continuous	4,720	5/5/7	FR	OD	Rail LC	NV	
5	13	006DE	256.31	00626	Grande Ronde R & UPRR, Hwy 6 Frtg Rd (Perry Arch)	1924	Concrete continuous	7,015	8/6/6	FR	ND		PV	
5	13	006DE	256.75	08427	Grande Ronde R., Hwy 6 Hamilton Cr Fr Rd (Perry)	1959	Concrete continuous	7,880	5/5/6	FR	ND		NV	
5	13	006DI	253.45	00718	Five Point Creek, Hwy 6 Frtg Rd Lt	1921	Steel	1,265	5/5/6	FR	OD	LSL	NV	
5	13	006EC	273.91	09779	Hwy 6 Conn over Hwy 6 (Ladd Canyon Intchg)	1973	Prestressed concrete continuous	10,725	7/6/7	FR	ND		NV	
5	13	006EJ	278.64	13584	Hwy 6 Conn over Hwy 6 (Clover Creek Intchg)	1974	Prestressed concrete continuous	9,800	7/6/7	FR	ND		NV	
5	13	006EO	283.64	09755	Hwy 6 Conn over Hwy 6 (Wolf Creek Intchg)	1974	Steel continuous	9,660	7/7/7	GD	ND		NV	
5	13	006FT	335.71	09333	Burnt River, Hwy 6 Conn #2 (Weatherby)	1972	Prestressed concrete	1,680	8/8/6	FR	ND		NV	
5	13	010	2.64	04821A	Grande Ronde R, Hwy 10 at MP 2.64 (Island City)	1976	Prestressed concrete	11,795	6/6/7	FR	ND		NV	
5	13	010	14.78	00836A	Willow Creek, Hwy 10	1971	Prestressed concrete	5,730	7/6/7	FR	ND		NV	
5	13	010	19.20	00800A	Grande Ronde R, Hwy 10 at MP 19.20 (South Elgin)	1966	Concrete continuous	12,280	5/6/7	FR	ND		NV	
5	13	010	19.97	00803A	Phillips Creek, Hwy 10 (Elgin)	1963	Prestressed concrete	1,720	8/7/7	GD	ND		NV	
5	13	010	20.62	01996	Grande Ronde River, Hwy 10 at MP 20.62 (NE Elgin)	1935	Concrete continuous	9,090	6/6/5	FR	ND		PV	
5	13	010	33.65	01038A	Wallowa River, Hwy 10 (Minam)	1965	Prestressed concrete	14,700	7/6/6	FR	OD	LSL	NV	
5	13	010	42.26	17415	Rock Creek, Hwy 10	1995	Prestressed concrete	2,200	8/8/8	VG	ND		NV	
5	13	010	45.83	02184	Wallowa River,Hwy 10 (Bear Creek)	1937	Concrete continuous	8,120	5/6/5	FR	OD	LSL	PV	
5	13	010	54.11	07573	Lostine River, Hwy 10	1953	Concrete continuous	3,750	7/6/6	FR	ND		PV	
5	13	010	59.92	00723A	Wallowa River, Hwy 10 (Railroad)	1966	Prestressed concrete	7,640	7/8/7	GD	ND		NV	
5	13	010	63.18	00724A	Trout Creek, Hwy 10	1988	Prestressed concrete	2,055	8/8/8	VG	ND		NV	
5	13	010	65.33	18472	Prairie Creek, Hwy 10 at MP 65.33 (River St.)	1999	Prestressed concrete	2,559	8/8/8	VG	ND		NV	
5	13	010	65.81	02219A	Prairie Creek, Hwy 10 at MP 65.81 (E. Enterprise)	1985	Prestressed concrete	2,560	8/7/7	GD	ND		NV	
5	13	010	68.29	00725A	Prairie Creek, Hwy 10 at MP 68.29	1980	Steel	-	5	FR	OD	Scour	NV	
5	13	012	0.33	02924A	Powder R, Hwy 12 at MP 0.33 (Campbell St, Baker)	1972	Prestressed concrete	4,413	8/7/6	FR	OD	Rail	NV	

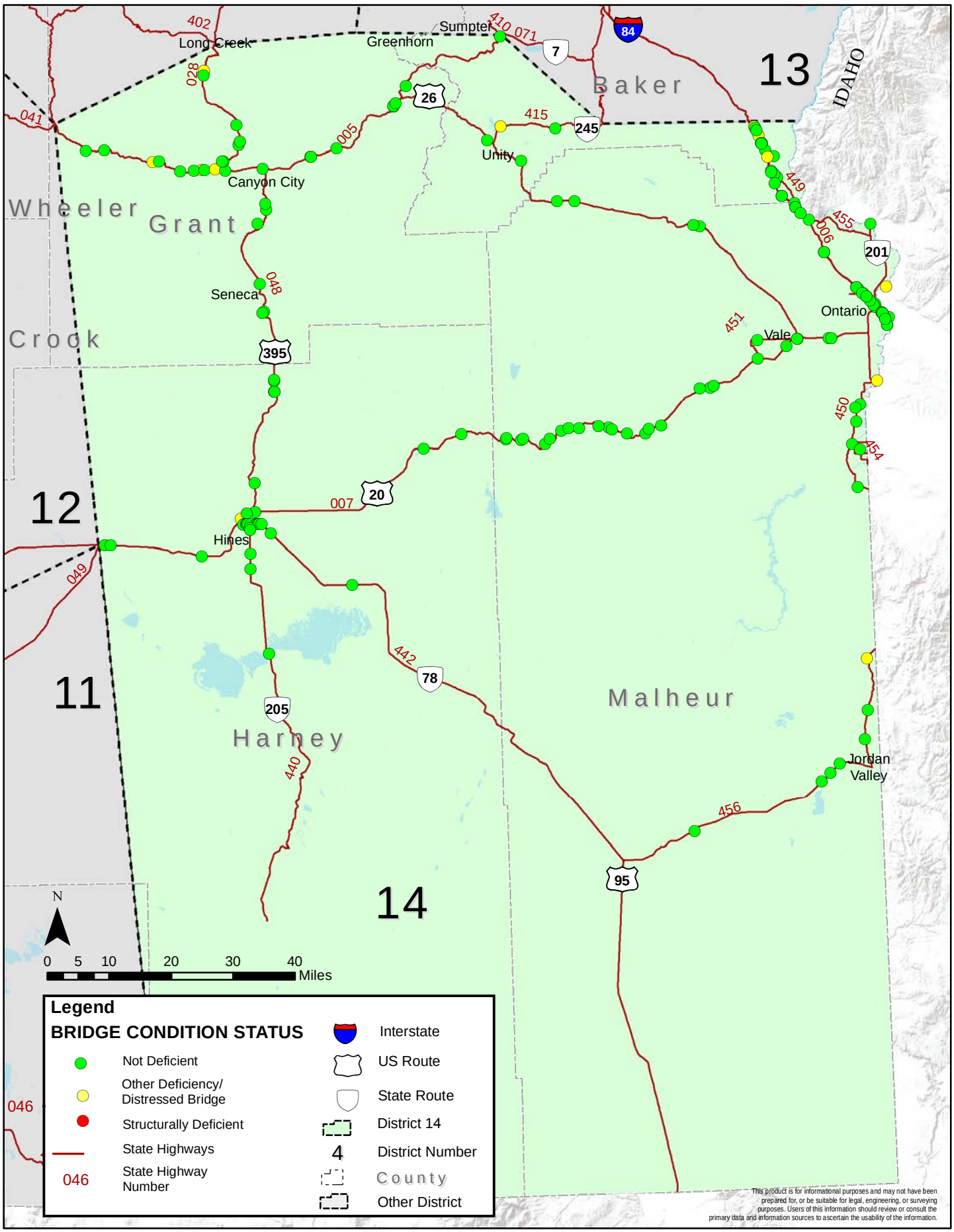
Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
5	13	012	2.67	09804	Hwy 12 over Hwy 6 (Richland Intchg)	1972	Steel continuous	16,260	6/7/7	FR	ND		NV	
5	13	012	14.32	17411	Ruckles Creek, Hwy 12	1994	Concrete continuous	-	8	VG	ND		NV	
5	13	012	20.75	19836	Powder River, Hwy 12 at MP 20.76 (Love)	2004	Prestressed concrete	4,580	8/7/8	GD	ND		NV	
5	13	012	21.15	02808	Goose Creek, Hwy 12	1947	Concrete continuous	-	6	FR	ND		NV	
5	13	012	30.08	16810	Powder R, Hwy 12 at MP 30.08 (Hole-in-the-Wall #1)	1987	Prestressed concrete	15,030	6/6/5	FR	ND		NV	
5	13	012	31.23	16811	Powder R, Hwy 12 at MP 31.23 (Hole-in-the-Wall #2)	1987	Prestressed concrete	13,280	6/6/5	FR	ND		NV	
5	13	012	40.64	01122A	Eagle Creek, Hwy 12 (Richland),	1925	Steel	2,940	5/7/5	FR	ND		NV	
5	13	012	53.91	08405	Pine Creek, Hwy 12	1958	Concrete continuous	2,590	7/6/7	FR	ND		PV	
5	13	012	55.03	17346	Clear Creek, Hwy 12	1993	Prestressed concrete	2,210	8/8/8	VG	ND		NV	
5	13	012	55.86	0M364	East Pine Creek, Hwy 12	1958	Concrete continuous	-	5	FR	ND		NV	
5	13	012	56.47	02842A	West Fork Dry Creek, Hwy 12	1987	Prestressed concrete	850	7/7/7	GD	ND		NV	
5	13	012	63.65	16032	North Pine Creek, Hwy 12	1958	Concrete continuous	2,620	7/6/5	FR	OD	Scour	PV	
5	13	012	70.80	08979	Snake River, Hwy 12 (Oxbow)	1961	Steel	15,020	8/6/5	FR	OD	Paint	NV	
5	13	066	0.12	08431A	Grande Ronde R & UPRR, Hwy 66 EB (Oro Dell)	1973	Prestressed concrete continuous	13,720	6/6/7	FR	OD	Rail	NV	
5	13	066	0.23	08431	Grande Ronde R &UPRR &Hwy6 EB, Hwy66 WB (Oro Dell)	1960	Concrete continuous	16,630	7/5/6	FR	OD	DG	NV	
5	13	066	8.90	22105	Branch of Ladd Creek, Hwy 66 at MP 8.90	2014	Prestressed concrete	1,220	8/8/8	VG	ND		NV	
5	13	066	10.95	00445A	Hwy 66 over UPRR (Hot Lake)	1971	Concrete continuous	12,420	6/5/7	FR	ND		NV	
5	13	066	12.61	00558A	Catherine Creek, Hwy 66 at MP 12.61 (Davis Dam),	1966	Concrete continuous	3,340	7/7/5	FR	ND		NV	
5	13	066	15.65	00818A	Little Creek, Hwy 66	1922	Concrete	780	7/6/6	FR	ND		NV	
5	13	066	16.43	17334	Catherine Creek, Hwy 66 at MP 16.43 (Main St)	1994	Prestressed concrete	2,960	8/8/8	VG	ND		NV	
5	13	066	24.60	00450	Hwy 66 over UPRR (Telocaset)	1921	Concrete continuous	4,440	6/6/5	FR	ND		PV	
5	13	066	30.49	17461	Wolf Creek, Hwy 66	1995	Concrete continuous		8	VG	ND		NV	
5	13	066	32.52	09500	Hwy 66 over UPRR (North Powder)	1972	Prestressed concrete	8,710	7/8/7	GD	ND		NV	
5	13	066	32.86	07293	North Powder River, Hwy 66	1952	Concrete continuous	4,060	7/6/6	FR	ND		PV	
5	13	066	38.59	02784B	Muddy Creek, Hwy 66	1978	Prestressed concrete	820	7/7/6	FR	ND		NV	
5	13	066	39.82	02786A	Sand Creek, Hwy 66	1962	Prestressed concrete	900	7/7/6	FR	ND		NV	
5	13	066	45.75	00493	Old Settlers Slough, Hwy 66	1920	Concrete continuous	-	6	FR	ND		NV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
5	13	066	52.13	02793A	Powder River, Hwy 66 (Bridge St)	1933	Steel	3,040	4/5/5	PR	SD	SD Scour Paint	NV	
5	13	071	30.54	09385	Deer Creek, Hwy 71	1965	Prestressed concrete	2,170	6/6/5	FR	ND		NV	
5	13	071	41.19	20720	Powder River, Hwy 71 at MP 41.19 (Rancheria)	2010	Prestressed concrete	4,270	8/8/8	VG	ND		NV	
5	13	071	42.31	20721	Powder River, Hwy 71 at MP 42.31 (Salisbury)	2010	Prestressed concrete	4,950	8/8/8	VG	ND		NV	
5	13	006	0.00	09630B	Grande Ronde River & Hwy 6, N 2nd St (La Grande)	1972	Concrete continuous	19,440	6/5/6	FR	ND		NV	
5	13	340	0.63	04834A	Catherine Creek, Hwy 340 (State Yard)	1966	Concrete continuous	3,370	7/7/5	FR	ND		NV	
5	13	340	9.57	02336	Catherine Creek, Hwy 340 (Park)	1940	Wood or Timber	2,430	6/5/5	FR	OD	TS	PV	
5	13	340	23.58	02891A	Big Creek, Hwy 340	1976	Prestressed concrete	1,041	8/7/6	FR	ND		NV	
5	13	340	28.82	02314A	Powder River, Hwy 340 (Miles)	1986	Prestressed concrete	2,820	8/8/8	VG	ND		NV	
5	13	340	28.92	02897A	Basche Irrigation Ditch, Hwy 340	1972	Prestressed concrete	930	7/7/8	GD	ND		NV	
5	13	340	38.59	09511	Hwy 340 over Hwy 6 (Chandler Lane Interchange)	1972	Steel continuous	12,400	6/7/7	FR	ND		NV	
5	13	341	35.17	03501A	Meadow Brook, Hwy 341	1978	Prestressed concrete	3,380	7/7/7	GD	ND		NV	
5	13	341	39.75	04847A	Grande Ronde River, Hwy 341 (Red)	1951	Concrete continuous	3,780	6/6/5	FR	ND		PV	
5	13	341	42.52	18657	Bear Creek, Hwy 341	2000	Prestressed concrete	920	8/8/5	FR	ND		NV	
5	13	341	42.98	04845	Jordan Creek, Hwy 341	1954	Steel	920	6/6/6	FR	ND		NV	
5	13	341	46.75	04841A	Grande Ronde River, Hwy 341 (Hilgard)	1951	Concrete continuous	4,090	7/6/6	FR	ND		PV	
5	13	341	47.01	20255	Hwy 341 over Hwy 6 (Hilgard Intchg)	2008	Steel	6,910	7/8/8	GD	ND		NV	
5	13	342	9.44	04855A	Catherine Creek & Old River Channel, Hwy 342	1966	Prestressed concrete	6,300	7/7/6	FR	ND		NV	
5	13	342	15.91	06998	Mill Creek, Hwy 342	1946	Concrete continuous	-	6	FR	ND		NV	
5	13	350	13.69	18881	Little Sheep Creek, Hwy 350 at MP 13.69	2001	Prestressed concrete	1,184	8/8/8	VG	ND		NV	
5	13	350	14.41	18882	Little Sheep Creek, Hwy 350 at MP 14.41	2001	Prestressed concrete	1,184	8/8/8	VG	ND		NV	
5	13	350	15.12	01926A	Little Sheep Creek, Hwy 350 at MP 15.12	1962	Concrete continuous	2,250	7/6/8	FR	ND		NV	
5	13	350	16.05	02084	Little Sheep Creek, Hwy 350 at MP 16.05	1935	Concrete	660	5/6/5	FR	ND		NV	
5	13	350	28.10	02069A	Camp Creek, Hwy 350	1991	Prestressed concrete	1,860	8/8/8	VG	ND		NV	
5	13	350	29.34	18074	Imnaha River, Hwy 350	1997	Steel	3,230	6/8/8	FR	ND		NV	
5	13	351	6.06	04917A	Wallowa River, Hwy 351 Frtg Rd (State Park)	1950	Concrete continuous	2,941	7/7/5	FR	ND		PV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
5	13	351	6.52	07918	East Fork Wallowa River, Hwy 351	1955	Concrete	793	7/8/6	FR	ND		NV	
5	13	410	0.30	18461	Cracker Creek, Hwy 410 (Sumpter)	1998	Prestressed concrete	2,508	8/8/8	VG	ND		NV	
5	13	413	0.41	06600A	Pine Creek, Hwy 413 at MP 0.41 (Cornucopia)	1990	Steel	1,600	6/6/6	FR	ND		NV	
5	13	413	5.69	06598A	Pine Creek, Hwy 413 at MP 5.69 (Carson)	1973	Prestressed concrete	2,020	8/6/7	FR	ND		NV	
5	13	414	0.44	02836A	Pine Creek, Hwy 414 (Halfway)	1960	Concrete continuous	2,500	6/4/6	PR	SD	SD Scour	NV	
5	13	C0000	262.34	09633	Cove Ave (La Grande) over Hwy 6	1972	Prestressed concrete continuous	18,010	6/6/7	FR	ND		NV	
5	13	C0000	264.21	09634	McAlister Lane (La Grande) over Hwy 6	1972	Prestressed concrete continuous	26,434	6/7/7	FR	ND		NV	
5	13	C0000	268.26	09622	Hwy 6 Conn over Hwy 6 (Foothill Rd Intch)	1973	Prestressed concrete continuous	11,252	7/6/7	FR	ND		NV	
5	13	C0000	280.53	09780	McCanse Rd over Hwy 6	1974	Prestressed concrete continuous	10,070	7/6/7	FR	ND		NV	
5	13	C0000	291.65	09802	County Rd 714 (Normandy Rd) over Hwy 6	1972	Prestressed concrete continuous	10,000	7/6/7	FR	ND		NV	
5	13	C0712	295.67	09803	County Rd 712 (Culley Lane) over Hwy 6	1972	Prestressed concrete continuous	10,000	7/7/7	GD	ND		NV	
5	13	010	17.88	21292	Grande Ronde River & INP RR, Hwy 10 (Indian Creek)	2012	Prestressed concrete	21,179	8/8/8	VG	ND		NV	

OREGON STATE HIGHWAY SYSTEM
2016 BRIDGE CONDITION - DISTRICT 14

APRIL 2016



2016 BRIDGE CONDITION REPORT - District 14

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
5	14	005	125.72	16319	Rattlesnake Creek, Hwy 5	1979	Prestressed concrete	2,560	7/7/7	GD	ND		NV	
5	14	005	126.84	17407	Cottonwood Creek, Hwy 5	1998	Prestressed concrete	1,764	8/8/8	VG	ND		NV	
5	14	005	131.24	00889A	South Fork John Day River, Hwy 5 (Dayville)	1967	Prestressed concrete	12,630	6/8/7	FR	ND		NV	
5	14	005	134.36	00888A	John Day River, Hwy 5 (Stewarts)	1966	Prestressed concrete continuous	14,140	7/6/7	FR	ND		NV	
5	14	005	143.18	00989A	John Day River, Hwy 5 (Moores Crossing)	1964	Prestressed concrete	5,350	7/8/8	GD	OD	LSL	NV	
5	14	005	144.30	01046A	Fields Creek, Hwy 5	1979	Prestressed concrete	725	8/7/7	GD	ND		NV	
5	14	005	148.25	01044	Moon Creek, Hwy 5	1953	Concrete	2,940	5/6/6	FR	ND		PV	
5	14	005	150.54	01043A	McClellan Creek, Hwy 5	1979	Prestressed concrete	890	8/8/6	FR	ND		NV	
5	14	005	151.89	01042	Riley Creek, Hwy 5	1965	Prestressed concrete	900	7/6/5	FR	OD	TS	NV	
5	14	005	152.33	00988A	John Day River, Hwy 5 (Mt Vernon)	1967	Prestressed concrete	11,840	7/7/7	GD	ND		NV	
5	14	005	154.07	01041	Beech Creek, Hwy 5 (Mt Vernon)	1956	Concrete	2,960	6/5/5	FR	OD	Scour	PV	
5	14	005	155.75	20870	John Day River, Hwy 5 (Coles)	2010	Prestressed concrete	8,330	8/8/8	VG	ND		NV	
5	14	005	162.08	18947	Canyon Creek, Hwy 5 (John Day)	2002	Prestressed concrete	3,810	8/8/8	VG	ND		NV	
5	14	005	170.49	02463	Indian Creek, Hwy 5	1939	Concrete continuous	1,700	7/6/6	FR	ND		PV	
5	14	005	170.62	02464	John Day River, Hwy 5 (Prairie City)	1939	Concrete continuous	3,980	6/6/6	FR	ND		PV	
5	14	005	174.96	02466	Dixie Creek, Hwy 5 (Prairie City)	1939	Concrete continuous	2,750	7/6/6	FR	ND		PV	
5	14	005	188.62	20046	Bridge Creek, Hwy 5 at MP 188.62	2007	Prestressed concrete	1,800	8/8/8	VG	ND		NV	
5	14	005	188.77	20047	Bridge Creek, Hwy 5 at MP 188.77	2007	Prestressed concrete	1,560	8/8/8	VG	ND		NV	
5	14	005	189.36	20048	Bridge Creek, Hwy 5 at MP 189.36	2006	Prestressed concrete	1,280	8/8/8	VG	ND		NV	
5	14	005	209.17	02773A	South Fork Burnt River, Hwy 5	1986	Prestressed concrete	1,340	8/7/7	GD	ND		NV	
5	14	005	216.74	02778A	West Camp Creek, Hwy 5	1979	Prestressed concrete	900	7/6/7	FR	ND		NV	
5	14	005	228.21	04307A	Middle Fork Willow Creek, Hwy 5	1986	Prestressed concrete	860	8/8/8	VG	ND		NV	
5	14	005	230.98	04311A	South Fork Willow Creek (Rose Creek), Hwy 5	1993	Prestressed concrete	1,470	8/8/8	VG	ND		NV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
5	14	005	251.88	00589A	Canyon Creek, Hwy 5 at MP 251.88	1979	Prestressed concrete	2,370	8/7/7	GD	ND		NV	
5	14	005	252.97	00546A	Pole Creek, Hwy 5	1979	Prestressed concrete	2,000	8/8/7	GD	ND		NV	
5	14	006	337.27	01781A	Burnt River & Private Rd, Hwy 6 MP 337.27	1971	Prestressed concrete	23,579	7/7/7	GD	OD	LSL	NV	
5	14	006	337.63	02203A	Burnt River, Hwy 6 at MP 337.63 (Jordan Creek)	1971	Prestressed concrete continuous	20,859	7/6/7	FR	ND		NV	
5	14	006	338.11	09375	Hwy 6 over Jordan Cr Conn (Lookout Mtn Intchg)	1971	Concrete continuous	9,280	8/8/8	VG	ND		NV	
5	14	006	338.99	01783A	Burnt River, Hwy 6 at MP 338.99 (Chimney Creek)	1971	Prestressed concrete	19,680	7/7/7	GD	OD	LSL LC	NV	
5	14	006	340.58	01786A	Burnt River, Hwy 6 at MP 340.58 (Dixie Creek)	1971	Prestressed concrete continuous	16,880	8/7/8	GD	ND		NV	
5	14	006	341.86	01787A	Burnt River, Hwy 6 at MP 341.86 (Jett Creek)	1971	Prestressed concrete continuous	16,520	8/7/7	GD	ND		NV	
5	14	006	342.91	20482	Hwy 6 over Hwy 449 Conn & UPRR (Lime Interchange)	2009	Prestressed concrete continuous	42,729	7/8/8	GD	ND		NV	
5	14	006	345.83	09123	Hwy 6 over Hwy 6 Conn (North Huntington Intchg)	1967	Prestressed concrete	15,500	5/8/7	FR	ND		NV	
5	14	006	350.20	09121	Hwy 6 WB over Benson Creek Rd	1967	Concrete continuous	5,080	6/6/7	FR	ND		NV	
5	14	006	350.20	09121A	Hwy 6 EB over Benson Creek Rd	1967	Concrete continuous	5,080	6/6/7	FR	ND		NV	
5	14	006	353.04	09120	Hwy 6 WB over Conn (Benson Creek Intchg)	1967	Prestressed concrete	7,390	7/8/8	GD	ND		NV	
5	14	006	353.04	09120A	Hwy 6 EB over Conn (Benson Creek Intchg)	1967	Prestressed concrete	7,390	7/8/8	GD	ND		NV	
5	14	006	354.23	08364	Birch Creek, Hwy 6	1958	Concrete continuous	-	6	FR	ND		NV	
5	14	006	356.17	08083A	Hwy 6 over Hwy 455 (Olds Ferry Intchg)	1973	Prestressed concrete	20,040	6/8/7	FR	ND		NV	
5	14	006	362.15	09838	Hwy 6 WB over Hwy 6 Conn (Moores Hollow Intchg)	1972	Concrete continuous	6,230	5/6/7	FR	ND		NV	
5	14	006	362.15	09838A	Hwy 6 EB over Hwy 6 Conn (Moores Hollow Intchg)	1973	Concrete continuous	6,230	5/6/7	FR	ND		NV	
5	14	006	369.99	07979A	Hwy 6 EB Over S. Fork Jacobsen Gulch Rd.	1973	Prestressed concrete	5,255	7/6/7	FR	ND		NV	
5	14	006	369.99	07979B	Hwy 6 WB Over S. Fork Jacobsen Gulch Rd.	1972	Prestressed concrete	5,244	7/6/7	FR	ND		NV	
5	14	006	370.48	07936A	Owyhee Canal, Hwy 6 at MP 370.48	1955	Concrete continuous	-	7	GD	ND		NV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
5	14	006	372.18	07971A	Hwy 6 WB over Doman Road	1972	Prestressed concrete	6,500	6/8/8	FR	ND		NV	
5	14	006	372.18	20378	Hwy 6 EB over Doman Road	2007	Prestressed concrete	5,140	8/8/8	VG	ND		NV	
5	14	006	374.07	07935A	Malheur River, Hwy 6 EB	1973	Prestressed concrete	18,660	5/7/7	FR	ND		NV	
5	14	006	374.08	07935B	Malheur River, Hwy 6 WB	1973	Prestressed concrete	19,590	7/7/7	GD	ND		NV	
5	14	006	375.80	08397E	Hwy 6 EB over UPRR (Ore-Ida)	1960	Concrete continuous	8,360	7/6/6	FR	ND		NV	
5	14	006	375.80	08397W	Hwy 6 WB over UPRR (Ore-Ida)	1960	Concrete continuous	8,360	7/6/6	FR	ND		NV	
5	14	006	376.00	08398E	Hwy 6 EB over Grigg Road	1960	Concrete continuous	5,380	6/6/6	FR	ND		NV	
5	14	006	376.00	08398W	Hwy 6 WB over Grigg Road	1960	Concrete continuous	5,380	6/6/6	FR	ND		NV	
5	14	006	378.01	08107E	Snake River, Hwy 6 EB	1960	Steel	33,129	5/6/6	FR	ND		NV	
5	14	006	378.01	08107W	Snake River, Hwy 6 WB	1960	Steel	33,129	6/6/6	FR	ND		NV	
5	14	006GG	340.36	09820	Hwy 6 Conn #2 over UPRR (Dixie Interchange)	1971	Prestressed concrete	5,680	7/7/7	GD	ND		NV	
5	14	006GG	340.42	09394	Hwy 6 Conn #2 over Hwy 6 (Dixie Interchange)	1971	Concrete continuous	7,210	7/6/7	FR	ND		NV	
5	14	006GH	340.59	20484	Burnt River, Hwy 6 Conn #3 (Dixie)	2008	Prestressed concrete	3,360	8/8/8	VG	ND		NV	
5	14	006HB	371.45	07970	Stanton Blvd over Hwy 6	1956	Concrete continuous	6,190	7/6/7	FR	ND		PV	
5	14	007	105.62	19903	Miller Creek, Hwy 7	2004	Prestressed concrete	3,933	8/8/8	VG	ND		NV	
5	14	007	106.62	19904	Dry Creek, Hwy 7	2005	Prestressed concrete	1,300	8/8/8	VG	ND		NV	
5	14	007	121.59	17347	Willow Creek, Hwy 7	1993	Prestressed concrete	2,160	8/8/8	VG	ND		NV	
5	14	007	132.51	18464	Silvies River, Hwy 7	1999	Prestressed concrete	2,960	8/7/5	FR	OD	LSL	NV	
5	14	007	133.75	18468	Foley Slough, Hwy 7	1999	Prestressed concrete	2,800	8/8/8	VG	ND		NV	
5	14	007	135.23	02308A	Poison Creek, Hwy 7 (Susan's)	1966	Prestressed concrete	1,809	8/8/8	VG	ND		NV	
5	14	007	167.64	19905	Stinkingwater Creek, Hwy 7	2004	Prestressed concrete	7,750	8/8/8	VG	ND		NV	
5	14	007	174.57	19906	Middle Fork Malheur River, Hwy 7	2004	Prestressed concrete	9,100	8/8/7	GD	ND		NV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
5	14	007	182.75	01851A	Chimney Cr (Kingsbury Gulch), Hwy 7 at MP 182.75	1966	Concrete	1,790	6/6/5	FR	ND		NV	
5	14	007	183.05	01852A	Chimney Cr (Kingsbury Gulch), Hwy 7 at MP 183.05	1966	Concrete	1,790	7/6/5	FR	ND		NV	
5	14	007	185.62	02180A	Chimney Cr (Kingsbury Gulch), Hwy 7 at MP 185.62	1936	Concrete	900	6/6/6	FR	ND		NV	
5	14	007	185.81	19907	Chimney Cr (Kingsbury Gulch), Hwy 7 at MP 185.81	2005	Prestressed concrete	3,575	8/8/8	VG	ND		NV	
5	14	007	190.84	19908	North Fork Malheur River, Hwy 7	2005	Prestressed concrete	7,600	7/8/8	GD	ND		NV	
5	14	007	191.97	19909	Malheur River, Hwy 7 (Horseshoe Bend)	2005	Prestressed concrete continuous	11,450	8/6/7	FR	ND		NV	
5	14	007	195.13	19910	Malheur River, Hwy 7 (Gwynn)	2004	Prestressed concrete	7,400	8/8/5	FR	ND		NV	
5	14	007	196.71	01717A	Calf Creek, Hwy 7	1949	Concrete continuous		7	GD	ND		NV	
5	14	007	199.32	01719A	Pole Creek, Hwy 7	1949	Concrete continuous		7	GD	ND		NV	
5	14	007	203.28	04347A	Black Canyon Creek, Hwy 7	1959	Concrete continuous	2,440	6/6/7	FR	ND		NV	
5	14	007	205.58	19911	Malheur River, Hwy 7 (Sperry)	2005	Prestressed concrete continuous	7,400	8/7/7	GD	ND		NV	
5	14	007	205.83	19912	Sperry Creek, Hwy 7	2004	Prestressed concrete	2,724	8/8/8	VG	ND		NV	
5	14	007	208.42	19914	Gold Creek, Hwy 7	2004	Prestressed concrete	2,840	8/8/8	VG	ND		NV	
5	14	007	213.42	19915	Malheur River, Hwy 7 (Diversion)	2004	Prestressed concrete	5,300	7/8/6	FR	ND		NV	
5	14	007	214.46	19916	Malheur River, Hwy 7 (Namorf)	2004	Prestressed concrete	5,100	8/8/8	VG	ND		NV	
5	14	007	216.78	19917	Squaw Creek, Hwy 7	2004	Prestressed concrete	2,789	8/8/8	VG	ND		NV	
5	14	007	225.53	17944	Cottonwood Creek, Hwy 7	1996	Prestressed concrete	3,040	8/8/8	VG	ND		NV	
5	14	007	227.74	04373A	Buckaroo Cabin Creek, Hwy 7	1962	Concrete continuous	3,420	8/7/7	GD	ND		NV	
5	14	007	228.40	04374A	Little Sandy Creek, Hwy 7	1962	Concrete continuous	2,150	7/7/7	GD	ND		NV	
5	14	007	238.66	01407A	Malheur River, Hwy 7 (Hope)	1966	Prestressed concrete	14,130	7/5/5	FR	ND		NV	
5	14	007	244.29	19918	Bully Creek, Hwy 7	2005	Prestressed concrete	4,901	7/8/8	GD	ND		NV	
5	14	007	246.55	00599B	Malheur River, Hwy 7 EB (Vale)	1988	Prestressed concrete	11,600	6/8/7	FR	ND		NV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
5	14	007	246.61	19919	Malheur River, Hwy 7 WB (Vale)	2005	Prestressed concrete continuous	14,510	7/8/7	GD	ND		NV	
5	14	007	251.77	07845	Nevada Ditch Canal, Hwy 7 at MP 251.77	1955	Concrete continuous	-	7	GD	ND		NV	
5	14	007	252.18	07846	Nevada Ditch, Hwy 7 at MP 252.18	1955	Concrete continuous	-	7	GD	ND		NV	
5	14	007	266.81	01463A	Snake River, Hwy 7 (Nyssa)	1957	Steel continuous	36,519	7/6/5	FR	OD	LSL	PV	
5	14	028	98.31	06204	Smith Creek, Hwy 28	1941	Concrete	610	7/6/6	FR	OD	Rail	NV	
5	14	028	99.13	06205	Fox Creek, Hwy 28	1941	Concrete	760	6/6/7	FR	ND		NV	
5	14	028	110.20	03553A	Beech Creek, Hwy 28 at MP 110.20	1958	Concrete continuous	3,878	6/7/6	FR	ND		PV	
5	14	028	113.62	03556A	Beech Creek, Hwy 28 at MP 113.62	1972	Prestressed concrete	4,450	7/7/7	GD	ND		NV	
5	14	028	118.28	09659	Beech Creek, Hwy 28 at MP 118.29	1967	Concrete continuous	4,140	7/7/7	GD	ND		NV	
5	14	028	118.55	09660	Beech Creek, Hwy 28 at MP 118.55	1967	Concrete continuous	4,630	7/7/7	GD	ND		NV	
5	14	028AE	113.07	M3556	Beech Creek, Hwy 28 Frontage Rd Rt at MP F113.09	1993	Prestressed concrete	650	7/6/6	FR	ND		NV	
5	14	048	6.23	22448	Sheep Gulch, Hwy 48	2015	Concrete		7	GD	ND		NV	
5	14	048	7.25	03558A	Canyon Creek, Hwy 48	1962	Concrete continuous	1,950	7/7/8	GD	ND		NV	
5	14	048	11.15	22449	Vance Creek, Hwy 48	2015	Steel		8	VG	ND		NV	
5	14	048	24.29	03564A	Bear Creek, Hwy 48	1984	Prestressed concrete	1,560	8/8/8	VG	ND		NV	
5	14	048	30.10	17987	Silvies River, Hwy 48 at MP 30.10	1996	Prestressed concrete	3,240	7/7/8	GD	ND		NV	
5	14	048	30.45	17988	Silvies River, Hwy 48 at MP 30.45	1996	Prestressed concrete	2,510	7/7/8	GD	ND		NV	
5	14	048	42.95	20867	Trout Creek Overflow, Hwy 48 at MP 42.95	2010	Prestressed concrete	960	8/8/6	FR	ND		NV	
5	14	048	43.17	0P489	Trout Creek, Hwy 48 at MP 43.17	1988	Steel		5	FR	ND		NV	
5	14	048	45.02	07053	Trout Creek, Hwy 48 at MP 45.02	1947	Concrete continuous	-	6	FR	ND		NV	
5	14	048	45.12	07054A	Trout Creek, Hwy 48 at MP 45.12	1947	Concrete continuous	-	6	FR	ND		NV	
5	14	048	62.54	03603A	Poison Creek, Hwy 48	1971	Prestressed concrete	1,280	8/8/6	FR	ND		NV	
5	14	071	2.74	0P447	Middle Fork John Day River, Hwy 71 (Austin)	1972	Steel	-	6	FR	ND		NV	
5	14	071	24.69	16066	Powder River, Hwy 71 at MP 24.79 (Huckleberry)	1973	Prestressed concrete	1,898	8/7/7	GD	ND		NV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
5	14	415	3.42	02861	Burnt River, Hwy 415 (Unity Dam)	1937	Steel	3,000	5/6/6	FR	OD	Paint	PV	
5	14	415	12.53	02869	Big Creek, Hwy 415	1965	Prestressed concrete	960	6/7/5	FR	ND		NV	
5	14	440	0.61	17455	Newman Slough (Silvies Overflow), Hwy 440	1997	Prestressed concrete	1,590	8/8/8	VG	ND		NV	
5	14	440	0.98	17456	Silvies River, Hwy 440	1997	Prestressed concrete	1,290	8/8/8	VG	ND		NV	
5	14	440	4.81	18181	Chapman Slough, Hwy 440	1997	Prestressed concrete	1,150	8/8/8	VG	ND		NV	
5	14	440	7.23	03617B	West Fork Silvies River, Hwy 440	1985	Prestressed concrete	2,190	8/8/8	VG	ND		NV	
5	14	440	22.19	06751A	The Narrows, Hwy 440	1984	Prestressed concrete	3,000	7/7/5	FR	ND		NV	
5	14	442	0.69	20868	Silvies Slough, Hwy 442 at MP 0.69	2010	Prestressed concrete	1,580	8/8/8	VG	ND		NV	
5	14	442	0.86	03523A	Silvies River, Hwy 442 at MP 0.86	1971	Prestressed concrete	2,900	8/8/6	FR	ND		NV	
5	14	442	1.01	03582A	Silvies Slough, Hwy 442 at MP 1.01	1971	Prestressed concrete	1,830	8/6/7	FR	ND		NV	
5	14	442	1.14	03583A	Silvies Slough, Hwy 442 at MP 1.14	1971	Prestressed concrete	1,830	8/7/8	GD	ND		NV	
5	14	442	1.29	03584A	Silvies Slough, Hwy 442 at MP 1.29	1971	Prestressed concrete	1,830	8/7/8	GD	ND		NV	
5	14	442	1.41	03585A	Silvies Slough, Hwy 442 at MP 1.41	1971	Prestressed concrete	1,830	8/8/8	VG	ND		NV	
5	14	442	1.90	03587A	Silvies Slough, Hwy 442 at MP 1.90	1971	Prestressed concrete	1,830	8/7/8	GD	ND		NV	
5	14	442	2.74	03589A	Silvies Slough, Hwy 442 at MP 2.74	1971	Prestressed concrete	1,470	8/7/7	GD	ND		NV	
5	14	442	2.90	03590A	Silvies Slough, Hwy 442 at MP 2.90	1971	Prestressed concrete	1,110	8/8/8	VG	ND		NV	
5	14	442	3.11	03591A	Foley Slough, Hwy 442 at MP 3.11	1971	Prestressed concrete	2,340	8/8/6	FR	ND		NV	
5	14	442	3.23	03592A	Silvies Slough, Hwy 442 at MP 3.23	1971	Prestressed concrete	1,260	8/7/8	GD	ND		NV	
5	14	442	3.61	03593A	Silvies Slough, Hwy 442 at MP 3.61	1971	Prestressed concrete	1,110	8/8/8	VG	ND		NV	
5	14	442	5.70	06834A	Silvies Slough, Hwy 442 at MP 5.70	1971	Prestressed concrete	1,110	8/8/6	FR	ND		NV	
5	14	442	22.34	03595B	Malheur Slough, Hwy 442 (Nine Mile)	1984	Prestressed concrete	2,210	8/8/8	VG	ND		NV	
5	14	449	0.46	01788	Burnt River, Hwy 449 at MP 0.46 (Lime)	1934	Steel	3,200	5/5/5	FR	OD	Paint TS LC	PV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
5	14	449	2.75	21252	Burnt River & UPRR, Hwy 449 at MP 2.75	2012	Prestressed concrete	4,980	8/8/8	VG	ND		NV	
5	14	449	3.90	20485	Burnt River, Hwy 449 at MP 3.90	2009	Prestressed concrete	4,420	8/8/8	VG	ND		NV	
5	14	449	4.56	17444	Burnt River), Hwy 449 at MP 4.56 (Durbin)	1995	Prestressed concrete	3,910	7/6/7	FR	ND		NV	
5	14	449	10.03	01648A	Benson Creek, Hwy 449	1957	Concrete continuous	2,388	7/6/8	FR	ND		PV	
5	14	450	5.26	04393A	Owyhee Irrigation Ditch, Hwy 450 at MP 5.26	1967	Prestressed concrete	1,640	7/7/7	GD	ND		NV	
5	14	450	6.53	04394A	Owyhee Irrigation Ditch, Hwy 450 at MP 6.53	1967	Prestressed concrete	1,640	7/7/6	FR	ND		NV	
5	14	450	8.73	01747B	Owyhee River, Hwy 450	1985	Prestressed concrete	13,570	7/7/7	GD	ND		NV	
5	14	451	4.68	01624A	Bully Creek, Hwy 451	1969	Prestressed concrete	1,600	7/6/6	FR	ND		NV	
5	14	453	1.59	18519	Riverside Canal, Hwy 453	1999	Concrete	-	8	VG	ND		NV	
5	14	455	24.60	00731B	Malheur River, Hwy 455	1976	Prestressed concrete continuous	16,660	6/6/6	FR	ND		NV	
5	14	455	25.20	20398	Hwy 455 over Hwy 6 (North Ontario Intchg)	2008	Prestressed concrete continuous	18,020	8/8/8	VG	ND		NV	
5	14	456	2.16	02118A	Succor Creek, Hwy 456	1975	Prestressed concrete	5,320	7/6/6	FR	OD	LSL	NV	
5	14	456	10.98	05225A	Cow Creek, Hwy 456	1944	Concrete continuous	2,750	6/6/6	FR	ND		PV	
5	14	456	15.67	17336	Hooker Creek, Hwy 456	1993	Steel	-	8	VG	ND		NV	
5	14	456	25.77	01948A	Jordan Creek, Hwy 456	1985	Prestressed concrete	5,070	8/8/8	VG	ND		NV	
5	14	456	27.91	01947A	Antelope Canal , Hwy 456 at MP 27.91	1985	Prestressed concrete	1,850	8/8/8	VG	ND		NV	
5	14	456	29.92	01946A	Antelope Canal, Hwy 456 at MP 29.92	1985	Prestressed concrete	1,720	8/8/8	VG	ND		NV	
5	14	456	52.97	01945A	Owyhee River, Hwy 456 (Rome)	1936	Steel	11,240	7/6/6	FR	ND		PV	
5	14	457	0.59	17192	Owyhee Canal, Hwy 457 (Stanton Blvd)	1991	Prestressed concrete	2,020	7/7/7	GD	ND		NV	
5	14	489	12.72	04412A	Snake River, Hwy 489 (Adrian)	1973	Prestressed concrete continuous	31,329	7/6/6	FR	ND		NV	
5	14	490	20.48	07071	Irrigation Canal, Hwy 490	1947	Concrete continuous	-	7	GD	ND		NV	
5	14	491	13.66	13811	Snake River, Hwy 491 (Weiser)	2010	Prestressed concrete continuous	40,584	7/8/8	GD	ND		NV	
5	14	492	21.30	04335A	Snake River, Hwy 492 (Payette)	1953	Steel continuous	21,083	5/6/5	FR	OD	LSL	PV	

Region	District	Hwy	MP	BR	Structure Name	Year	Material	Deck Area (ft^2)	NBI Rate	Struc Cond	SD/ OD	Other Deficencies	Seismic Vulnerability	Seismic Phase
5	14	493	27.73	18097	Hwy 493 over Hwy 6 (Idaho Ave. Interchange)	1998	Prestressed concrete continuous	31,075	7/8/8	GD	ND		NV	
5	14	493	28.39	01000B	Snake River, Hwy 493 (Ontario)	1967	Prestressed concrete continuous	68,563	7/5/5	FR	ND		NV	
5	14	C0000	0.00	09125	Durbin Creek Rd over Hwy 6	1967	Steel continuous	11,860	7/7/8	GD	ND		NV	
5	14	C0000	373.08	07956	Chester Blvd over Hwy 6	1956	Concrete continuous	5,430	6/6/6	FR	ND		PV	
5	14	C0000	376.98	08400	SE 5th Ave (River Rd) over Hwy 6	1960	Concrete continuous	9,960	6/6/6	FR	ND		NV	

Bridge Projects Under Construction **APPENDIX B**

Reg	Key #	Bridge #	Project Name	HWY No	Beg MP	End MP	Contract Amt	Project Type
1	16823	02046	US30: LEWIS & CLARK (LONGVIEW) BR, MAINSPAN PAINT	0002W	48.32	49.52	$ 39,731,030	STIP (WSDOT, EARMARK & BRIDGE)
1	17523	05054	US26: WILLAMETTE RIVER (ROSS ISLAND BRIDGE)	0026	0.42	1.12	$ 28,578,914	STIP
1	18379	08195, 08203B, 08590C, 08591C, 20788	I-5: MARQUAM BRIDGE - CAPITOL HIGHWAY	0001	294.21	299.93	$ 10,829,491	STIP (IM, PNRS & BRIDGE)
1	18562	02062A, 02062B	I-84: TANNER CREEK BRIDGE DECK OVERLAY	0002	40.10	40.18	$ 1,074,836	STIP
1	18563	08194	OR43: ROSS ISLAND INTCHG NB CONN DECK OVERLAY	0003	0.13	0.15	$ 983,171	STIP
1	19636	06683	OR99: WILLAMETTE RIVER (STEEL BRIDGE) LIFT SPAN	0001W	-0.26	-0.46	$ 6,423,161	STIP (UPRR, TRI-MET & BRIDGE)
2	17526	01821E	US101:SIUSLAW R BR (FLORENCE) CATHODIC PROTECTION	0009	190.83	191.13	$16,868,153	STIP
2	17528	07949C	US101:COLUMBIA R (ASTORIA-MEGLER) BR PAINTING, PH 2	0009	1.78	3.04	$17,143,902	STIP (WSDOT & BRIDGE)
2	18078	00330, 00711	US101B: OLD YOUNGS BAY & LEWIS & CLARK RVR BRIDGES	0105	4.70	7.06	$20,198,123	STIP
2	18610	09543, 09546	US30: WONDERLY - SWEDETOWN & GNAT CREEK-BURNSIDE LP	0002W	50.35	87.70	$ 8,590,146	STIP (PRESRV & BRIDGE)
2	19530	02025	US20: SHEEP CREEK BRIDGE REPAIR (PHASE 2)	0016	56.57	56.63	$ 2,107,983	STIP
3	13996	07016A, 08899	FFO-OR-138E: CORRIDOR SOLUTIONS (ROSEBURG)	0138	1.13	0.74	$12,492,445	STIP (MODERN, SAFETY & BRIDGE)
3	17383	01823	FFO-US101:MCCULLOUGH BRIDGE REHAB-NORTH SECTON	0009	233.00	234.00	$ 26,481,734	STIP
3	17529	08771N, 08771S	I-5: BEAR CREEK BRIDGES NB & SB, SCOUR REPAIR	0001	30.65	30.73	$ 565,948	STIP
3	18264	03436A	OR38: LUDER CR CULVERT REPLACEMENT	0045	11.78	11.80	$ 3,004,922	STIP (FISH & BRIDGE)
3	18598	08459, 07514	US101: THOMAS CR & REINHART CR BRIDGE REHABILITATION	0009	311.36	347.87	$ 2,560,105	STIP
3	18774	01822	US101: UMPQUA RIVER & MCINTOSH SLOUGH BR RAIL & REPAIRS	0009	210.90	211.32	$ 6,349,608	STIP
4	19209	07282	OR380: OCHOCO CREEK BRIDGE REPLACEMENT	0380	0.10	0.12	$ 2,000,504	STIP
5	17531	07292A, 07293A, 07293B, 09499, 09499A, 09801, 09801A	I-84: BRIDGE RAIL RETROFIT	0006	285.66	289.19	$ 1,357,852	STIP

Bridge Projects Under Construction

APPENDIX B

Reg	Key #	Bridge #	Project Name	HWY No	Beg MP	End MP	Contract Amt	Project Type
5	17989	00449A, 08048, 08504, 09630, 09630A, 19229, 19230	FFO-I-84 KAMELA INTCHG - 2ND ST U'XING (LA GRANDE)	0006	246.00	260.30	$46,860,100	STIP (PRESRV, MODERN & BRIDGE)
5	19096	09635, 09635A	I-84: UNION JCT INTERCHANGE BRIDGE DECK OVERLAY	0006	264.87	265.01	$ 493,368	STIP (MBM & BRIDGE)

Bridge Projects Programmed through 2018 **APPENDIX C**

Reg	Key #	Bridge #	Project Name	HWY No	Beg MP	End MP	Programmed Amount*	CN Year	Project Type
1	17479	00840, 00841	MULTNOMAH FALLS VIADUCTS: MP 17.79-18.46 REPAIRS	0100	17.79	18.46	$ 2,455,000	2016	STIP (WFLHD & BRIDGE)
1	18562	02062A, 02062B	I-84: TANNER CREEK BRIDGE DECK OVERLAY	0002	40.10	40.18	$ 1,074,836	2016	STIP
1	18563	08194	OR43: ROSS ISLAND INTCHG NB CONN DECK OVERLAY	0003	0.03	0.15	$ 983,171	2016	STIP
1	18776	02060, 02008A	OR99E: SE HAROLD ST - SE HARRISON ST	0001E	3.07	5.72	$ 9,062,000	2016	STIP (PRESRV & BRIDGE)
1	19535	18480	I-5/OR217: BRIDGE DECK OVERLAYS	0001	292.25	292.25	$ 1,653,204	2016	STIP
		09519		0144	5.90	5.90			
2	14313	01500	US101 @ OR6 (TILLAMOOK)	0009	65.25	65.82	$ 19,800,827	2016	STIP (JTA)
2	18565	00394	OR99W: LAKE SLOUGH BRIDGE REPLACEMENT	0001W	103.67	103.69	$ 1,974,000	2016	STIP
2	18610	09543, 09546	US30: WONDERLY - SWEDETOWN & GNAT CREEK-BURNSIDE LP	0002W	50.35	87.70	$ 8,590,146	2016	STIP (PRESRV & BRIDGE)
2	19443	00123K	OR22: WILLAMETTE RIVER EB (CENTER ST) BRIDGE DECK OVERLAY	0030	25.67	26.09	$ 1,601,170	2016	STIP
2	19530	02025	US20: SHEEP CREEK BRIDGE REPAIR (PHASE 2)	0016	56.57	56.63	$ 2,107,983	2016	STIP
3	17529	089771N&S	I-5: BEAR CREEK BRIDGES NB & SB, SCOUR REPAIR	0001	30.65	30.73	$ 565,948	2016	STIP
3	18264	03436A	OR38: LUDER CR CULVERT REPLACEMENT	0045	11.78	11.80	$ 3,004,922	2016	STIP (FISH & BRIDGE)
3	18598	07514, 08459	US101: THOMAS CR & REINHART CR BRIDGE REHABILITATION	0009	311.36	347.87	$ 2,560,105	2016	STIP
3	18600	07514, 08459	US101: THOMAS CR & REINHART CR BRIDGE PAINTING	0009	311.36	347.87	$ 15,094,000	2016	STIP
3	18913	01950	US101: OVER COOS BAY RAIL (N BEND) BRIDGE REHAB	0009	234.74	234.76	$ 867,000	2016	STIP
3	19539	23 BRIDGES	REGION 3 DECK REPAIRS	VAR	VAR	VAR	$ 1,705,500	2016	STIP
3	19657	07663A	I-5: N UMPQUA RIVER & CORP (WINCHESTER SB) BR REPAIR	0001	128.76	129.08	$ 2,150,000	2016	OTIA
3	TBD**	09777	OR140/OR238: BRIDGE & CULVERT RAIL UPGRADES	0270	7.72	7.78	$ 762,000	2016	STIP **To be added June 2016
		07813, 29C269		0272	35.44	36.44			
4	19209	07282	OR380: OCHOCO CREEK BRIDGE REPLACEMENT	0380	0.10	0.12	$ 2,000,504	2016	STIP
1	18564	08583, 08589A&B	I-5: BRIDGE DECK REHAB (MP 301.00 TO MP 302.00)	0001	301.00	302.00	$ 2,578,246	2017	STIP
1	18804	11 BRIDGES	I-205: JOHNSON CREEK - GLEN JACKSON BRIDGE	0064	16.50	25.70	$ 12,279,865	2017	STIP (PRESRV, BRIDGE & OP-ITS)
1	19204	06738&A, 09735 &A	I-205: PACIFIC HWY - ABERNATHY BRIDGE	0064	-0.10	8.92	$ 8,513,546	2017	STIP (PRESRV & BRIDGE)
2	17522	04950	OR47: BEAVER CREEK BRIDGE REPLACEMENT	0102	69.78	69.80	$ 2,161,000	2017	STIP

*Programmed amount is construction only.

Bridge Projects Programmed through 2018 **APPENDIX C**

Reg	Key #	Bridge #	Project Name	HWY No	Beg MP	End MP	Programmed Amount*	CN Year	Project Type
2	18599	00922A, 00924A, 00982	US101:DEVILS LK OUTLET,SCHOONER CR&SILTCOOS R BRS	0009	114.87	196.95	$ 10,332,000	2017	STIP
2	19206	04167	OR34: MCKINNEY SLOUGH BRIDGE REPLACEMENT	0027	1.61	1.63	$ 5,215,600	2017	STIP
2	19457	01113, 01175, 01820, 02723	US101: CATHODIC PROTECTION AND CONCRETE REPAIRS BRIDGES #01113, 01175, 01820, 02723	0009	40.70	178.41	$ 21,600,000	2017	STIP
3	18569	01418	OR99: ROGUE RIVER (6TH ST, CAVEMAN) BRIDGE REHAB	0025	0.09	0.19	$ 4,438,000	2017	STIP
3	19207	01132F	OR241: ISTHMUS SLOUGH BRIDGE REHABILITATION	0241	0.26	0.58	$ 8,352,000	2017	STIP
3	TBD**	03168A, 08875, 08936	OR42: BRIDGE RAIL RETROFIT	0035	0.55	30.13	$ 449,000	2017	STIP **To be added June 2016
4	18579	00498, 00524, 00506	US30: MOSIER CR & DRY CANYON CR & CHENOWETH CR BRIDGES	0100	57.82	72.11	$ 3,287,000	2017	STIP
4	18677	35C34	OR140: GREEN SPRINGS INTCH-K FALLS/MALIN HWY	0424	0.00	5.97	$ 6,358,520	2017	STIP (PRESRV, SAFETY & BRIDGE)
5	18570	07291C&D, 09507&A	I-84: WOLF CREEK & BALDOCK SLOUGH BRIDGE REPAIRS	0006	284.37	296.79	$ 1,848,000	2017	STIP
5	18580	02230A	I-82: COLUMBIA R (UMATILLA) EB BR DECK REPLACEMENT	0070	0.00	0.64	$ 15,994,000	2017	WSDOT, STIP
5	18997	08302E&W, 08423E&W, 19712, 19713	I-84: ENCINA - PLEASANT VALLEY 1R	0006	314.00	318.00	$ 2,788,572	2017	STIP (PRESRV & BRIDGE)
1	18583	09381	US26: BORING ROAD O'XING BRIDGE REPAIR	0026	17.52	17.58	$ 4,648,000	2018	STIP
1	19531	08588A, 08588C	I-84/I-5: BANFIELD INTERCHANGE DECK OVERLAY & BRIDGE RAIL RETROFIT	0002	0.05	0.41	$ 5,470,000	2018	STIP
1	19533	09268N&S, 08958B,D&I	I-405: FREMONT BRIDGE APPROACH RAMPS MODULAR JOINT REPLACEMENT	0061	2.61	3.98	$ 4,250,000	2018	STIP
		09268B		0001E	1.03	1.45			
1	19652	08328	I-5: MARQUAM BR ELECTRIC & LIGHTING SYSTEM REPLACEMENT	0001	300.28	300.48	$ 1,604,526	2018	STIP
1	19653	02444, 02444A	I-84: HOOD RIVER BRIDGE DECK REPLACEMENT	0002	64.11	64.19	$ 5,971,905	2018	STIP
1	19763	07046, 07046A	I-84: GRAHAM ROAD BRIDGE REPLACEMENTS	0002	17.36	17.38	$ 11,600,000	2018	STIP (BRIDGE & JTA)
1	TBD**	09623	OR217/OR224: BRIDGE RAIL RETROFIT	0171	2.42	2.42	$ 1,627,000	2018	STIP **To be added June 2016
		16134, 16143		0144	2.49	3.02			
2	17525	04659	US101: FARMER CREEK BRIDGE REPLACEMENT	0009	82.91	82.93	$ 3,153,400	2018	STIP
2	18567	08003, 08492	OR18: YAMHILL RIVER & YAMHILL R O'FLOW BR REPAIR	0039	45.73	51.63	$ 1,584,000	2018	STIP
2	18568	07295	OR22: TUMBLE CREEK BRIDGE REPAIR	0162	47.68	47.70	$ 1,126,000	2018	STIP

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Bridge Projects Programmed through 2018 **APPENDIX C**

Reg	Key #	Bridge #	Project Name	HWY No	Beg MP	End MP	Programmed Amount*	CN Year	Project Type
2	18574	17319, 17320, 17487, 18267	I-5: SALEM AREA BRIDGE END PANEL RAISING	0001	254.72	257.55	$ 3,786,000	2018	STIP
2	18576	09460	OR569: SCS CANAL & UPRR BRIDGE REPAIR	0069	3.89	3.95	$ 1,052,000	2018	STIP
2	18577	08966&R, 09600E&W	I-105 WILLAMETTE R CONNS & 1ST TO 7TH AVE VIADUCTS	0227	0.14	1.02	$ 14,701,000	2018	STIP
2	18584	00403A, 00417	OR99W: ASH SWALE & PLUM CREEK BRIDGE REPLACEMENTS	0001W	49.74	51.07	$ 5,965,000	2018	STIP
2	18601	07949B	US101: COLUMBIA R (ASTORIA-MEGLER) BR REPAIRS	0009	0.28	2.40	$ 2,852,000	2018	STIP, WSDOT
2	18602	08306	US101: YOUNGS BAY (NEW YOUNGS BAY) BRIDGE REPAIR	0009	4.51	5.31	$ 12,263,000	2018	STIP
2	18708	02254A	I-5: WILLAMETTE RIVER (BOONE) BRIDGE - WOODBURN	0001	271.50	283.21	$ 12,400,000	2018	STIP (PRESRV & BRIDGE)
2	19536	01821E	US101: SIUSLAW RIVER BRIDGE (FLORENCE) SUBMARINE CABLE REPLACEMENT	0009	190.83	191.13	$ 325,000	2018	STIP
3	18585	07404	I-5: S UMPQUA RIVER (VETS) BRIDGE REPAIRS	0001	124.47	124.61	$ 12,996,000	2018	STIP
3	18586	00805C	OR42: LOWER LOOKINGGLASS CREEK BRIDGE REPAIR	0035	72.50	72.54	$ 369,000	2018	STIP
3	18870	00901C, 00928A	US101: SIXES - PORT ORFORD PAVING	0009	295.00	299.94	$ 3,121,000	2018	STIP (PRESRV & BRIDGE)
3	18873	09259&A, 08746N&S	I-5:CALIFORNIA STATE LINE - ASHLAND PAVING	0001	0.00	11.45	$ 14,159,985	2018	STIP (PRESRV & BRIDGE)
3	18914	01823	US101: MCCULLOUGH BRIDGE (COOS BAY) BRIDGE PAINTING	0009	233.48	234.50	$ 30,000,000	2018	STIP
3	19538	08676B	I-5: BARNETT ROAD OVERPASS DECK OVERLAY	0001	27.58	27.58	$ 646,000	2018	STIP
3	19540	08332	I-5: MEDFORD VIADUCT DECK OVERLAY	0001	28.36	28.96	$ 1,500,000	2018	STIP
3	19656	0M274	OR99: ASHLAND CREEK BRIDGE (SB) REHABILITATION	0063	19.08	19.10	$ 403,560	2018	STIP
3	TBD**	07020	US101: COQUILLE R (BULLARDS) BRIDGE RAIL REPLACEMENT	0009	259.58	259.72	$ 1,105,000	2018	STIP **To be added June 2016
4	18587	00108B	I-84: JOHN DAY RIVER BRIDGE DECK OVERLAY	0002	114.45	114.75	$ 2,241,000	2018	STIP
4	18686	01421A	US20: POWELL BUTTE HWY - HORSE RIDGE FRONTAGE RD	0007	5.00	12.44	$ 3,343,270	2018	STIP (PRESRV & BRIDGE)
4	19075	08855, 08893, 08894, 08895, 08896, 09997, 09998	US97: BIGGS JCT - SPANISH HOLLOW CREEK BRIDGES AND TROUT CREEK BRIDGES	0042	0.39	6.96	$ 11,575,000	2018	STIP (BRIDGE & JTA)
		00815A		0004	75.04	75.04			
4	19208	03853	OR140: BUCK CREEK BRIDGE REPLACEMENT	0020	22.22	22.24	$ 1,267,000	2018	STIP
4	19658	08347A	US97: LINK RIVER BRIDGE NB CONN, DECK OVERLAY	0004	275.33	275.43	$ 1,887,945	2018	STIP

*Programmed amount is construction only.

Bridge Projects Programmed through 2018 **APPENDIX C**

Reg	Key #	Bridge #	Project Name	HWY No	Beg MP	End MP	Programmed Amount*	CN Year	Project Type
4	TBD**	02133A, 09225&A, 09232&A	I-84: TRAFFIC BARRIER UPGRADES	0002	104.76	109.78	$ 3,300,300	2018	STIP (BRIDGE & SAFETY)**To be added May 2016
		08431A		0066	0.12	0.12			
		08426, 09634		0006	256.42	264.21			
5	19660	08107E, 08107W	I-84: SNAKE RIVER BRIDGES DECK REPAIRS	0006	377.91	378.11	$ 1,400,000	2018	STIP & IDOT
5	19793	16443, 16444, 16450, 16451	I-82: BRIDGE END PANEL REPLACEMENTS	0070	1.67	10.24	$ 3,407,670	2018	STIP (BRIDGE & PRESRV)

*Programmed amount is construction only.

Bridge Number	Bridge Name	Restriction
0M274	OR99 MP 19.09 SB (Ashland Creek Bridge - Ashland)	Effective June 12, 2015, OR99 southbound crossing Ashland Creek Bridge is restricted to 20,000 lbs. single axle, 34,000 lbs. tandem axle, 105,500 lbs. GVW., Weight Table 2. Effective January 14, 2016, 5-axle single unit vehicles will be limited to 58,000 lbs. GVW, 6-axle single unit vehicles will be limited to 64,000 lbs. GVW, 7-axle single unit vehicles will be limited to 72,000 lbs. GVW
00330	US101 Business MP 6.89 (Old Youngs Bay Bridge - Astoria)	Effective November 10, 2009, US101 Business crossing the Old Youngs Bay Bridge is restricted to 20,000 lbs. single axle, 34,000 lbs. tandem axle, 105,500 lbs. GVW, Weight Table 2.
00332a	OR234 MP 0.04 (Rogue River Bridge - west of Gold Hill)	OR234 crossing Rogue River Bridge west of Gold Hill is restricted to 20,000 lbs. single axle, 34,000 lbs. tandem axle, 105,500 lbs. GVW, Weight Table 2 for divisible Loads; 21,500 lbs. single axle, 43,000 lbs. tandem axle, 98,000 lbs. GVW, Weight Table 3 for non-divisible loads.
00357	OR43 MP 11.43 (Willamette River Arch Bridge - Oregon City)	OR43 crossing the Willamette River Arch Bridge is restricted to 20,000 lbs. single axle, 34,000 lbs. tandem axle, 80,000 lbs. GVW, Weight Table 1.
00683	US20 (Corvallis-Newport Hwy) MP 23.38 (Yaquina River Bridge - Eddyville)	Effective May 19, 2006, the Yaquina River Bridge near Eddyville is restricted to the following weights: 20,000 lbs. single axle, 34,000 lbs. tandem axle, 105,500 lbs. GVW., Weight Table 2 for divisible loads; 21,500 lbs. single axle, 43,000 lbs. tandem axle, 98,000 lbs. GVW., Weight Table 3 for non-divisible loads. Vehicles exceeding these weights may cross the bridge if they straddle the centerline, do not exceed 25 MPH and are the only vehicle on the bridge. Certified flaggers are required to stop traffic.
00711	US101 Business MP 4.78 (Lewis & Clark River Bridge - Astoria)	US101 Business crossing Lewis & Clark River Bridge is restricted to 20,000 lbs. single axle, 34,000 lbs. tandem axle, 80,000 lbs. GVW, Weight Table 1.
00840	US30 (Historic Columbia River Hwy) MP 17.68 (West Multnomah Falls Bridge)	US30 (Historic Columbia River Hwy) crossing West Multnomah Falls Bridge is restricted to 28,000 lbs. for solo vehicles, 44,000 lbs. for 3-2 combinations, and 56,000 lbs. for 3-3 combinations.
01132F	OR241 MP 0.51 (Isthmus Slough)	MP 0.51 Isthmus Slough (1/2 mile from US101) is restricted to 20,000 lbs. single axle, 34,000 lbs. tandem axle - 80,000 lbs. GVW., Weight Table 1
01223	OR126 Business MP 1.34 WB (Willamette River / Main St Bridge - Springfield)	OR126 Business westbound crossing Willamette River / Main St Bridge is restricted to 20,000 lbs. single axle, 34,000 lbs. tandem axle - 105,500 lbs. GVW., Weight Table 2 for divisible loads; 21,500 lbs. single axle, 43,000 lbs. tandem axle, 98,000 lbs. GVW., Weight Table 3 for non-divisible loads.
01400	OR104 Spur MP 4.62 (Skipanon River Bridge - Warrenton)	Effective April 4, 2011, OR104 Spur crossing the Skipanon River Bridge is restricted to 38,000 lbs. for solo trucks, 56,000 lbs. for 3-2 axle truck combinations, 64,000 lbs. for 3-3 axle (or more) truck combinations.
01417S	Tualatin River Bridge	OR99W southbound crossing Tualatin River Bridge is restricted to 20,000 lbs. single axle, 34,000 lbs. tandem axle, 105,500 lbs. GVW., Weight Table 2.
01582	OR164 (Jefferson Hwy) MP 6.24 (Santiam River Bridge - Jefferson)	OR164 crossing the Santiam River Bridge is restricted to 20,000 lbs. single axle, 34,000 lbs. tandem axle, 105,500 lbs. GVW. Weight Table 2 for divisible loads; 21,500 lbs. single axle, 43,000 lbs. tandem axle, 98,000 lbs. GVW., Weight Table 3 for non-divisible loads.
01726	OR120 (Swift Hwy / Portland Rd) MP 0.38 (Columbia Slough Bridge - Portland)	OR120 (Swift Hwy / Portland Rd) crossing Columbia Slough Bridge is restricted to 20,000 lbs. single axle, 34,000 lbs. tandem axle, 105,500 lbs. GVW., Weight Table 2.
01788	US30 (Huntington Hwy) MP 0.46 (Burnt River Bridge - Lime)	Effective June 16, 2011, the Burnt River Bridge near Lime just off I-84 is restricted to 20,000 lbs. single axle, 34,000 lbs. tandem axle - 105,500 lbs. GVW., Weight Table 2 for divisible loads; 21,500 lbs. single axle, 43,000 lbs. tandem axle - 98,000 lbs. GVW., Weight Table 3 for non-divisible loads.

Bridge Number	Bridge Name	Restriction
01820	US101 MP 141.67 (Yaquina Bay Bridge - Newport)	Effective March 1, 2013, the Yaquina Bay Bridge in Newport is restricted to 20,000 lbs. single axle, 34,000 lbs. tandem axle - 105,500 lbs. GVW, Weight Table 2 for divisible loads; 21,500 lbs. single axle, 43,000 lbs. tandem axle - 98,000 lbs. GVW, Weight Table 3 for non-divisible loads. Non-divisible loads exceeding these weights (up to Weight Table 5) may cross the bridge if they stop traffic/straddle the centerline and are the only vehicle on the bridge when crossing. Certified flaggers are required to stop both northbound and southbound traffic. The rolling stop method is not allowed.
01821E	US101 MP 190.98 (Siuslaw River Bridge - Florence)	Effective March 17, 2003, the Siuslaw River Bridge is restricted to 20,000 lbs. single axle, 34,000 lbs. tandem axle, 105,500 lbs. GVW., Weight Table 2 for divisible loads; 21,500 lbs. single axle, 43,000 lbs. tandem axle - 98,000 lbs. GVW. Weight Table 3 for non-divisible loads.
01860	OR130 (Little Nestucca Hwy) MP 4.76 (Bear Creek Bridge)	OR130 (Little Nestucca Hwy) crossing Bear Creek Bridge is restricted to 20,000 lbs. single axle, 34,000 lbs. tandem axle, 105,500 lbs. GVW., Weight Table 2.
01861	OR130 (Little Nestucca Hwy) MP 4.15 (Little Nestucca River Bridge)	OR130 (Little Nestucca Hwy) crossing Little Nestucca River Bridge is restricted to 20,000 lbs. single axle, 34,000 lbs. tandem axle, 105,500 lbs. GVW., Weight Table 2.
01862	OR130 (Little Nestucca Hwy) MP 3.82 (Austin Creek Bridge)	OR130 (Little Nestucca Hwy) crossing Austin Creek Bridge is restricted to 20,000 lbs. single axle, 34,000 lbs. tandem axle, 105,500 lbs. GVW., Weight Table 2.
01863	OR130 (Little Nestucca Hwy) MP 3.60 (Squaw Creek Bridge)	OR130 (Little Nestucca Hwy) crossing Squaw Creek Bridge is restricted to 20,000 lbs. single axle, 34,000 lbs. tandem axle, 105,500 lbs. GVW., Weight Table 2.
01864	OR130 (Little Nestucca Hwy) MP 3.23 (Panther Creek Bridge)	OR130 (Little Nestucca Hwy) crossing Panther Creek Bridge is restricted to 20,000 lbs. single axle, 34,000 lbs. tandem axle, 105,500 lbs. GVW., Weight Table 2.
02019	US30 (Historic Columbia River Hwy) MP 0.03 (Sandy River Bridge - Troutdale)	US30 (Historic Columbia River Highway) crossing the Sandy River Bridge is restricted to 30 tons gross weight.
02723	US101 MP 40.71 (Neahkahnie Mountain Chasm Bridge - near Manzanita)	Effective November 15, 2004, Neahkahnie Mtn Chasm Bridge is restricted to 20,000 lbs. single axle, 34,000 lbs. tandem axle, 105,500 lbs. GVW., Weight Table 2 for divisible loads.
02728	Old OR34 EB MP 0.13 (Willamette River / Van Buren St Bridge - Corvallis)	Old OR34 eastbound crossing Willamette River (Van Buren St) Bridge is restricted to 20,000 lbs. single axle, 34,000 lbs. tandem axle, 80,000 lbs. GVW., Weight Table 1.
03088	OR53 MP 5.98 (Jack Horner Creek Bridge)	OR53 crossing Jack Horner Creek Bridge is restricted to 20,000 lbs. single axle, 40,000 lbs tandem axle, Weight Table 3.
04528	US30 (Historic Columbia River Hwy) MP 13.14 (Shepperds Dell Bridge)	US30 (Historic Columbia River Hwy) crossing Youngs Creek (Shepperds Dell) Bridge is restricted to 20,000 lbs. single axle, 34,000 lbs. tandem axle, Weight Table 1.
04543	US30 (Historic Columbia River Hwy) MP 20.39 (Horsetail Creek Bridge)	US30 (Historic Columbia River Hwy) crossing Horsetail Creek Bridge is restricted to 20,000 lbs. single axle, 34,000 lbs. tandem axle, Weight Table 1.
04680	OR22 MP 10.49 (Louie Creek Bridge - Dolph)	OR22 crossing Louie Creek Bridge is restricted to 21,500 lbs. single axle, 43,000 lbs. tandem axle, Weight Table 3 only.
04681	OR22 MP 10.66 (Louie Creek Bridge - Dolph)	OR22 crossing Louie Creek Bridge is restricted to 21,500 lbs. single axle, 43,000 lbs. tandem axle, Weight Table 3 only.
07639A	I-5 MP 151.81 Wilson Rd crossing over I-5 (Yoncalla)	Wilson Rd crossing over I-5 is restricted to the following weights: 20,000 lbs. single axle, 34,000 lbs. tandem axle, 105,500 lbs. GVW., Weight Table 2 for divisible loads; 21,500 lbs. single axle, 43,000 lbs. tandem axle, 98,000 lbs. GVW., Weight Table 3 for non-divisible loads.

Bridge Number	Bridge Name	Restriction
08003	OR18 MP 51.57 (Yamhill River Bridge - Dayton)	OR18 crossing Yamhill River Bridge is restricted to 20,000 lbs. single axle, 34,000 lbs. tandem axle, 105,500 lbs. GVW., Weight Table 2 for divisible loads; 21,500 lbs. single axle, 43,000 lbs. tandem axle, 98,000 lbs. GVW., Weight Table 3 for non-divisible loads.
08023	I-5 MP 104.85 Chadwick Ln crossing over I-5 (near Riddle)	Chadwick Ln crossing over I-5 is restricted to the following weights: 20,000 single axle, 34,000 lbs. tandem axle - 80,000 lbs. GVW. Weight Table 1.
08156	OR219 MP 23.46 (Willamette River Bridge - south of Newberg)	OR219 crossing Willamette River Bridge is restricted to 20,000 lbs. single axle, 34,000 lbs. tandem axle. 105,500 lbs. GVW., Weight Table 2 for divisible loads; 21,500 lbs. single axle, 43,000 lbs. tandem axle, 98,000 lbs. GVW., Weight Table 3 for non-divisible loads.
08426	I-84 MP 256.42 Upper Perry Interchange crossing over I-84 (Perry)	Upper Perry Interchange crossing over I-84 is restricted to the following weights: 20,000 lbs. single axle, 34,000 lbs. tandem axle, 105,500 lbs. GVW, Weight Table 2 for divisible loads; 21,500 lbs. single axle, 43,000 lbs. tandem axle - 98,000 lbs. GVW., Weight Table 3 for non-divisible loads.
08964	OR27 MP 27.23 (Bear Creek Bridge - south of Prineville)	OR27 crossing Bear Creek Bridge is restricted to 20,000 lbs. single axle, 34,000 lbs. tandem axle, 105,500 lbs GVW, Weight Table 2.
13598	OR27 MP 1.90 (Irrigation Ditch - Prineville)	OR27 crossing Irrigation Ditch at MP 1.90 is restricted to 21,500 lbs. single axle, 43,000 lbs. tandem axle, 60,000 lbs. tri-axle, Weight Table 4.
13599	OR27 MP 2.88 (Irrigation Ditch - Prineville)	OR27 crossing Irrigation Ditch at MP 2.88 is restricted to 21,500 lbs. single axle, 43,000 lbs. tandem axle, 60,000 lbs. tri-axle, Weight Table 4.
13600	OR27 MP 4.62 (Irrigation Ditch - Prineville)	OR27 crossing Irrigation Ditch at MP 4.62 is restricted to 21,500 lbs. single axle, 43,000 lbs. tandem axle, 60,000 lbs. tri-axle, Weight Table 4.

APPENDIX E

ODOT Bridge Inspection Pocket Coding Guide Excerpts – Program Requirements, Condition Ratings for Deck, Superstructure, Substructure, Culverts, and Scour

NBI General Condition Rating Table

For evaluating Items 58, 59 and 60, the following general condition ratings shall be used as a guide

Code	Description
N	Not Applicable
9	Excellent Condition
8	Very Good Condition
7	Good Condition – some minor problems
6	Satisfactory Condition – structural elements show some minor deterioration
5	Fair Condition – all primary structural elements are sound but may have minor section loss, cracking, spalling, or scour.
4	Poor Condition – advanced section loss, deterioration, spalling, or scour.
3	Serious Condition – loss of section, deterioration, spalling, or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
2	Critical Condition - advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.
1	"Imminent" Failure Condition – major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic but corrective action may put back in light service.
0	Failed Condition – out of service – beyond corrective action.

NBI Item 58, Deck Condition Assessment

This item describes the overall condition rating of the deck. Rate and code the condition in accordance with the above general condition ratings. Code 'N' culverts and other structures without decks e.g., filled arch bridge.

Concrete decks should be inspected for cracking, scaling, spalling, leaching, chloride contamination, potholing, delamination, and full or partial depth failures. Steel grid decks should be inspected for broken welds, broken grids, section loss, and growth of filled grids from corrosion. Timber decks should be inspected for splitting, crushing,

fastener failure, and deterioration from rot. The condition of the wearing surface/ protective system, joints, expansion devices, curbs, sidewalks, parapets, fascias, bridge rail, and scuppers shall not be considered in the overall deck evaluation. However, their condition shall be noted on the inspection form.

Decks integral with the superstructure shall be rated as a deck only and not how they may influence the superstructure rating (for example, rigid frame, slab, deck girder or T-beam, voided slab, box girder, etc.). Similarly, the superstructure of an integral deck-type bridge will not influence the deck rating.

Concrete Deck Supplemental Rating Guidelines

In order to properly rate the condition of the concrete deck, the bridge inspector must incorporate the element level condition assessment ratings into the NBI rating for the deck, such as:

- Severity and density of spalls, delaminations, or patched areas (Deck/ Slab element CS rating).
- Severity and density of cracks and the existence of rust staining (Deck & Soffit CS rating).
- Efflorescence on the soffit side of the deck is considered a good indicator as to (1) whether the cracks extend through the deck, (2) whether water is seeping through the cracks and (3) whether corrosion is occurring in the steel reinforcement.
- Existence and severity of construction defects that create additional traffic loading (Roadway Ride Quality Rating).
- Severity of the rutting, scaling or exposure of rebar in the wheel tracks (Wearing Surface Condition).
- Debonded areas of Wearing Surface (Pot/ Pan Holes) (Wearing Surface Condition).

Timber Deck Supplemental Ratings

9	**Excellent Condition**	No noticeable or noteworthy deficiencies which affect the condition of the deck.
8	**Very Good Condition**	Tightly Secured to the floor system. No crushing, decay or splitting.
7	**Good Condition**	Minor checking or splitting with a few loose planks.
6	**Satisfactory Condition**	More than 30% of the planks are checked or split but sound. Some loose planks. Fire damage limited to surface scorching with no measurable section loss. Some wet areas noted. A few planks (< 5%) are in need of replacement.

5	**Fair Condition**	Numerous (30 - 40%) planks checked split, decayed, or crushed. Majority of planks are loose Fire damage limited to surface charring with minor, measurable section loss. Some planks (5 - 10%) are in need of replacement.
4	**Poor Condition**	Majority (> 40%) of the planks are decayed, crushed, or split. Fire damage with significant section loss which may reduce the load carrying capacity. > 10% of the planks need replacement..
3	**Serious Condition**	Severe signs of structural distress are visible. Major decay or fire damage is present which has reduced load carrying capacity.
2	**Critical Condition**	Advanced deterioration with partial deck failure. May need to close bridge.
1	**"Imminent" Failure Condition**	Bridge is closed. Corrective action may put back into light service.
0	**Failed Condition**	Bridge is closed. Deck replacement necessary.

Steel Deck Supplemental Ratings

9	**Excellent Condition**	No noticeable or noteworthy deficiencies which affect the condition of the steel deck.
8	**Very Good Condition**	Tightly secured to floor system with no rust.
7	**Good Condition**	Loose at some connections with minor rusting. A few cracked welds and/or broken grids.
6	**Satisfactory Condition**	Considerable rusting with indications of initial section loss. Loose at many locations. Some cracked welds and/or broken grids.
5	**Fair Condition**	Heavy rusting with areas of section loss. Loose at numerous locations. Numerous cracked welds and/or broken grids.
4	**Poor Condition**	Heavy rusting resulting in considerable section loss and some hole through deck. Many welds cracked and/or grids broken.
3	**Serious Condition**	Severe signs of structural distress are visible.
2	**Critical Condition**	Many holes through deck.
1	**"Imminent" Failure Condition**	Bridge is closed. Corrective action may put back in light service.
0	**Failed Condition**	Bridge is closed. Deck replacement necessary.

NBI Item 59, Superstructure Condition Assessment

This item describes the physical condition of all structural members. Rate and code the condition in accordance with the previously described general condition rating. Code 'N' for all culverts.

The structural members should be inspected for signs of distress which may include cracking, deterioration, section loss, and malfunction and misalignment of bearings. The condition of bearings, joints, paint system, etc. shall not be included in the NBI rating, except in extreme situations, but should be noted in the inspection report.

On a bridge where the deck is integral with the superstructure the superstructure condition rating may be affected by the deck condition.

The resultant superstructure condition rating may be lower than the deck condition rating where the girders have deteriorated or been damaged. Fracture Critical components should receive careful attention because failure could lead to collapse of a span or the bridge.

Concrete Superstructure Supplemental Rating Guideline

9	**Excellent Condition**	New condition.
8	**Very Good Condition**	No noteworthy deficiencies.
7	**Good Condition**	Some minor problems. Non-structural hairline cracks without disintegration.
6	**Satisfactory Condition**	Structural members show some minor deterioration. Hairline structural cracks may be present.
5	**Fair Condition**	All structural members are sound but may have substantial deterioration or disintegration. Hairline structural cracks or spalls present with minor section loss of reinforcement.
4	**Poor Condition**	Extensive disintegration. Measurable structural cracks or large spall areas. Exposed rebar with measurable section loss.
3	**Serious Condition**	Severe concrete disintegration. Large structural cracks may be present. Exposed rebar with advanced stages of corrosion. Local failures or loss of bond possible.
2	**Critical Condition**	Advanced deterioration of primary structural elements. Some rebar may be ineffective due to corrosion. Numerous large structural cracks may be present. Localized failures of bearing areas may exist. Unless monitored closely may need to close the bridge, until corrective action is taken.

1	**"Imminent" Failure Condition**	Bridge is closed. Major deterioration or section loss present on primary structural element, obvious vertical or horizontal movement is affecting the structure's stability. Corrective action may put the structure back into light service.
0	**Failed Condition**	Bridge is closed. Replacement necessary.

Prestressed Concrete Superstructure Supplemental Rating Guideline

9	**Excellent Condition**	No noteworthy deficiencies.
8	**Very Good Condition**	Non-structural cracks.
7	**Good Condition**	Non-structural cracks. No rust stains.
6	**Satisfactory Condition**	Minor concrete damage or deterioration. Non-structural cracks. Minor exposure of reinforcement.
5	**Fair Condition**	Isolated and minor exposure of prestressing strand(s) may be present. Hairline structural cracks with little or no rust staining.
4	**Poor Condition**	Moderate damage or deterioration to concrete portions of the member exposing reinforcing bars or prestressing strands. Possible bond loss. Structural cracks with medium to heavy rust staining. Loss of camber.
3	**Serious Condition**	Severe damage to concrete and reinforcing elements of the member. Severed prestressing strand(s) are visibly deformed. Major or total loss of concrete section in bottom flange. Major loss of concrete in the web, but not occurring at the same location as of concrete section loss in the bottom flange. Horizontal misalignment to member or negative camber. Unless closely monitored it may be necessary to restrict or close the bridge until corrective action is taken.
2	**Critical Condition**	Critical damage to concrete and reinforcing elements of member. This damage may consist of one or more of the following: Structural cracks extend across the bottom flange or in the web directly above the bottom flange damage.

		An abrupt lateral offset as measured along the bottom flange or lateral distortion of exposed prestressing strands. Excessive vertical misalignment. Longitudinal cracks at the interface of the web and the top flange that are not closed and are below the surface damage.
1	**"Imminent" Failure Condition**	Critical damage requiring the replacement of a member. Bridge is closed to traffic.
0	**Failed Condition**	Bridge is closed. Replacement is necessary.

Timber Superstructure Supplemental Rating Guidelines

9	**Excellent Condition**	No or noteworthy deficiencies.
8	**Very Good Condition**	Minor cracking or splitting of beams or stringers at non-critical locations.
7	**Good Condition**	Insignificant decay, cracking, or splitting of beams or stringers.
6	**Satisfactory Condition**	Some decay, checking, or splitting present. Fire damage limited to surface scorching with no measureable loss of section.
5	**Fair Condition**	Moderate decay, cracking, splitting, or minor crushing of beams or stringers. Fire damage limited to surface charring with minor, measurable section loss.
4	**Poor Condition**	Extensive decay, cracking, splitting, cracking or crushing or fire damage. Load capacity of member is affected.
3	**Serious Condition**	Severe decay, checking splitting, cracking, or crushing or fire damage. Load capacity of member is affected.
2	**Critical Condition**	Advanced deterioration. Members have resulted in local failures. Unless monitored closely, it may be necessary to close the bridge until corrective action is taken.
1	**"Imminent" Failure Condition**	Bridge is closed. Corrective action may put back in light service.
0	**Failed Condition**	Bridge is closed. Replacement necessary.

Steel Superstructure Supplemental Rating Guidelines

9	**Excellent Condition**	No noticeable or noteworthy deficiencies which affect the condition of the superstructure.
8	**Very Good Condition**	No visible rust.
7	**Good Condition**	Some rust without any section loss.
6	**Satisfactory Condition**	Initial section loss (minor pitting, scaling, or flaking) in non-critical areas.
5	**Fair Condition**	Initial section loss in critical areas. Fatigue or out-of-plane bending cracks may be present in non-critical areas. Hinges may be showing minor corrosion problems.
4	**Poor Condition**	Significant (measurable) section loss in critical areas. Fatigue or out-of-plane bending cracks may be preset in critical areas. Hinges may be frozen from corrosion.
3	**Serious Condition**	Severe section loss or cracking in critical areas. Minor failures may have occurred.
2	**Critical Condition**	Severe section loss or cracking in many areas with holes rusted through at numerous locations in critical areas.
1	**"Imminent" Failure Condition**	Bridge is closed. Corrective action may put back in light service.
0	**Failed Condition**	Bridge is closed. Replacement necessary.

NBI Item 60, Substructure Condition Assessment

This item describes the physical condition of piers, abutments, piles, fenders, footings, or other components. Rate and code the condition in accordance with the previously described general condition ratings. Code 'N' for all culverts.

All substructure elements should be inspected for visible signs of distress including evidence of cracking, section loss, settlement, misalignment, scour, collision damage, and corrosion.

In accordance with the FHWA Coding Guide, if the Scour Code (NBI Item 113) is coded a "2", the condition rating for the substructure (NBI Item 60) must be consistent. In this case, the term consistent is defined to mean "the same". This is to say that if NBI Item 113 is a 2 or less, then NBI Item 60 must be a 2 or less.

The substructure condition rating shall be made independent of the deck and superstructure. Integral-abutment wingwalls to the first construction or expansion joint shall be included in the evaluation. For non-integral superstructure and substructure units, the substructure shall be considered as the portion below the bearings. For structures where the substructure and superstructure are integral, the substructure shall be considered as the portion below the superstructure.

Concrete Substructure Supplemental Rating Guidelines

9	**Excellent Condition**	No noteworthy deficiencies.
8	**Very Good Condition**	Shrinkage cracks, light scaling, or insignificant spalling. No rebar exposed. Insignificant damage caused by drift.
7	**Good Condition**	Initial disintegration or deterioration, cracking with leaching, or spalls on concrete or masonry units with no effect on bearing area. Leakage of expansion devices has initiated minor cracking. Some rusting of steel without measurable section loss. Some rust without any section loss.
6	**Satisfactory Condition**	Moderate deterioration or disintegration, spalls, cracking, and leaching on concrete or masonry units with little or no effect on bearing areas.
5	**Fair Condition**	Many concrete or masonry units show some section loss with exposed reinforcing steel possible. Scour may be progressive and/or is becoming more prominent with a possibility of exposing top of footing, but no misalignment or settlement noted.
4	**Poor Condition**	Structural cracks in concrete and masonry units. Extensive scouring or undermining of footing affecting the stability of the unit and requiring corrective action.
3	**Serious Condition**	Severe disintegration. Exposed rebar with advanced stages of corrosion. Bearing areas have considerable loss of bearing. Severe scour or undermining of footing is affecting the stability. Settlement may have occurred; shoring may be necessary.
2	**Critical Condition**	Exposed rebar is not bonding with the concrete. Large structural cracks present. Substructure is

		near state of collapse due to scour. Pier has settled.
1	**"Imminent" Failure Condition**	Bridge is closed. Corrective action may put back in light service.
0	**Failed Condition**	Bridge is closed. Replacement necessary.

Timber Substructure Supplemental Rating Guidelines

9	**Excellent Condition**	No noticeable or noteworthy deficiencies which affect the condition of the substructure. Insignificant scrape marks caused by drift or collision.
8	**Very Good Condition**	Insignificant damage caused by drift or collision with no misalignment and not requiring corrective action.
7	**Good Condition**	Insignificant decay, cracking, or splitting of timber. Minor scour may have occurred.
6	**Satisfactory Condition**	Some initial decay, cracking, or splitting of timber. Fire damage limited to surface scorching with no measurable section loss. Shallow, local scouring may have occurred near foundation.
5	**Fair Condition**	Moderate decay, cracking, splitting, or minor crushing of timber; a few secondary members may need replacement. Fire damage limited to surface charring with minor, measurable section loss. Some exposure of timber piles as a result of erosion, reducing penetration.
4	**Poor Condition**	Substantial decay, cracking, splitting, or crushing of primary timber members, requiring some replacement. Fire damage with significant section loss of timber which may reduce the load carrying capacity of the member. Extensive exposure of timber piles as a result of erosion, reducing the penetration and affecting the stability of the unit. Additional cross bracing or backfilling is required.
3	**Serious Condition**	Severe section loss in critical stress areas. Major fire damage to timber which will

		substantially reduce the load carrying capacity of the member. Bearing areas seriously deteriorated with considerable loss of bearing. Settlement of the substructure may have occurred. Shoring is considered necessary.
2	**Critical Condition**	Primary timber members crushed or split and ineffective. Scour is sufficient that substructure is near collapse to close the bridge until corrective action is taken.
1	**"Imminent" Failure Condition**	Bridge is closed. Corrective action may put back in light service.
0	**Failed Condition**	Bridge is closed. Replacement necessary.

Steel Substructure Supplemental Rating Guidelines

9	**Excellent Condition**	No reliable or noteworthy deficiencies which affect the condition of the substructure. Insignificant scrape marks caused by drift or collision.
8	**Very Good Condition**	Insignificant damage caused by drift or collision with no misalignment and not requiring corrective action.
7	**Good Condition**	Some rusting of steel without measurable section loss. Minor scouring may have occurred.
6	**Satisfactory Condition**	Initial (measurable) loss of steel section. Shallow, local scouring may have occurred near foundation.
5	**Fair Condition**	Measurable section loss in steel members. Scour may be progressive and/or is becoming more prominent with a possibility of exposing top of footing, but no misalignment or settlement noted.
4	**Poor Condition**	Extensive section loss in steel members. Additional cross bracing or backfilling is required. Extensive scouring or undermining of footing affecting the stability of the unit and requiring corrective action.
3	**Serious Condition**	Severe section loss in critical stress areas. Bearing areas seriously deteriorated with

		considerable loss of bearing. Settlement of the substructure may have occurred. Shoring considered necessary to maintain the safety and alignment of the structure.
2	**Critical Condition**	Structural steel members have critical section loss with holes in the web and/or knife-edged flanges typical. Scour is sufficient that substructure is near state of collapse. Pier has settled.
1	**"Imminent" Failure Condition**	Bridge is closed. Corrective action may put back in light service.
0	**Failed Condition**	Bridge is closed. Replacement necessary.

NBI Item 62, Culvert Condition Assessment

This item evaluates the alignment, settlement, joints, structural condition, scour, and other items associated with culverts.

The rating code is intended to be an overall condition evaluation of the culvert. Integral wingwalls to the first construction or expansion joint shall be included in the evaluation. For a detailed discussion regarding the inspection and rating of culverts, consult Report No. FHWA-IP-86-2, Culvert Inspection Manual, July 1986.

Item 58 (Deck), Item 59 (Superstructure), Item 60 (Substructure) shall be coded 'N' for all culverts.

Culvert Condition Rating Guidelines

N Not Applicable. Use if structure is not a culvert.

9 No deficiencies.

8 No noticeable or noteworthy deficiencies which affect the condition of the culvert. Insignificant scrape marks caused by drift.

7 Shrinkage cracks, light scaling, no exposed rebar. Insignificant damage caused by drift with no misalignment, no corrective action required. Some minor scouring occurred near wingwalls, or pipes. Metal culverts have a smooth symmetrical curvature with superficial corrosion and no pitting.

6 Deterioration or initial disintegration, minor chloride contamination, cracking with some leaching, or spalls on concrete or masonry walls and slabs. Local minor scouring at wingwalls, or pipes. Metal culverts have a smooth curvature, non-symmetrical shape, significant corrosion, or moderate pitting.

5 Moderate to major deterioration. Extensive cracking and leaching, or spalls on concrete or masonry walls and slabs. Minor settlement or misalignment.

Noticeable scouring or erosion at wingwalls. Metal culverts have significant distortion and deflection in one section. Significant corrosion and deep pitting.

4 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 culverts have significant distortion and deflection throughout, extensive corrosion or deep pitting.

3 Any condition described in 4, but which is excessive in scope. Severe movement or differential settlement of the segments or loss of fill. Holes may exist in walls or slabs. Integral wingwalls nearly severed from culvert. Severe scour or erosion at curtain walls, wingwalls, or pipes. Metal culverts have extensive corrosion or deep pitting with scattered perforations.

2 Integral wingwalls collapsed. Severe settlement of roadway due to loss of fill. Section of culvert may have failed and can no longer support embankment. Complete undermining at curtain walls and pipes. Corrective action required to maintain traffic. Metal culverts have extreme distortion and deflection throughout with extensive perforations due to corrosion.

1 Bridge closed. Corrective action may put back into light service.

0 Bridge closed. Replacement necessary.

NBI Item 113, Scour Code

Use a single-digit code as indicated below to identify the current status of the bridge regarding its vulnerability to scour. Evaluations shall be made by the hydraulic / geotechnical / structural engineers. Guidance on conducting a scour evaluation is included in the FHWA Technical Advisory T5140.23 titled, "Evaluating Scour at Bridges". Detailed engineering guidance is provided in the Hydraulic Engineering Circular 18 entitled "Evaluating Scour at Bridges".

There are two main objectives to be accomplished in inspecting bridges for scour:

- Accurately record the current condition of the bridge and the streambed and
- Identify conditions that are indicative of potential problems with scour and streambed stability for further review and evaluation.

Scour Code Rating Guidelines

N Bridge not over waterway.

U Bridge with "Unknown Foundation" that has not been evaluated for scour. Until risk can be determined, a plan of action should be developed and implemented to reduce the risk to users from a bridge failure during and immediately after a flood event. (See HEC 23).

T Bridge over "tidal" waters that has not been evaluated for scour, but considered low risk. Bridge will be monitored with regular inspection cycle and with appropriate underwater inspections until an evaluation is performed. ("Unknown" foundations in "tidal" waters should be coded "U".)

9 Bridge foundation (including piles) on dry land well above flood water elevations.

8 Bridge foundations determined to be stable for the assessed or calculated scour condition. Scour is determined to be above top of footing by assessment (i.e., bridge foundations are on rock foundations that have been determined to resist scour within the service life of the bridge), by calculation or by installation of properly designed countermeasures (see HEC 23).

7 Countermeasures have been installed to mitigate an existing problem with scour and to reduce the risk of bridge failure during a flood event. Instructions contained in a plan of action have been implemented to reduce the risk of users from a bridge failure during or immediately after a flood event.

6 Scour calculation/evaluation has not been made. (Use only to describe case where bridge has not yet been evaluated for scour potential).

5 Bridge foundations determined to be stable for assessed or calculate scour condition. Scour is determined to be within limits of footing or piles by assessment (i.e., bridge foundations are on rock foundations that have been determined to resist scour within the service life of the bridge), by calculations or by installation of properly designed countermeasures (see HEC 23).

4 Bridge foundations determined to be stable for assessed or calculated scour condition; field review indicates action is required to protect exposed foundations (See HEC 23).

3 Bridge is scour critical; bridge foundations determined to be unstable for assessed or calculated scour conditions:

1. Scour within limits of footing or piles or
2. Scour below spread-footing base or pile tips.

2 Bridge is scour critical; field review indicates that extensive scour has occurred at bridge foundations, which are determined to be unstable by

1. A comparison of calculated scour and observed scour during the bridge inspection, or
2. A engineering evaluation of the observed scour condition reported by the bridge inspector in Item 60. Immediate action is required to provide scour countermeasures.

1 Bridge is scour critical; field review indicates that failure of piers/abutments is imminent. Bridge is closed to traffic.

Failure is imminent based on:

1. A comparison of calculated and observed scour during the bridge inspection, or
2. An engineering evaluation of the observed scour condition reported by the bridge inspector in Item 60.

0 Bridge is scour critical. Bridge has failed and is closed to traffic.

Process for Monitoring Scour and Coding NBI Item 113 Scour Code

Note: Only an ODOT Hydraulics Engineer may change this item

The above water bridge inspectors will be responsible for performing the following:

- Assure that X-Channel Profile is on file for every bridge that is located over a waterway.
- Assure that an underwater inspection is performed on all structures with bridge elements in non-wadeable waterway.
- Review and question the reasonableness of the designated scour code for the bridge. If the scour code seems unreasonable, request that scour evaluation be reviewed by the ODOT Bridge Hydraulics Engineer along with sufficient field data, pictures, and a narrative description that supports that conclusion, i.e., scour countermeasures installed.

The ODOT underwater dive team will perform the following:

- Assure the Underwater Inspections are performed on all structures with bridge elements in a non-wadeable waterway.
- Assure that all assigned major structures over water have an X-Channel Profile and that it is current and up-to-date using a dive boat and fathometer.
- Review and question the reasonableness of the designated scour code for the bridge. If the scour code seems unreasonable, request that the scour evaluation be reviewed by the ODOT Bridge Hydraulics Engineer along with sufficient field data, images and a narrative description that supports that conclusion, i.e. scour countermeasures installed.

The ODOT Bridge Hydraulics Engineer will perform the following:

- Perform a scour evaluation on all new and existing structures in the inventory that are located over a waterway.
- Enter the Scour Code (NBI Item 113) in the Bridge Inventory Database.
- Produce and post the Scour Plan of Action for bridge owners.
- Evaluate all scour countermeasures to see if they were designed and constructed in accordance with HEC 18.
- Respond to the reasonableness review questions generated by the bridge inspectors in the field.

The ODOT Bridge Inventory Coordinator will perform the following:

- Keep the Bridge Hydraulics Engineer, Underwater Inspection Unit, and the above water inspectors posted of new structures.
- Assure that the most up-to-date information is coded in the Bridge Inspection Database for the FHWA Submittals.

APPENDIX F

Sufficiency Rating – Related NBI Items

The sufficiency rating formula is a method of evaluating highway bridge data by calculating four separate factors to obtain a numeric value which is indicative of bridge sufficiency to remain in service. The result of this method is a percentage in which 100 percent would represent an entirely sufficient bridge and zero percent would represent an entirely insufficient or deficient bridge. The four factors are: (1) structural adequacy and safety (55% max); (2) serviceability and functional obsolescence (30%); (3) essentiality for public use (15%); and (4) special reductions (-13% max).

NBI Items that are part of the Sufficiency Rating Calculation are as follows:

1. Structural Adequacy and Safety

NBI Item 59 – Superstructure

NBI Item 60 – Substructure

NBI Item 62 – Culvert

NBI Item 66 – Inventory Rating

2. Serviceability and Functional Obsolescence

NBI Item 28 – Lanes on Structure

NBI Item 29 – Average Daily Traffic

NBI Item 32 – Approach Roadway Width

NBI Item 43 – Structure Type, Main

NBI Item 51 – Bridge Roadway Width

NBI Item 53 – Vertical Clearance Over Deck

NBI Item 58 – Deck Condition

NBI Item 67 – Structural Evaluation

NBI Item 68 – Deck Geometry

NBI Item 69 – Underclearances

NBI Item 71 – Waterway Adequacy

NBI Item 72 – Approach Roadway Alignment

NBI Item 100 – STRAHNET Highway Designation

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3. Essentiality for Public Use

NBI Item 19 – Detour Length

NBI Item 29 – Average Daily Traffic

NBI Item 100 – STRAHNET Highway Designation

4. Special Reductions

NBI Item 19 – Detour Length

NBI Item 36 – Traffic Safety Features

NBI Item 43 – Structure Type, Main

APPENDIX G

Concrete Crack Guideline – Reporting Condition Assessment

Applies to all members that distribute loads to other members, with the exception of decks.

NBI Item 59 or 60 condition rating of 7 or 8

All Superficial Cracks: Cracks < 0.012" and spacing > 3'

- Shrinkage, temperature or all non-live load induced cracks
- Majority of the reinforced concrete elements – Condition State 1

NBI Item 59 or 60 condition rating of 6

Superficial Cracks: Cracks < 0.012" and spacing < 3' but > 1'

- Shrinkage, temperature or all non-live load induced cracks
- Majority of the Reinforced Concrete Elements – Condition State 2

Minor Structural Cracks: Cracks ≥ 0.012" but ≤ 0.05" and spacing > 3'

- Intermittent shear friction zone cracks on 1 side of girder
- Majority of the Reinforced Concrete Elements – Condition State 2

NBI Item 59 or 60 condition rating of 5

Minor Structural Cracks: Cracks ≥ 0.012" but ≤ 0.05" and spacing > 1'

- Intermittent shear friction zone cracks on 1 side of girder.
- Majority of the reinforced concrete elements – Condition State 2

Medium Structural Cracks: Cracks ≥ 0.05" and spacing > 1',

- Intermittent shear friction zone cracks on 2 sides.
- Majority of the reinforced concrete elements – Condition State 2
- No evidence of concrete powder present
- No evidence of spalling or chipping at edge of crack
- The length or width of the concrete crack has not changed

NBI Item 59 or 60 condition rating of 4

Medium Structural Cracks: Cracks ≥ 0.05" or structural cracks spacing < 1'

- Shear friction zone cracks full length one side of girder.
- Majority of the reinforced concrete elements – Condition State 3
- No evidence of concrete powder present
- No evidence of spalling or chipping at edge of crack
- The length or width of the concrete crack has not changed

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NBI 59 or 60 condition rating of 3

Large Structural Cracks: Cracks ≥ 0.05" or structural cracks spacing < 1'

- Shear friction zone cracks full length on both sides of the girder
- Any of the reinforced concrete elements – Condition State 4
- Evidence of concrete powder present
- Evidence of spalling or chipping at edge of crack
- The length or width of the concrete crack has changed

NBI 59 or 60 condition rating of 3 or less

Large Structural Cracks: Cracks ≥ 0.05" or structural cracks spacing < 1'

- Crack length growth is > 6" from previous inspection

OR

- There is a measurable lateral offset across the crack of > 0.03"

Notes

- **Non-Structural Cracks**: caused by shrinkage, temperature or construction practices
- **Structural Cracks**: Shear, Flexure or P/S non-live load-induced cracks that are associated with load path. If accesses to the interior of a RCBG are not available, the amount of transverse cracking in the bottom slab of the box or the face of the exterior stems can be used as an indicator for the condition assessment of the non-visible stems.
- Generally, structural cracks are oriented perpendicular to the primary steel reinforcement
- FRP repair should be assigned at least a "6" NBI rating
- All epoxy-injected, sealed cracks or engineered structural repair will revert the defect rating back to condition state 1.
- Epoxy-injected cracks are not considered structural repairs, however, thus do not affect NBI ratings
- Patching on concrete will revert to condition state 2

APPENDIX H

Classification of Distressed Bridges

General Qualifications

To be considered for either structurally deficient or otherwise distressed, a bridge must first meet two criteria:

1. Its inventory route status, NBI Item 5a *(BrM: roadway.on_under)* must be coded '1', indicating the route is on the structure
2. Its length, NBI item 104 *(BrM: bridge.length)* must be numeric and greater than or equal to 20 ft.

Structurally Deficiencies (SD) (Determined first)

1. A condition rating of 4 or less for any of the following:
   a. Item 58 – Deck Rating *(BrM: inspevnt.dkrating)*
   b. Item 59 – Superstructure Rating *(BrM: inspevnt.suprating)*
   c. Item 60 – Substructure Rating *(BrM: inspevnt.subrating)*
   d. Item 62 – Culvert Rating *(BrM: inspevnt.culvrating)* but only if the last two digits of item 43 – Design Type *(BrM: bridge.designmain)* are coded '07' (frame) or '19' (culvert).

OR

2. An appraisal rating of 2 or less for:

   a. Item 67 – Structural Condition *(BrM: inspevnt.strrating)*

OR

   b. Item 71 – Waterway Adequacy *(BrM: inspevnt.waterwadq)* but only if the last digit of Item 42 – Type of Service *(BrM: bridge.servtypund)* is coded 0, 5, 6, 7, 8 or 9, indicating a waterway under the structure.

Other Deficiencies (OD) (Determined second)

Some of these classifications are in part determined by route. A bridge carrying an NHS route will have Item 104 *(BrM: roadway.NHS_ind)* coded '1' and one carrying an Oregon Freight route will have Userkey 15 *(BrM: bridge.userkey15)* coded 'yes'.

Any bridge that fits any of the following categories of other deficiencies shall be considered a distressed bridge.

Bridge Rail

A bridge's total rail score is greater than or equal to 11

OR

If both its rail material (performance level) is Aluminum

AND

APPENDIX H

NBI Item 26 – Functional Classification *(BrM: roadway.funcclass)* is coded 01, 11, or 12, indicating an interstate highway or other freeway bridge.

Cathodic Protection

Bridges on or eligible for the National Register of Historic Places *(BrM: bridge. histsig = 1 or 2)* that are also located in a coastal environment and currently cathodically unprotected.

Load Capacity

Any bridge on the restricted bridge list

OR

A bridge located on the NHS or Oregon Freight System with Item 67 – Structural Evaluation *(BrM: Inspevnt.strrating)* less than 4

AND

Having continuous trip permits rating factors *(Load Rating Database: LR.P1MVIRF or LR.P2MVIRF)* less than 0.96 (or null) and Type 3-3 Rating factors less than 1.3)

OR

A Bridge located on the NHS or Oregon Freight System with Item 103 *(BrM: bridge. tempstruct)* coded 'T', indicating a temporary structure or condition.

Low Service Life

Any bridge with Federal Sufficiency Rating *(BrM: inspevnt.suff_rate)* < 50.

Movable Bridges

Any movable bridges with old, mechanical contact switches that need to be upgraded to modern, solid-state switches.

Other Geometric Clearances

Item 43b – Main Structure Type *(BrM: bridge.designmain)* with values < 9 or = 22

AND

Item 68 – Deck Geometry Rating *(BrM: inspevnt.deckgeo)* < 4

AND

The bridge is either on the NHS or an Oregon Freight Route.

Paint

Paint system elements *(BrM: eleminsp.elemkey = 390)* with at least 15% in condition state 3 or 4

Scour

Item 113 – A Scour Critical bridge *(BrM: inspevnt.scourcrit ≤ 3)* with any quantity of element 6000 - Scour Defect in condition state 3 or 4.

APPENDIX H

Timber Structures

Bridges with timber substructure elements *(BrM: eleminsp.elemkey = 111, 206, 216, 228 or 235)* with combined quantities greater than or equal to 10% in condition state 3 or 4.

Vertical Clearance

Bridges on I-5 or I-84 with Item 53 – Vertical Clearance over the structure *(BrM: bridge.vclover)* < 16.5 ft. or bridges over I-5 or I-84 with Item 54B – Vertical Clearance under the structure *(BrM: bridge.vclunder)* < 16.5 ft.

OR

Bridges located on an NHS or freight route with Item 53 < 16 ft. or bridges over an NHS or freight route with Item 54B < 16 ft.

OR

Any bridge with Item 53 < 14 ft., or any bridge over traffic with item 54B < 14 ft.

APPENDIX I

STATE HIGHWAYS

Highway Route Numbers may traverse the highways in their entirety or only in part. A route common with another for less than one mile is not shown.

PRIMARY HIGHWAYS

Hwy No.	Highway Name	Route Number
001	Pacific Hwy	I-5, OR99, OR99E, OR138, US30
002	Columbia River Hwy	I-84, US30, US395, US730
003	Oswego Hwy	OR43
004	The Dalles-California Hwy	US20, US26, US97, US197, OR140, OR216
005	John Day Hwy	US26, US395, OR19, OR207
006	Old Oregon Trail Hwy	I-84, US30, US395
007	Central Oregon Hwy	US20, US26, US395, OR201
008	Oregon-Washington Hwy	OR11
009	Oregon Coast Hwy	US26, US101
010	Wallowa Lake Hwy	OR82
011	Enterprise-Lewiston Hwy	OR3
012	Baker-Copperfield Hwy	OR7, OR86, I-84
014	Crooked River Hwy	OR27
0115	McKenzie Hwy	OR216, OR242, OR126Bus
016	Santiam Hwy	US20, OR126
017	McKenzie-Bend Hwy	US20
018	Willamette Hwy	OR58
019	Fremont Hwy	US395, OR31, OR140
01E	Pacific Hwy East (Hwy 081 in ITIS)	OR99E, OR214
01W	Pacific Hwy West (Hwy 091 in ITIS)	OR99, OR99W, OR126, OR126Bus, OR10
020	Klamath Falls-Lakeview Hwy	OR39, OR140
021	Green Springs Hwy	OR66
022	Crater Lake Hwy	OR62
023	Dairy-Bonanza Hwy	OR70
025	Redwood Hwy	OR99, US199
026	Mt Hood Hwy	US26, US30, OR35
027	Alsea Hwy	OR34
028	Pendleton-John Day Hwy	US395
029	Tualatin Valley Hwy	OR8, OR47
02W	Lower Columbia River Hwy (092 in ITIS)	US30
030	Willamina-Salem Hwy	OR22
031	Albany-Corvallis Hwy	US20
032	Three Rivers Hwy	OR22
033	Corvallis-Newport Hwy	US20, OR34
035	Coos Bay-Roseburg Hwy	OR99, OR42
036	Pendleton-Cold Springs Hwy	OR37
037	Wilson River Hwy	OR6
038	Oregon Caves Hwy	OR46
039	Salmon River Hwy	OR18, OR22, OR233
040	Beaverton-Hillsdale Hwy	OR10
041	Ochoco Hwy	US26, OR126
042	Sherman Hwy	US97

Appendix I : State Highways

Hwy No.	Highway Name	Route Number
043	Monmouth-Independence Hwy	OR51
044	Wapinitia Hwy	OR216
045	Umpqua Hwy	OR99, OR38
046	Necanicum Hwy	OR53
047	Sunset Hwy	US26, OR47
048	John Day-Burns Hwy	US395
049	Lakeview-Burns Hwy	US395
050	Klamath Falls-Main Hwy	US97Bus, OR39, OR140
051	Wilsonville-Hubbard Hwy	
052	Heppner Hwy	OR74, OR207
053	Warm Springs Hwy	US26
054	Umatilla-Stanfield Hwy	OR32, US395
058	Albany-Junction City Hwy	OR99E
059	Sandy Blvd Hwy	US30Bus
060	Rogue River Hwy	OR99
061	Stadium Freeway	I-405
062	Florence-Eugene Hwy	OR126
063	Rogue Valley Hwy	OR99
064	East Portland Freeway	I-205, OR212, OR213
066	LaGrande-Baker Hwy	US30, OR203, OR237
067	Pendleton Hwy	US30
068	Cascade Hwy North	OR213
069	Beltline Hwy	OR126
070	McNary Hwy	I-82
071	Whitney Hwy	OR7
072	Salem Parkway	
073	North Umpqua Hwy	OR138

SECONDARY HIGHWAYS

Hwy No.	Highway Name	Route Number
100	Historic Columbia River Hwy	US30
102	Nehalem Hwy	US26, OR47, OR202, US101Bus
103	Fishhawk Falls Hwy	
104	Fort Stevens Hwy	
105	Warrenton-Astoria Hwy	US101Bus
110	Mist-Clatskanie Hwy	OR47
120	Swift Hwy	
123	Northeast Portland Hwy	US30Byp
130	Little Nestucca Hwy	
131	Netarts Hwy	
140	Hillsboro-Silverton Hwy	OR214, OR219
141	Beaverton-Tualatin Hwy	Hall Blvd.
142	Farmington Hwy	OR208
143	Scholls Hwy	OR210
144	Beaverton-Tigard Hwy	OR217
150	Salem-Dayton Hwy	OR221
151	Yamhill-Newberg Hwy	OR240
153	Bellevue-Hopewell Hwy	
154	Lafayette Hwy	
155	Amity-Dayton Hwy	OR233
156	McMinnville Hwy	

Appendix I : State Highways

Hwy No.	Highway Name	Route Number
157	Willamina-Sheridan Hwy	Or18Bus
160	Cascade Hwy South	OR213
161	Woodburn-Estacada Hwy	OR211
162	North Santiam Hwy	OR22
163	Silver Creek Falls Hwy	OR214
134	Jefferson Hwy	
171	Clackamas Hwy	OR224, I-205, OR212
172	Eagle Creek-Sandy Hwy	OR211
173	Timberline Hwy	
174	Clackamas-Boring Hwy	OR212
180	Eddyville-Blodgett Hwy	
181	Siletz Hwy	OR229
182	Otter Rock	
189	Dallas-Rickreall Hwy	OR223
191	Kings Valley Hwy	OR223
193	Independence Hwy	OR51
194	Monmouth Hwy	
200	Territorial Hwy	
201	Alsea-Deadwood Hwy	
210	Corvallis-Lebanon Hwy	OR34
211	Albany-Lyons Hwy	OR226
212	Halsey-Sweet Home Hwy	OR228
215	Clear Lake-Belknap Springs Hwy	OR126
222	Springfield-Creswell Hwy	
225	McVay Hwy	
226	Goshen-Divide Hwy	OR99
227	Eugene-Springfield Hwy	I-105, OR126
228	Eugene 2nd-3rd Couplet	
229	Mapleton-Junction City Hwy	OR36
230	Tiller-Trail Hwy	OR227
231	Elkton-Sutherlin Hwy	OR138
232	Crater Lake-North Hwy	OR138
233	West Diamond Lake Hwy	OR230
234	Oakland-Shady Hwy	OR99
235	Dillard Hwy	OR99
240	Cape Arago Hwy	
241	Coos River Hwy	
242	Powers Hwy	
243	Empire-Coos Bay Hwy	
244	Coquille-Bandon Hwy	OR42S
250	Cape Blanco Hwy	
251	Port Orford Hwy	
255	Carpenterville Hwy	
260	Rogue River Loop Hwy	
270	Lake of the Woods Hwy	OR140
271	Sams Valley Hwy	OR234, OR99
272	Jacksonville Hwy	OR238
273	Siskiyou Hwy	OR99
281	Hood River Hwy	
282	Odell Hwy	
290	Sherars Bridge Hwy	OR216
291	Shaniko-Fossil Hwy	OR218

Appendix I : State Highways

Hwy No.	Highway Name	Route Number
292	Mosier-The Dalles Hwy	US30
293	Antelope Hwy	
300	Wasco-Heppner Hwy	OR206, OR207
301	Celilo-Wasco Hwy	OR206
320	Lexington-Echo Hwy	OR207
321	Heppner-Spray Hwy	OR207
330	Weston-Elgin Hwy	OR204
331	Umatilla Mission Hwy	
332	Sunnyside-Umapine Hwy	
333	Hermiston Hwy	OR207
334	Athena-Holdman Hwy	
335	Havana-Helix Hwy	
339	Freewater Hwy	
340	Medical Springs Hwy	OR203
341	Ukiah-Hilgard Hwy	OR244
342	Cove Hwy	OR237
350	Little Sheep Creek Hwy	
351	Joseph-Wallowa Lake Hwy	
360	Madras-Prineville Hwy	US26
361	Culver Hwy	
370	O'Neil Hwy	
371	Powell Butte Hwy	
372	Century Drive	
380	Paulina Hwy	
390	Service Creek-Mitchell Hwy	OR207
402	Kimberly-Long Creek Hwy	
410	Sumpter Valley Highway	
411	Haines-Anthony Hwy	
413	Halfway-Cornucopia Hwy	
414	Pine Creek Hwy	
415	Dooley Mountain Hwy	OR245
420	Midland Hwy	
422	Chiloquin Hwy	
423	Lower Klamath Hwy	
424	South Klamath Falls Hwy	OR140
425	East Diamond Lake Hwy	OR138
426	Hatfield Hwy	OR39
429	Crescent Lake Hwy	
431	Warner Hwy	OR140
440	Frenchglen Hwy	OR205
442	Steens Hwy	OR78
449	Huntington Hwy	US30
450	Succor Creek Hwy	OR201
451	Vale West Hwy	
453	Adrian-Arena Valley Hwy	
454	Adrian-Caldwell Hwy	
455	Olds Ferry-Ontario Hwy	OR201, US30N, US30Bus
456	I.O.N. Hwy	US95

BRIDGE #	DISTRICT	HWY	MP
00072A	08	060	6.05
00108B	09	002	114.6
00123G	03	030AR	26
00123K	03	030	25.88
00146A	01	092	53.05
00163B	05	226	19.56
00185A	01	092	70.71
00191A	01	092	40.74
00196A	07	045	53.93
00200A	23	100	51.11
00231A	03	191	2.99
00240C	12	005	112.54
00241B	12	005	110.04
00241C	12	005	118.21
00242B	12	005	107.63
00290A	12	005	95.36
00330	01	105	6.89
00332	09	301	2.92
00332A	08	271	0.09
00332C	09	002	99.85
00338	01	092	36.47
00338A	01	092	36.47
00351A	03	030	18.31
00357	22	003	11.43
00360A	04	164	6.98
00361	04	164	7.12
00365A	03	001OL	244.86
00366	04	164	2.64
00367A	03	001	244.96
00372A	03	091	47.29
00373	05	225	1.01
00392A	08	063	1.09
00394	04	091	103.68
00398A	04	058	6.88
00399	04	058	8.8
00403A	03	091	51.06
00406A	08	021	0.76
00409	22	003	6.76
00409B	22	003	6.82
00412A	08	060	10.83
00413	08	060	12.21
00416A	03	091	44.89
00417	03	091	49.75
00420A	04	091	79.97
00432	04	091	105.58
00439B	04	033	5.59

BRIDGE #	DISTRICT	HWY	MP
00441	03	091	34.96
00441A	03	091	35.04
00444B	07	045	53.68
00445A	13	066	10.95
00447	12	006BP	239.45
00449	12	006BP	251.64
00449A	12	006	248.55
00450	13	066	24.6
00474B	12	054	6.27
00475A	12	054	6.6
00476A	12	054	6.91
00478B	12	054	12.1
00479B	12	054	10.6
00482B	07	035	37.31
00491A	03	043	1.86
00492A	03	091	57.89
00493	13	066	45.75
00498	09	100	57.84
00505	01	009	63.48
00506	09	100	72.1
00523	09	100	63.15
00524	09	100	63.79
00526A	03	029	34.71
00533B	04	211	25.46
00537B	10	014	6.32
00546A	14	005	252.97
00552A	04	058	10.66
00553A	04	058	10.72
00555B	01	009	84.08
00558A	13	066	12.61
00559B	07	035	52.42
00561A	04	058	11.19
00563A	04	058	11.76
00564	04	058	11.99
00565	04	058	12.1
00566A	04	058	13.96
00571A	10	019	116.5
00572A	10	019	98.23
00574F	01	009	45.68
00576	08	486	2.65
00578A	04	016	13.55
00580	22	081	17.87
00583E	04	058	29.09
00587C	07	035	67.61
00588C	07	035	63.97
00589A	14	005	251.88

BRIDGE #	DISTRICT	HWY	MP
00598D	07	244	16.74
00599B	14	007	246.55
00611	12	052	36.55
00612	04	032	18.57
00613C	05	226	15.75
00614A	05	226	13.79
00624A	12	002	182.6
00626	13	006DE	256.31
00640A	23	281	18.2
00646A	23	026	97.49
00660A	08	021	23.42
00670A	12	052	15.39
00678	08	022	19.81
00681B	08	022	9.33
00682A	08	022	14.62
00683	04	033	23.38
00684B	08	022	20
00692	12	006BP	251.37
00694A	12	036	6.45
00704A	13	006	323.4
00706	04	091	84.14
00711	01	105	4.78
00714A	01	009	46.45
00718	13	006DI	253.45
00723A	13	010	59.92
00724A	13	010	63.18
00725A	13	010	68.29
00728A	05	229	38.39
00729A	05	229	37.86
00730A	05	229	35.2
00731B	14	455	24.6
00737A	04	058	4.46
00738	04	058	9.81
00744B	22	029	14.31
00745	03	039	23.77
00754B	12	054	10.87
00762	07	009	282.11
00765A	11	019	121.2
00771	04	027	58.42
00773A	04	033	39.96
00776A	12	052	45.47
00777A	12	052	45.56
00778A	12	052	45.99
00781	10	041	24.51
00795A	09	005	19.25
00800A	13	010	19.2
00803A	13	010	19.97
00805C	07	035	72.52
00806A	10	015	93
00808A	07	035	62
00809A	07	035	65.66
00810A	01	029	25.32
00815A	10	004	75.04
00817	09	042	19.62
00818A	13	066	15.65
00823	23	100	14.17
00827A	03	091	56.33
00830B	08	022	25.85
00836A	13	010	14.78
00840	23	100	17.68
00841	23	100	18.21
00844A	12	028	17.44
00849A	09	042	-0.43
00851A	04	181	23.1
00852A	04	181	20.66
00853A	04	181	24.1
00855A	07	035	61.8
00866B	04	033	39.34
00870	01	009	88.68
00871A	04	091	71.48
00872A	04	091	71.57
00877	01	009	71.85
00883	01	046	13.51
00888A	14	005	134.36
00889A	14	005	131.24
00901C	07	009	295.75
00902C	07	009	297.37
00906A	09	052	3.94
00910A	07	009	290.38
00912	07	009	286.61
00920A	11	050	25.7
00921	01	092	77.25
00922A	04	009	114.88
00924A	04	009	118.17
00925A	04	009	119.27
00928A	07	009	295.49
00931	04	033	21.71
00933	04	027	38.6
00937A	03	157	2.25
00939A	09	290	7.65
00949A	07	009	223.21
00949B	07	009BD	223.32

BRIDGE #	DISTRICT	HWY	MP
00953A	07	244	3.05
00957A	11	022	90.37
00966	09	004	45.84
00971B	10	004	92.13
00982	05	009	196.93
00983	07	009	212.27
00986A	11	021	50.1
00988A	14	005	152.33
00989A	14	005	143.18
00990A	10	014	28.67
00995	07	255	338.33
01000B	14	493	28.39
01001A	09	004	32.85
01008A	04	027	46.32
01025D	04	031	10.44
01036A	04	031	7.03
01038A	13	010	33.65
01041	14	005	154.07
01042	14	005	151.89
01043A	14	005	150.54
01044	14	005	148.25
01046A	14	005	144.3
01051A	01	009	46.6
01056A	07	035	19.57
01058A	07	244	15.27
01059A	07	244	15.08
01064A	12	008	12.4
01066A	09	004	14.46
01074A	08	025	40.24
01075A	04	033	48.88
01081	22	140	1.39
01097A	07	244	2.91
01098A	05	229	29.51
01099A	05	229	29.38
01103A	09	005	43.92
01109B	05	015	11.43
01113	05	009	178.35
01114	05	009	175.68
01118A	08	025	40.87
01122A	13	012	40.64
01132F	07	241	0.42
01133A	04	191	23.07
01143D	07	009	357.98
01144	08	038	2.19
01162A	04	016	11.89
01172	07	009	327.7

BRIDGE #	DISTRICT	HWY	MP
01173D	04	009	164.73
01175	04	009	166.46
01180	05	009	175.02
01181	05	009	171.44
01182	05	009	168.44
01185A	22	003	4
01194A	08	025	19.28
01199A	08	025	24.57
01200A	08	025	26.8
01201A	08	025	18.15
01204	04	027	43.03
01205A	04	033	45.68
01206A	04	033	43.91
01211A	04	039	5.34
01217	01	046	17.76
01223	05	015	1.33
01226A	01	009	56.99
01236A	07	009	273.8
01245B	08	271	16.01
01250	04	191	18.9
01251A	04	191	21.03
01253	04	180	14.7
01259	04	027	54.53
01268A	08	025	12.86
01269A	08	025	14.17
01270A	08	025	14.28
01271A	08	025	14.32
01305	01	009	19.72
01311B	07	231	3.82
01318	07	045	16.43
01319	01	046	6.5
01323A	05	015	40.7
01324A	05	015	26.52
01330A	04	016	30.22
01331	05	229	13.09
01338A	08	260	16.64
01344C	03	039	23.1
01345C	01	131	7.49
01349	08	060	11.36
01352A	22	160	12.46
01371A	01	046	17.91
01377A	22	001	308.38
01377C	22	081	-4.42
01386	22	029	3.28
01391A	04	009	149.02
01396	04	032	21.85

BRIDGE #	DISTRICT	HWY	MP
01399A	05	015	50.46
01400	01	Hwy 485	4.62
01401A	04	180	2.4
01402A	04	180	4.93
01403	05	229	10.55
01407A	14	007	238.66
01415	01	102	57.14
01417N	22	091	12.18
01417S	22	091	12.2
01418	08	025	-0.14
01419A	11	020	3.25
01420A	03	150	12.5
01421A	10	007	8.39
01422	04	191	23.59
01428A	04	212	11.82
01430A	04	009	160.15
01437A	03	161	1.85
01439B	22	171	8.13
01457A	10	041	83.52
01463A	14	007	266.81
01468	01	009	12.82
01469	10	041	94.04
01470A	03	150	0.71
01471	05	226	3.14
01481	01	009	24.1
01491A	04	181	5.33
01492A	07	241	14.07
01494A	05	009	184.78
01498	01	009	64.14
01499	01	009	64.23
01500	01	009	65.55
01508	01	102	62.27
01512	04	016	41.44
01513	04	016	42.29
01516	05	015	13.06
01519A	05	018	38.25
01536	05	015	18.32
01552A	10	019	52.96
01577A	04	016	46.12
01578	22	091	13.82
01578A	22	091	13.83
01579	11	020	0.02
01582	04	164	6.27
01587A	04	091	101.16
01600	23	281	4.94
01602	07	009	202.72

BRIDGE #	DISTRICT	HWY	MP
01607A	23	161	27.33
01608A	23	161	21.54
01612A	04	039	21.55
01617	22	081	11.2
01618A	22	081	11.38
01623	07	138	16.32
01624A	14	451	4.68
01626	05	018	31.76
01628	12	002	183.7
01629	12	002	197.8
01630A	12	002	199.03
01637A	12	002	193.46
01648A	14	449	10.03
01660	09	053	92.68
01683	07	045	4.11
01685A	07	045	5.76
01688A	07	045	13.24
01690	04	027	4.67
01691	04	027	6.71
01697	07	045	28.28
01699A	05	200	18.98
01700A	05	200	19.28
01706	04	016	52.44
01707A	01	102	36.75
01710A	01	102	38.1
01712A	01	102	38.81
01717A	14	007	196.71
01719A	14	007	199.32
01725A	04	212	12.94
01726	22	120	0.38
01730	03	154	3.05
01740	22	092	13.19
01741B	05	009	178.75
01741C	05	009	178.82
01745A	07	242	17.13
01746B	04	009	155.54
01747B	14	450	8.73
01748A	01	102	53.07
01750A	09	301	4.76
01750B	09	002	101.68
01754A	22	029	10.55
01755E	05	229	48.36
01755G	05	229	48.78
01755K	05	229	50.16
01755L	05	229	50.36
01755M	05	229	50.62

BRIDGE #	DISTRICT	HWY	MP
01755O	05	229	50.9
01755Q	05	229	51.29
01756A	03	030	4.71
01760	01	102	70.51
01771A	04	211	1.37
01781A	14	006	337.27
01783A	14	006	338.99
01786A	14	006	340.58
01787A	14	006	341.86
01788	14	449	0.46
01792	09	300	51.67
01794A	11	004	285.85
01797	01	009	35.57
01799	03	163	24.92
01802C	03	161	5.5
01805B	04	091	107.3
01805C	04	091	108.11
01805E	04	091	108.4
01809A	12	028	89.18
01810A	12	028	85.06
01812A	01	047	10.23
01820	04	009	141.68
01821E	05	009	190.98
01822	07	009	211.11
01823	07	009	233.99
01827B	01	092	92.5
01830	03	081	24.81
01832	01	047	17.37
01833	09	002FI	109.71
01851A	14	007	182.75
01852A	14	007	183.05
01856	04	201	1.11
01857A	01	130	7.55
01858A	01	130	5.97
01859A	01	130	5.11
01860	01	130	4.76
01861	01	130	4.15
01862	01	130	3.82
01863	01	130	3.6
01864	01	130	3.23
01868	01	037	5.78
01869A	01	037	11.8
01872A	01	037	18.04
01873A	01	037	23.64
01874A	01	037	27.69
01878	01	009	34.05

BRIDGE #	DISTRICT	HWY	MP
01895A	11	004	278.69
01910	10	053	105.24
01914A	04	181	12.87
01917A	03	140	40.8
01923	07	035	74.47
01923A	07	035	74.47
01926A	13	350	15.12
01935A	08	063	2.18
01937	08	271	0.8
01939	23	281	12.9
01940G	07	240	8.33
01942A	07	242	18.22
01945A	14	456	52.97
01946A	14	456	29.92
01947A	14	456	27.91
01948A	14	456	25.77
01949	22	081	5.97
01950	07	009	234.76
01951	01	009	40.86
01952	01	009	40.78
01953	01	009	40.75
01954	01	009	40.65
01954A	01	009	40.66
01955	01	009	40.58
01963	01	102	19.27
01964	01	102	15.76
01968A	04	181	19.42
01972A	04	181	15.47
01979B	01	037	6.9
01983	22	091	3.25
01984	22	091	3.5
01986A	07	035	74.13
01987A	10	053	104.36
01991	01	102	29.32
01992	08	272	18.04
01994	22	068	2.24
01995	07	231	12.36
01996	13	010	20.62
02001	03	030	8.38
02008A	22	081	4.43
02010	22	091	4.86
02012	03	160	26.91
02013	03	160	27.2
02014A	22	092	11.23
02015	03	030	3.97
02019	23	100	0.03

BRIDGE #	DISTRICT	HWY	MP
02020A	11	004	279.95
02025	04	016	56.6
02027A	01	047	34.93
02029	01	047	37.38
02046	01	092	48.92
02049A	05	062	14.49
02052A	05	069	3.03
02054A	03	091	24.29
02061	22	081	22.03
02061A	22	081	22.03
02062A	23	002	40.14
02062B	23	002	40.14
02063	23	002	41.55
02063A	23	002CS	41.57
02067A	01	102	86.39
02069A	13	350	28.1
02071A	05	018	42.93
02073C	05	018	35.98
02074	01	103	5.25
02081	03	030	0.03
02082A	23	171	13.9
02084	13	350	16.05
02097	22	081	1.59
02104	12	300	73.37
02118A	14	456	2.16
02133	09	002FI	104.75
02133A	09	002	104.76
02135A	22	068	9.67
02138	05	091	121.42
02163A	22	C0000	6.73
02164	01	047	24.23
02165	01	047	21.73
02166	01	047	24.47
02173A	07	035	75.99
02176	23	002	35.12
02176A	23	002	35.12
02180A	14	007	185.62
02184	13	010	45.83
02193B	23	002	37.83
02194A	23	002	38.98
02199A	12	005	89.19
02202	01	009	77.53
02203A	14	006	337.63
02204	09	053	69.07
02208	23	161	33.41
02219A	13	010	65.81

BRIDGE #	DISTRICT	HWY	MP
02224A	11	426	18.09
02229C	05	091	109.97
02229D	05	091	111.05
02230A	12	070	0.39
02233A	12	005	85.17
02235	12	005	79.03
02236A	12	005	80.92
02237A	22	C0000	2.62
02254A	22	001	283.11
02259C	22	001	290.97
02278E	07	241	2.19
02279A	07	234	17.1
02281	03	140	28.55
02283	03	140	33.19
02284	03	140	33.71
02299A	01	130	8.52
02301	01	102	64.6
02303	01	102	82.65
02305	04	201	0.1
02306	04	201	0.97
02308A	14	007	135.23
02311	01	009	39.53
02312	01	009	39.13
02314A	13	340	28.82
02319	01	046	7.74
02320A	01	102	4.58
02321	04	211	13.86
02322	04	058	11.34
02323	01	102	61.28
02333	22	047	63.38
02333A	22	047	63.38
02336	13	340	9.57
02347	01	102	86.34
02349	01	009	49.23
02350A	22	081	-0.2
02362A	01	047	50.22
02363	01	047	49.47
02364A	01	047	37.88
02365A	22	047	57.85
02366B	01	047	54.55
02367	22	047	55.73
02367A	22	047	55.69
02374	22	081	12.29
02376B	22	001	289.85
02380	04	058	2.2
02382A	07	009	309.56

BRIDGE #	DISTRICT	HWY	MP
02386A	07	009	308.84
02387A	07	009	313.15
02390	07	241	0.14
02398	12	005	105.6
02399A	05	091	112.22
02403	08	063	14.39
02404A	03	039	37.98
02408A	05	091	115.56
02417	11	050	12.21
02418	01	105	7.1
02432A	12	320	19.48
02439B	12	054	12.41
02443	23	002	63.41
02444	23	002	64.15
02444A	23	002	64.15
02447	04	058	2.42
02457A	10	390	9.07
02459	04	009	127.61
02461A	01	037	38.66
02462A	01	037	36.61
02463	14	005	170.49
02464	14	005	170.62
02466	14	005	174.96
02471B	23	002DU	64.25
02472	01	037	32.05
02474B	11	004	252.52
02475A	11	004	252.21
02478C	07	009	239.2
02479A	01	047	28.92
02481A	04	058	3.04
02486	05	226	6.81
02492	08	138	50.01
02493A	07	138	10.66
02496	07	138	17.95
02508A	04	009	91.79
02515A	04	058	0.69
02520A	05	062	50.91
02522A	05	062	49.93
02529	22	061	3.32
02532	22	091	9.21
02533	22	091	9.37
02561	12	028	15.27
02565	23	002	24.33
02598A	01	102	63.65
02601	01	047	4.4
02625A	04	191	30.72

BRIDGE #	DISTRICT	HWY	MP
02641A	22	092	10.77
02652	04	027	7.06
02654A	01	037	27.9
02667	01	092	23.15
02668A	01	092	21.84
02670A	01	092	21.48
02671A	01	037	28.38
02672	01	047	45.31
02676A	01	037	37.61
02682	23	002	33.6
02701A	04	091	84.76
02711	04	180	11.81
02716A	11	050	3.81
02723	01	009	40.71
02728	04	210	0.13
02732	22	081	12.22
02733B	22	091BX	-0.28
02733C	22	091	-0.29
02734A	12	005	124.12
02737	08	138	39.01
02741	10	041	10.54
02742A	22	140	7.21
02743	03	081	24.67
02745A	10	360	23.71
02746A	10	360	24.42
02762	01	009	80.32
02765	05	062	51.77
02769	10	041	3.04
02770	10	370	3.85
02773A	14	005	209.17
02778A	14	005	216.74
02784B	13	066	38.59
02786A	13	066	39.82
02793A	13	066	52.13
02808	13	012	21.15
02836A	13	414	0.44
02842A	13	012	56.47
02861	14	415	3.42
02869	14	415	12.53
02891A	13	340	23.58
02897A	13	340	28.92
02924A	13	012	0.33
02965	04	027	35.61
02997	04	191	24.23
03004	04	201	3.65
03043A	03	160	20.8

BRIDGE #	DISTRICT	HWY	MP
03853	11	020	22.23
03862A	11	020	54.24
03863A	11	020	54.49
03864A	11	020	56.62
03865A	11	020	56.71
03907A	10	019	44.76
03909A	10	019	50.74
03935A	11	431	12.72
03936A	11	431	15.41
03939A	04	058	29.72
03940A	04	058	30.13
03941A	04	058	30.45
03943A	04	058	32.04
03944A	04	058	32.08
03945	05	091	108.9
03964A	05	015	10.44
03965	05	015	11.59
03966	05	015	19.23
03970B	05	015	39.52
03988A	05	018	20.71
03994A	05	018	30.76
03995A	05	018	48.33
03996A	05	062	3.16
04006A	05	062	9.27
04019A	05	229	12.24
04025A	05	229	21.38
04029	05	229	26.09
04031A	05	229	28.19
04037	05	200	4.59
04040	05	200	5.43
04042	05	200	7.06
04043	05	200	7.14
04050A	05	200	18.72
04057A	05	200	32.18
04058A	05	200	32.24
04059	05	200	37.93
04063	05	200	40.85
04076B	05	062	40.99
04079A	05	062	37.44
04117A	05	222	5.2
04141A	04	009	121.61
04143A	04	009	125.19
04166	04	027	0.55
04167	04	027	1.62
04168	04	027	2.35
04173	04	027	14.22

BRIDGE #	DISTRICT	HWY	MP
04181	04	027	26.69
04190	04	039	3.96
04192	04	039	6.23
04199	04	180	7.73
04231A	04	016	14.06
04242A	04	016	21.69
04267A	04	210	2.45
04272	04	211	0.73
04278A	04	211	6.31
04283	04	211	18.67
04285	04	211	20.45
04287	04	211	24.25
04288A	04	212	1.34
04289A	04	212	2.64
04301	04	211	4.93
04307A	14	005	228.21
04311A	14	005	230.98
04335A	14	492	21.3
04347A	14	007	203.28
04373A	14	007	227.74
04374A	14	007	228.4
04393A	14	450	5.26
04394A	14	450	6.53
04412A	14	489	12.72
04442A	03	140	36.06
04444	03	140	44.07
04445	03	140	44.68
04468A	03	163	19.55
04473	04	211	5.43
04478A	12	052	40.68
04485	12	052	55.67
04504A	12	320	13.57
04516A	22	001	307.93
04517	22	091	-3.18
04518	22	091	-4.84
04527	23	100	11.93
04528	23	100	13.14
04534	23	100	17.89
04543	23	100	20.39
04566B	22	068	7.1
04573	04	039	18.78
04585	04	191	16.83
04587A	04	191	7.2
04588A	04	191	9.85
04589A	04	191	10.11
04590A	04	191	10.56

BRIDGE #	DISTRICT	HWY	MP
04599A	03	193	6.18
04623A	09	300	14.95
04642A	01	009	68.45
04643A	01	009	68.67
04651	01	009	76.64
04654	01	009	79.61
04659	01	009	82.92
04660A	01	009	85.01
04673	01	032	1.47
04675A	01	032	4.43
04677	01	032	5.81
04678	01	032	7.32
04680	01	032	10.48
04681	04	032	10.66
04691A	01	130	1.27
04697A	12	008	0.18
04717A	12	028	44.46
04723	12	028	50.2
04725B	12	028	55.66
04733A	12	036	17.75
04745	12	052	76.68
04746	12	052	77.45
04770A	12	333	9.54
04771A	12	333	10.09
04775A	12	334	0.9
04780A	12	334	3.55
04784A	12	334	11.33
04788	12	334	14.6
04805	01	032	7.19
04821A	13	010	2.64
04834A	13	340	0.63
04841A	13	341	46.75
04845	13	341	42.98
04847A	13	341	39.75
04855A	13	342	9.44
04917A	13	351	6.06
04936A	09	044	16.79
04950	01	102	69.79
04953A	01	102	75.09
04960A	01	102	86.22
04962A	22	140	1.02
04966A	22	140	9.59
04968	22	141	5.73
04970B	22	141	8.88
04979A	12	005	81.85
04981A	12	005	84.53

BRIDGE #	DISTRICT	HWY	MP
04988A	12	005	103.05
05017A	10	390	0.02
05018A	10	390	0.46
05023A	03	091	38.18
05038A	03	153	0.88
05041	03	153	5.88
05054	22	026	0.77
05194	22	091	1.41
05194R	22	026	0.1
05195A	22	091	1.93
05195B	22	C0000	1.98
05203A	12	006	181.59
05204A	12	006	181.95
05204B	12	006	181.95
05208	09	290	8.3
05209A	12	006	188.42
05225A	14	456	10.98
05269	23	171	49.96
05272A	23	171	30.04
05283A	08	270	15.44
05285A	05	018	1.96
05286	05	018	2.46
05290	22	081	-3.86
05640A	01	131	8.33
05978	03	162	54.09
06204	14	028	98.31
06205	14	028	99.13
06497	22	123	0.91
06498	22	123	0.27
06514A	07	009	241.81
06516A	07	035	0.77
06519A	01	C0000	55.19
06524	01	047	7.07
06530A	08	001	75.71
06598A	13	413	5.69
06600A	13	413	0.41
06605A	08	022	0.38
06635	09	004	0.76
06635Q	09	004	0
06653A	04	091	68.13
06654A	04	091	68.46
06661	04	001MV	233.66
06662	04	091	64.38
06671	23	002CA	28.09
06671A	23	002CB	28.05
06677A	12	008	30.75

BRIDGE #	DISTRICT	HWY	MP
06683A	22	091BW	-0.31
06683B	22	091	-0.44
06686C	22	091	-5.5
06688A	05	062RW	3.31
06701A	08	270	-4.52
06713	01	009	28.7
06735A	22	047AW	62.47
06751A	14	440	22.19
06758	03	483	46.75
06767	22	026AD	0.99
06767A	22	026	1.01
06784	07	001	82.34
06785	07	001	83.08
06787A	07	001	97.5
06788A	07	001	97.34
06789A	07	001	97.13
06790A	07	001	96.96
06791A	07	001	96.82
06792A	07	001	96.64
06793A	07	001	96.42
06794A	07	001	96.27
06795A	07	001	96.05
06806	03	162	65.48
06821A	07	138	0.04
06827A	10	361	11.25
06834A	14	442	5.7
06837	05	091	125.99
06886	11	004	247.54
06895	22	091	1.67
06895R	22	026AA	0.58
06896	22	091	1.61
06912	08	271	11.86
06924	23	002	40.27
06931A	04	001	235.01
06945	23	002	17.82
06945A	23	002	17.82
06979A	12	008	31.39
06980A	22	047	69.19
06998	13	342	15.91
06999	01	047	54.45
06999A	01	047	54.45
07016A	07	138	-0.36
07017	03	162	49.84
07019	04	091	84.21
07020	07	009	259.65
07031A	22	068	2.25

BRIDGE #	DISTRICT	HWY	MP
07032A	22	002	3.55
07036	22	002AG	1.27
07040	22	081	-0.12
07043A	22	002	10.08
07044A	22	002	11.43
07046	22	002	17.37
07046A	22	002	17.37
07053	14	048	45.02
07054A	14	048	45.12
07071	14	490	20.48
07073	04	016	13.56
07074	10	053	115.58
07088A	22	002	12.13
07089A	22	002	13.03
07108A	23	100	20.09
07147	01	009	67.98
07164	22	081	13.86
07176	07	241	3.73
07181	01	009	71.18
07224	01	009	66.36
07226	01	009	29.53
07253B	03	030	25.91
07253R	03	030AP	25.85
07271	05	200	25.49
07282	10	380	0.11
07291C	13	006	284.38
07291D	13	006	284.38
07292A	13	006	285.84
07292B	13	006	285.84
07293	13	066	32.86
07293A	13	006	286.2
07293B	13	006	286.2
07295	03	162	47.69
07297	22	081	-4.86
07298	22	081	-4.46
07321	04	091	82.61
07324	07	001	98.51
07333	22	001	308.38
07347	03	162	23.28
07362	08	271	5.99
07366	03	030	25.62
07367A	12	054	6.84
07368	12	036	1.2
07372	10	041	62.54
07392	09	002	69.62
07397	09	002IA	69.85

BRIDGE #	DISTRICT	HWY	MP
07400A	22	081	-5.75
07403A	23	002	46.1
07403B	23	002CV	46.06
07404	07	001	124.54
07404A	07	001	124.54
07405	01	009	30.62
07417	01	092	82.52
07418	01	C0000	82.84
07424	01	009	62.94
07425	01	009	62.67
07426	01	009	62.4
07442	03	C0000	250.32
07456	01	009	62.84
07458	23	002DS	63.98
07459	23	002DS	63.92
07470B	07	045	57.01
07470C	07	045	56.81
07471A	07	045	56.62
07471B	07	045	56.45
07480	01	009	62.25
07481	01	009	62.07
07486	10	041	61.71
07487	10	041	63.22
07489	10	041	65.03
07493	07	009	229.43
07494B	22	001	289.38
07494C	22	001	289.38
07496	23	002	63.02
07496A	23	002	63.02
07498A	22	002	13.39
07507A	10	041	57.49
07508A	07	001IM	140.79
07514	07	009	311.4
07519	01	092	61.21
07520A	09	002	148.57
07524B	03	001	249.38
07530	04	033	3.23
07532	04	033	4.19
07533	04	033	4.47
07534	04	033	5.36
07549	07	001IO	142.18
07550	09	002	80.79
07552A	09	002	76.64
07553	09	002	81.89
07562A	07	C0000	139.09
07567A	07	001	156.03

BRIDGE #	DISTRICT	HWY	MP
07567B	07	001	156.03
07569A	07	001	162.06
07572A	07	001	156.49
07573	13	010	54.11
07575A	22	C0000	287.42
07579A	22	141	12.84
07582A	22	001RL	289.5
07584A	07	001	164.45
07586A	22	C216516	288.98
07587A	07	C0000	156.65
07594A	07	001	159.28
07595	07	001	158.35
07596	08	001	43.08
07601B	08	486	3.07
07615	03	091	62.01
07616	03	091	62.87
07624A	03	C0000	282.59
07624B	03	001RB	282.17
07626A	09	002IC	69.65
07627A	07	001	133.25
07627B	07	001	133.25
07629A	07	001	132
07639A	07	C0000	151.81
07640	07	001	150.76
07640A	07	001	150.79
07641	07	001JD	149.71
07642	07	001JA	150.36
07643	07	C0000	149.39
07644A	07	001	148.21
07650A	10	041	39.08
07651A	10	041	39.43
07657	03	081	27.26
07663A	07	001	128.92
07663C	07	001	128.92
07667	07	C0000	125.07
07668A	07	001	124.22
07668B	07	001HM	124.24
07669A	07	001	124.15
07670A	07	001	123.01
07677	01	037	42.34
07683	01	037	48
07684	01	037	48.35
07685	01	037	48.57
07686	01	037	49.68
07695A	22	C0000	284.88
07715	01	092	60.82

BRIDGE #	DISTRICT	HWY	MP
07718	07	001	132.28
07720	07	009	313.02
07722	01	092	55.29
07726A	22	001SF	293.26
07727A	22	C0000	291.81
07728A	22	001RW	291.3
07729A	22	001	290.48
07735A	05	C0000	186.43
07736A	05	001	185.46
07737A	05	C0000	184.24
07738A	05	001	183.04
07738C	05	001KU	183.18
07738D	05	001	183.04
07740A	05	001	182.63
07740B	05	001	182.63
07740C	05	001KR	182.63
07741A	05	C0000	182.06
07743B	05	001	180.49
07751	12	067	5.33
07758C	22	091	7.4
07758D	22	091AJ	7.82
07769A	03	072	8.46
07770	03	162AD	1.91
07771	09	002	88.83
07776	08	C0000	0
07779	01	037	51.46
07780A	07	009	303.72
07786	07	009BP	307.02
07787	07	009	307.79
07793A	05	001	177.89
07795A	03	001	280.67
07795B	03	001	280.67
07796A	03	001	278.67
07796B	03	001	278.67
07797A	03	C0000	277.36
07799A	03	001	276.4
07799B	03	001	276.4
07800A	03	C0000	274.69
07801A	03	C0000	273.21
07802A	03	140	36.8
07803A	03	C0000	270.47
07804N	07	001	120.03
07813	08	272	35.44
07817	03	162	42.89
07824	07	C0000	0
07828A	05	001	175.84
07828B	05	001	175.84
07830	05	001	174.41
07830A	05	001	174.41
07832	05	001KC	174.74
07833A	05	001	174.74
07833B	05	001	174.74
07839	07	001	113.44
07839A	07	001	113.44
07841A	07	001	112.57
07845	14	007	251.77
07846	14	007	252.18
07847A	03	C0000	268.81
07848A	03	C0000	267.55
07849A	03	C0000	266.54
07850A	03	C0000	265.25
07851A	03	C0000	263.49
07852A	03	C0000	262.41
07853A	03	C0000	261.9
07854C	03	001	259.1
07855B	03	001PN	260.2
07855C	03	001	259.95
07855D	03	001	259.95
07855E	03	001PQ	259.97
07861A	05	001	169.58
07862A	05	C0000	169.25
07864A	05	001	173.84
07865A	05	001	173.4
07867A	22	171	5.2
07880	05	222	5.41
07890	05	222	5.64
07894	05	018	33.24
07904	07	138	22.3
07918	13	351	6.52
07935A	14	006	374.07
07935B	14	006	374.08
07936A	14	006	370.48
07939A	03	001UO	247.1
07940	03	001 F	245.19
07941	04	164	0.25
07949A	01	009	0
07949B	01	009	0.28
07949C	01	009	2.41
07949D	01	009	0
07950	07	001	108.31
07952A	07	001	107.52
07954	07	001FY	106.78

BRIDGE #	DISTRICT	HWY	MP
07956	14	C0000	373.08
07964	03	162	40.33
07965A	03	162	40.47
07970	14	006HB	371.45
07971A	14	006	372.18
07979A	14	006	369.99
07979B	14	006	369.99
07981A	22	002	1.82
07987	13	006	325.31
07987A	13	006	325.34
07991	08	C0971	0.03
07999	22	068	2.19
07999C	22	068	2.43
08003	03	039	51.57
08012	03	C0000	50.8
08013	03	039	51.38
08019A	08	C2600	60.17
08023	07	C0000	0
08026A	07	001FO	101.89
08031	12	335	8.97
08033	01	037	49.09
08037	23	002BY	25.03
08044	12	006CX	243.82
08048	12	006	248.94
08049	08	063	19.07
08051	05	015	1.34
08052	10	380	55.91
08060	03	039	30.38
08062	03	C0000	32.6
08063	03	039	33.64
08064	03	039	33.82
08071	03	162	4.03
08073	03	162	5.44
08074	03	C0000	5.92
08076	03	162	8.88
08077	03	C0000	10.04
08083A	14	006	356.17
08093B	08	001DF	66.22
08094N	08	001	65.74
08094S	08	001	65.74
08100A	08	001CU	61.46
08107E	14	006	378.01
08107W	14	006	378.01
08111	03	072	6.23
08114	04	C0000	243.54
08117	04	001NX	242.14

BRIDGE #	DISTRICT	HWY	MP
08118	04	C0000	242.13
08121	04	001	241.35
08122	04	001	241.12
08123D	04	001	240.66
08124	04	001	240.42
08130	04	C0000	239.67
08132	04	C0000	237.67
08155	03	140	23.08
08156	03	140	23.46
08157	03	140	23.66
08158	03	140	23.89
08167	05	C0000	203.44
08170	05	C0000	201.28
08171N	05	001	200.5
08171S	05	001	200.5
08172	05	001LX	199.15
08173B	05	C0000	198.39
08176A	05	001	197.07
08177	05	C0000	196.74
08178N	05	001	196.69
08178S	05	001	196.69
08180N	05	001	196.19
08180S	05	001	196.19
08184	05	C0000	194.44
08186	05	C0000	193.49
08193	22	061AA	0.52
08194	22	003	0.09
08194R	22	003AE	0.16
08195	22	001	299.23
08196	22	C0000	298.83
08198	22	C0000	297.55
08199A	22	001	297.12
08201	22	C0000	296.46
08202	22	C0000	296.34
08203B	22	001	296.04
08205	22	091	6.22
08205R	22	001WC	6.21
08208	03	091	42.18
08217	04	001	235.71
08218A	04	001	235.67
08218B	04	001	235.67
08219	04	001NA	235.73
08221A	04	001	234.23
08221B	04	001	234.16
08221C	04	001	234.23
08221D	04	001	234.16

BRIDGE #	DISTRICT	HWY	MP
08221E	04	058	0.46
08222N	04	001	233.65
08222S	04	001	233.65
08223	04	016	1.06
08224	04	C0000	231.91
08225N	04	001	231.55
08225S	04	001	231.55
08226N	04	001	230.86
08226S	04	001	230.86
08227N	04	001	230.48
08227S	04	001	230.48
08228	04	C0000	230.12
08229B	04	210	10.03
08230	04	C0000	227.09
08231	04	C0000	224.58
08232N	04	001	222.42
08232S	04	001	222.42
08234N	04	001	220.37
08234S	04	001	220.37
08235N	04	001	220.04
08235S	04	001	220.04
08236N	04	001	218.79
08236S	04	001	218.79
08237	04	C0000	218.28
08238N	04	001	217.85
08238S	04	001	217.85
08239N	04	001	217.39
08239S	04	001	217.39
08240N	04	001	217.2
08240S	04	001	217.2
08241N	04	001	216.97
08241S	04	001	216.97
08242	04	C0000	214.56
08243	04	C0000	212.05
08245N	04	001	210.92
08245S	04	001	210.92
08246N	04	001	210.39
08246S	04	001	210.39
08248	04	C0000	209.06
08249	04	001MG	209.06
08250	05	C0000	207.05
08251N	05	001	205.34
08251S	05	001	205.34
08252	04	212	2.4
08253	04	C0000	219.08
08254	04	C0000	221.58

BRIDGE #	DISTRICT	HWY	MP
08276	09	002	82.62
08281	07	035	0.07
08290	07	009	330.48
08302E	13	006	313.65
08302W	13	006	313.65
08306	01	009	4.91
08317	01	009	8.73
08320	03	039	27.17
08321	03	039	27.28
08322	22	091	5.26
08328	22	001	300.38
08332	08	001	28.66
08333	08	001	55.4
08335N	08	001	54.1
08335S	08	001	54.1
08338	08	001	57.5
08343	11	050	-4.14
08344	11	004	273.62
08345	11	004	273.71
08347	11	004	275.03
08347A	11	004AZ	275.38
08347R	11	020	-0.07
08352	11	004	272.99
08363	04	001OD	241.66
08364	14	006	354.23
08369	05	062	18.24
08375	08	001	49.46
08376	08	001	49.07
08377	08	001	48.82
08378	08	001	48.71
08381N	08	001	45.61
08381S	08	001	45.61
08382	08	060	14.64
08383N	08	001	45.47
08383S	08	001	45.47
08386	05	222	12.19
08388	05	222	13.36
08392C	22	C0000	297.45
08392D	22	001VL	297.53
08397E	14	006	375.8
08397W	14	006	375.8
08398E	14	006	376
08398W	14	006	376
08400	14	C0000	376.98
08401B	22	068AB	0.1
08402	22	123	10.41

BRIDGE #	DISTRICT	HWY	MP
08398W	14	006	376
08400	14	C0000	376.98
08401B	22	068AB	0.1
08402	22	123	10.41
08404A	22	047BK	67.15
08405	13	012	53.91
08412	08	022	22.32
08423E	13	006	315.29
08423W	13	006	315.29
08426	13	006DF	256.42
08427	13	006DE	256.75
08431	13	066	0.23
08431A	13	066	0.12
08432	08	025	-0.24
08437	22	C0000	296.55
08443	05	001LG	191.98
08445	05	225	1.54
08452	08	021	8.83
08459	07	009	347.78
08461A	08	060	0.21
08461B	08	272	0.06
08470	23	002BU	22.11
08470R	23	002BT	22.1
08471	03	162	6.67
08473	03	C0000	2.82
08490	03	039	45.63
08492	03	039	45.76
08498E	12	006	237.95
08498W	12	006	237.95
08500	08	001	58.18
08501	08	001	58.06
08504	13	006	253.42
08505	13	006	254.93
08510	11	004AV	273.68
08512A	07	035	19.8
08522	23	026	37.26
08526	09	004	0.64
08528	13	006	330.67
08528A	13	006	330.67
08534	23	002	56.04
08542	08	C0000	32.75
08543	08	C0000	0

BRIDGE #	DISTRICT	HWY	MP
08567	09	004	6.9
08573	22	C0000	302.53
08574	22	C0000	302.43
08575	22	C0000	302.29
08575Q	22	C0000	302.33
08575R	22	C0000	302.35
08583	22	001	301.99
08588A	22	002	0.24
08588B	22	002AB	0.52
08588C	22	002	0.23
08588D	22	001UY	301.5
08589A	22	001TD	302.2
08589B	22	001TE	301.1
08589C	22	001TI	301.12
08589D	22	001UY	301.5
08590C	22	001	300.69
08590D	22	001	300.68
08590Y	22	001UY	300.68
08591A	22	061AB	1.07
08591B	22	001TB	300.42
08591C	22	001	300.1
08591D	22	001	300.12
08591E	22	061	0.53
08591F	22	061	0.48
08594	12	006BP	235.05
08595E	12	006	238.77
08595W	12	006	238.77
08598	12	331	2.02
08603	09	002	84.28
08603W	09	002	84.28
08604	23	002	50.99
08609	23	002	43.66
08610	23	002	43.93
08610W	23	002	43.93
08611	23	002	44.4
08611W	23	002	44.4
08612	12	006BP	236.29
08613	09	300	6.63
08614	09	300	5.51
08616	04	033AK	55.86
08617	04	033	55.73
08623	23	002	47.31

BRIDGE #	DISTRICT	HWY	MP
08628	04	033	55.16
08634	23	002CT	46.35
08638	05	069	9.59
08638A	05	069	9.59
08662	23	002	63.41
08665	12	008	22.07
08676B	08	001BE	27.58
08681	08	001AO	21.21
08683	08	C0000	0
08688	03	039	44.79
08689A	05	227	3.37
08689B	05	227	3.36
08689C	05	227	3.35
08689D	05	227	3.48
08689E	05	227	3.48
08689F	05	227	3.65
08689H	05	001	193.77
08692	23	002	37.12
08697	05	225	2.25
08700A	05	227	1.96
08700B	05	227	1.97
08701	10	380	38.48
08702	10	380	38.73
08704	05	069	9.92
08704A	05	069	9.92
08705	05	069	10.15
08705A	05	069	10.15
08705B	05	069AQ	10.15
08705C	05	069AM	10.15
08718	07	009	336.94
08719	07	009	339.1
08736	08	C0000	0
08739	08	C0000	0
08743	08	C0000	0
08745	08	021	1.33
08746N	08	001	13.29
08746S	08	001	13.29
08749	08	063	23.79
08771N	08	001	30.69
08771S	08	001	30.69
08775	09	002	84.15
08776	09	002	87.45
08782A	22	001	302.65
08800	08	025	2.95
08804	09	002ET	85.64
08805	09	002ET	85.51

BRIDGE #	DISTRICT	HWY	MP
08820	09	002	137.91
08821	08	022	0.47
08828	01	009	59.32
08829	10	017	18.41
08830	07	035	24.32
08831	09	002	97.45
08842	07	035	23.37
08843	07	035	23.48
08844	05	227	4.69
08848A	11	431	29.65
08849	11	431	31.4
08850	11	431	30.67
08851	08	001	29.64
08852	07	001IW	146.81
08855	09	042	0.39
08864A	05	069	7.06
08870	05	001	190.76
08875	07	035	25.52
08876	07	035	25.67
08882	22	001	305.92
08883	22	001	306.27
08884	12	002	168.77
08885	12	002	168.86
08887B	10	004	136.62
08889	03	030	24.31
08890N	08	001	23.07
08890S	08	001	23.07
08891N	08	001	22.42
08891S	08	001	22.42
08892	09	042	2.18
08893	09	042	2.37
08894	09	042	2.48
08895	09	042	3.1
08896	09	042	3.25
08898	22	C0000	0
08899	07	138	-0.46
08903	03	C0000	45.19
08904	03	091	39.24
08910A	22	047BH	65.8
08911A	22	171	4.91
08923	09	002	95.76
08924	09	002	89.89
08931E	12	006	167.97
08931W	12	006	167.97
08933	09	002	96.04
08934	09	002	97.14

BRIDGE #	DISTRICT	HWY	MP
08935	07	035	30.59
08936	07	035	30.1
08939	05	062	32.4
08940	05	062	31.56
08941E	13	006	321.23
08941W	13	006	321.24
08942	09	002	114.23
08944	09	002FV	123.31
08945	09	002	129.43
08946	12	C0000	164.16
08950	03	039AK	44.06
08951	03	483	46.35
08958	22	061	3.58
08958B	22	061	3.72
08958D	22	061AZ	3.77
08958E	22	001TO	303.06
08958F	22	061BA	3.89
08958G	22	061BB	3.29
08958H	22	061	3.88
08958I	22	061	3.88
08963	13	006	322.99
08964	10	014	27.23
08965E	05	227	1.71
08966	05	227	0.81
08966R	05	227AD	1.01
08979	13	012	70.8
08981	03	030	24.86
08988	23	171	38.77
08989	23	171	39.15
08990	23	171	45.83
08991	23	171	44.88
08993	09	004	35.52
08994	09	004	35.25
08995C	22	081	-5.95
08996	22	123	5.33
08997	22	001TX	304.93
09000	22	C0000	304.68
09002	22	C0000	304.43
09007	22	C0000	304.18
09011	22	001TS	303.98
09012	22	C0000	303.88
09015A	22	001	306.86
09017	23	100	48.95
09021	12	002GQ	159.3
09044	13	006	327.43
09044A	13	006	327.43

BRIDGE #	DISTRICT	HWY	MP
09045	22	144	2.07
09048	04	181	29.64
09049	04	181	30.63
09050	04	181	31.14
09055	03	030	24.53
09059	22	123	12.43
09066E	05	227	6.71
09066W	05	227	6.71
09067E	05	227	7.52
09067W	05	227	7.52
09091A	07	009	362.61
09120	14	006	353.04
09120A	14	006	353.04
09121	14	006	350.2
09121A	14	006	350.2
09123	14	006	345.83
09125	14	C0000	0
09126	09	052	3.21
09135	23	026	19.05
09153	22	091	1.29
09153R	22	026AC	0.13
09154	22	C0000	0.71
09155	22	C0000	0.88
09156	22	061	0.99
09157	22	061	1
09158	22	061	1.02
09159	22	061	0.78
09160	22	061	1.09
09161	22	C0000	1.18
09168	09	005	0.58
09170	09	005AA	0.73
09174	05	001LV	197.64
09179	04	210	0.13
09185	07	035	40.56
09186	07	035	40.77
09187	08	025	20.74
09188	09	004	13.35
09193A	05	228	0.37
09193B	05	228	0.37
09197	09	002	148.6
09198	09	052	0.31
09208	05	227	5
09213	09	002	109.02
09213A	09	002	109.02
09215	07	035	43.15
09216	07	035	43.58

BRIDGE #	DISTRICT	HWY	MP
09225	09	002	109.95
09225A	09	002	109.95
09232	09	002	109.78
09232A	09	002	109.78
09249	22	061	1.97
09249T	22	C0000	1.97
09250	22	061	1.92
09251	22	061	1.89
09252	22	C0000	1.77
09253	22	061	1.72
09254A	22	061AO	1.65
09254B	22	061	1.65
09254C	22	047	73.97
09254D	22	047	73.94
09254E	22	061AL	1.57
09254F	22	061AQ	1.52
09254G	22	061AR	1.14
09254H	22	061AP	1.17
09255	22	061	1.39
09259	08	001	5.32
09259A	08	001	5.36
09260A	08	001	4.63
09268	22	061	3.1
09268A	22	092	1.26
09268B	22	092	1.24
09268E	22	092	1.46
09268N	22	061	2.84
09268S	22	061	2.84
09268W	22	061AY	3.24
09276	22	C0000	2.45
09277	22	061	2.35
09278	22	061	2.25
09279	22	061	2.26
09280	22	061AS	2.25
09281	22	061	2.2
09282	22	061	2.14
09282A	22	C0000	2.12
09283	22	C0000	2.07
09284	22	C0000	2.02
09285	07	001IA	135.14
09307	09	002	151.79
09307A	09	002	151.75
09310A	07	035	47.68
09311	07	035	48.63
09312A	08	273	12.13
09314	12	054	12.56

BRIDGE #	DISTRICT	HWY	MP
09316A	22	001	306.7
09324	05	C0000	10.64
09327	05	C0000	10.98
09332	13	006	335.76
09333	13	006FT	335.71
09334	08	001DX	78.83
09337	08	001	76.6
09339	08	001	76.03
09345	22	047	68.34
09346	07	001EN	88.01
09348	07	001EI	86.14
09351	07	001EF	83.29
09352	08	001	80.76
09352A	08	001	80.8
09358	05	069AN	10.05
09370	07	009	288.5
09372	07	001ES	95.82
09374	07	001ES	95.96
09375	14	006	338.11
09377	23	002	41.96
09381	23	C0000	0
09382	23	002	41.31
09385	13	071	30.54
09386	22	171	3.89
09391	22	047	73.41
09392	22	047	73.7
09394	14	006GG	340.42
09403	22	064	9.03
09403A	22	003AL	9
09403C	22	064AP	9.14
09403R	22	064AQ	9.3
09404	04	009	166.48
09413	04	210	5.85
09414	04	210	5.91
09422	12	C0000	0
09439	08	001	71.39
09439A	08	001	71.39
09440	08	001	71.93
09440A	08	001	71.93
09452	10	293	3.1
09454	22	141	4.71
09456	09	301	5.64
09457	22	144	2.85
09460	05	069	3.92
09463	04	009	104.7
09473	03	215	4.64

BRIDGE #	DISTRICT	HWY	MP
09565	22	C0000	6.69
09567	12	331	4.52
09568	12	006AZ	199.46
09569	22	144	7.22
09572	05	227	0.63
09577	12	006HW	193.53
09578	12	006	195.16
09578A	12	006	195.16
09579	12	006AU	198.54
09584	12	006BE	202.87
09590	08	022	0.57
09591	01	092AX	48.36
09596	05	227AU	6.23
09598	01	092BE	72.75
09600	05	227BD	123.52
09600C	05	227AA	0.26
09600E	05	227	0.26
09600L	05	227	0.28
09600W	05	227	0.26
09607	22	C0000	0.11
09608	22	C0000	0.19
09609	22	C0000	1.18
09611	22	144	1.47
09612	22	144	1.76
09622	13	C0000	268.26
09623	22	171AH	2.42
09630	13	006	260.29
09630A	13	006	260.29
09630B	13	2nd St.	0
09631	13	006	260.93
09631A	13	006	260.93
09632	13	006	261.85
09632A	13	006	261.84
09633	13	C0000	262.34
09634	13	C0000	264.21
09635	13	006	264.96
09635A	13	006	264.92
09636	12	067	0.41
09637	01	029	19.54
09638	01	029	19.99
09640	12	006HP	171.15
09648	12	006BP	224.71
09649	12	006	224.05

BRIDGE #	DISTRICT	HWY	MP
09666	22	123	11.12
09667	22	C0000	23.27
09668	22	171	0.11
09669A	22	171AA	0.33
09670A	22	081	5.51
09671	22	141	2.71
09672	22	143	9.2
09686	13	006	270.87
09691	09	291	23.07
09693	11	004	275.93
09694	11	004	277.13
09702	22	064	9.51
09703	22	C0000	8.69
09704	22	C0000	8.64
09711	22	064	16.8
09711A	22	064	16.8
09712B	22	064DF	16.24
09713	22	C0000	0
09715	22	064BG	14.58
09717	22	064	13.76
09717A	22	064	13.76
09718	22	171AK	4.09
09719	22	171	4.44
09722	22	047AQ	61.06
09724	22	C0000	8.28
09727	22	160	-0.03
09728	22	064	6.4
09728A	22	064	6.42
09734	22	064	5.84
09734A	22	064	5.9
09735	22	064	5.14
09735A	22	064	5.19
09736	22	C0000	4.3
09737	22	064	4.1
09737A	22	064	4.08
09738	22	064	3.82
09738A	22	064	3.81
09739	22	064AC	3.32
09740	22	064	2.08
09740A	22	064	2.1
09741	22	C0000	1.27
09743	22	001	288.51
09743A	22	001	288.51

BRIDGE #	DISTRICT	HWY	MP
09743B	22	064AA	1.04
09743C	22	001RJ	288.48
09744	05	069	8.46
09750	22	064AW	10.24
09755	13	006EO	283.64
09757	22	C0000	0
09770	22	047BB	64.29
09774	08	270	3.33
09775	08	270	4.99
09777	08	270	7.75
09779	13	006EC	273.91
09780	13	C0000	280.53
09793	03	161	2.34
09801	13	006	289.17
09801A	13	006	289.17
09802	13	C0000	291.65
09803	13	C0712	295.67
09804	13	012	2.67
09806	04	031	10.45
09820	14	006GG	340.36
09831	22	171	2.64
09838	14	006	362.15
09838A	14	006	362.15
09845	03	215	17.26
09846	03	215	17.76
09848	03	191	2.99
09855	04	210	7.63
09865	22	081	11.79
09870	03	001QX	282.43
09872	03	030	16.94
09875	07	009	295.27
09883	22	064	9.69
09906	04	009	120.16
09915	22	C0000	56.24
09941	05	069	6.58
09942	05	069	6.83
09997	09	042	6.2
09998	09	042	6.98
0M007	05	429	2.27
0M014	11	019	125.78
0M015	11	019	125.52
0M022	03	039	28.38
0M023	03	039	33.21
0M038	23	026	77.79
0M039	23	026	83.94
0M080	22	144	5.11

BRIDGE #	DISTRICT	HWY	MP
0M093	09	301	6.45
0M116	09	301	7.05
0M203	05	062RW	15.19
0M220	08	001	34.28
0M221	08	001	35.24
0M229	08	022	42.45
0M274	08	063	19.09
0M364	13	012	55.86
0M407	05	001	201.95
0M594	05	062	46.47
0P141	09	002	112.57
0P261	05	015	46.34
0P447	14	071	2.74
0P461	22	029	4.97
0P489	14	048	43.17
10193	04	191	16.67
10261A	04	194	6.27
10265A	04	194	0.16
10673B	12	341	0.03
11226A	01	105	0.17
11233B	01	104	2.32
12205B	04	210	5.51
12208B	04	210	6.3
13074A	22	144AX	3.02
13478	03	C0000	38.62
13490	04	009	98.94
13491	04	039	0.04
13492	23	174	8.47
13494	22	144AJ	0.92
13507	22	064	24.75
13507A	22	064	24.67
13507B	22	064CX	24.79
13514B	22	002AW	6.72
13514C	22	C0000	22.71
13514D	22	064	6.64
13514E	22	C0000	6.76
13514F	22	002	6.94
13514H	22	002	6.6
13514I	22	064	22.24
13514L	22	002AY	6.83
13516	22	C0000	5.82
13516A	22	064	21.57
13516C	22	064CQ	21.86
13516D	22	064CP	21.58
13516F	22	064CM	21.38
13516G	22	064CK	21.19

BRIDGE #	DISTRICT	HWY	MP
13520	22	C0000	21.12
13521	22	C0000	20.87
13522	22	C0000	20.62
13523	22	C0000	20.57
13527	22	C0000	20.06
13528	22	064	19.62
13528A	22	C0000	19.63
13531	22	064	19.12
13533	22	C0000	18.62
13537	22	064	18.11
13538	22	064	17.8
13538A	22	064	17.8
13540	22	064	17.43
13540A	22	064	17.43
13541	22	064	17.22
13541A	22	064	17.22
13548	09	301	14.73
13567	09	005	43.23
13568	09	005	43.36
13569	09	005	43.62
13570	05	015	40.18
13574	22	144BF	4.95
13584	13	006EJ	278.64
13597	10	014	19.62
13598	10	014	1.9
13599	10	014	2.88
13600	10	014	4.62
13811	14	491	13.66
14378A	05	062	15.61
14379A	05	062	15.79
14380A	05	062	16.02
15443	05	062	42.18
16001	04	091	82.9
16002	04	091	82.94
16006	23	026	77.65
16008	23	171	39.73
16014	07	009	326.47
16017	08	022	42.19
16018	08	022	43.54
16019	08	022	44.09
16032	13	012	63.65
16055	22	064	24.34
16055A	22	064	24.27
16063	08	022	35.41
16066	14	071	24.69
16086	03	001	261.12

BRIDGE #	DISTRICT	HWY	MP
16086A	03	001	261.12
16087	08	022	29.23
16098	03	072	1.73
16129	01	029	19.43
16130	01	029	19.72
16134	22	144AQ	2.49
16136	23	026	57.58
16143	22	144AW	3.02
16161	03	001	249.35
16185	22	029	5.13
16188	22	064	25.16
16199	05	062	44.56
16200	05	062	45.9
16231	07	009	300
16267	05	069	11.66
16272	05	226	19.65
16299	07	C0000	167.65
16302	22	064	19.82
16319	14	005	125.72
16333	11	424	0.81
16334	11	424	1.48
16358	22	001TO	303.04
16376	05	069	3.21
16378	05	069	7.46
16410	07	035	50.7
16411	07	035	50.93
16412	07	035	51.08
16413	07	035	51.2
16414	07	035	51.4
16415	07	035	51.5
16416	07	035	51.62
16424	12	070	0.4
16437	12	070	0.61
16438	12	070	0.61
16439	12	070	0.76
16440	12	070	0.76
16441	12	070	1
16442	12	070	1
16443	12	070	1.77
16444	12	070	1.77
16447	12	C1225	0
16448	12	C0000	0
16449	12	C0000	9.85
16450	12	070	10.21
16451	12	070	10.27
16452	12	006	179.42

BRIDGE #	DISTRICT	HWY	MP
16453	12	006 WB	179.45
16454	12	006 EB	179.45
16506	22	001UI	306.9
16509	22	C0000	1.84
16510	22	C0000	1.74
16511	22	092AA	1.69
16522	22	160	0.85
16523	22	C0000	0.63
16526	22	001	307.59
16532	10	004	137.66
16532N	10	004	137.65
16534	22	001TP	303.22
16535	22	001TQ	303.1
16553	22	002AM	3.26
16561	10	004	123.6
16569	03	001PN	260.2
16606	07	035	52.16
16607	07	035	52.3
16611	12	002	165.76
16612	12	002	165.76
16637	22	047BZ	69.35
16649	05	062	45.45
16673	01	009	25.27
16712	10	004	151.3
16720	12	005	116.62
16780	04	210	7.73
16810	13	012	30.08
16811	13	012	31.23
16812E	03	072	6.51
16812M	03	072	6.55
16812W	03	072	6.45
16813	03	072AE	6.49
16814	03	072AF	6.42
16844	08	482	0.14
16845	08	482	0.68
16858	08	138	47.16
16859	08	138	51.2
16860	08	138	55.95
16861	08	138	57.36
16862	08	138	58.71
16873	04	033	56.15
16874	04	033	55.96
16875	04	091CH	84.45
16883	03	072	4.51
16926	22	081	4.4
16955	22	001RK	289.4
16956	22	001UP	289.41
16966	22	047	65.67
16967	03	001OY	251.52
17015	03	001PA	251.79
17027	04	033	32.31
17028	04	033	32.54
17053	04	033AL	56.35
17064	22	091	297.05
17076	22	064DH	16.28
17077	22	064DI	16.17
17082	22	081BP	4.5
17107	22	001UI	307.36
17108	22	081	307.34
17118	22	C0000	14.32
17124	22	081	4.45
17140	07	035	10.45
17157	12	036	15.51
17158	12	036	15.66
17165	07	035	10.59
17176	22	091	297.21
17191	04	001UV	241.12
17192	14	457	0.59
17198	04	210	7.8
17202	10	372	18.28
17208	22	C0000	14.43
17212	22	002	14.05
17213	22	002	15.22
17217	12	036	8.83
17225	03	C0000	255.82
17226	03	C0000	255.56
17235	07	C0000	0
17251	10	017	15.09
17258	22	064DN	14.23
17281	10	C0000	0
17318	04	001	240.69
17319	03	001	256.54
17320	03	001	256.28
17323	10	004BK	135.5
17324	10	004	137.94
17324N	10	004	137.98
17325	10	004BM	135.46
17327	10	004	136.31
17328	10	004	136.48
17329	10	004	136.92
17330	10	004	137.13
17331	10	004	137.33

BRIDGE #	DISTRICT	HWY	MP
17332	10	004	138.25
17333	10	004	139.5
17334	13	066	16.43
17336	14	456	15.67
17342	04	001	240.42
17346	13	012	55.03
17347	14	007	121.59
17351	04	001	241.35
17352	04	001	241.12
17355	23	161	15.41
17362	08	021	16.19
17363	08	272	6.14
17365	22	002IO	16
17368	22	047CK	72.18
17370	01	009	64.99
17371	01	009	65.12
17382	03	163	27.36
17390	10	017	19.82
17396	07	244	14.79
17398	03	051	4.99
17399	03	051	4.17
17407	14	005	126.84
17410	05	062	48.89
17411	13	012	14.32
17415	13	010	42.26
17416	03	193	0.38
17418	03	162	6.67
17424	03	162	8.88
17425	03	C0000	11.53
17426	03	162	13.23
17427	03	162	13.23
17428	03	162	13.58
17429	03	162	13.58
17431	12	052	28.32
17434	01	092	28.44
17435	01	092	27.53
17437	10	C0000	143.27
17439	04	016	1.95
17441	05	229	47.81
17444	14	449	4.56
17446	11	C0000	2.91
17447	10	018	82.2
17451	03	151	10.97
17455	14	440	0.61
17456	14	440	0.98
17459	08	021	2.5

BRIDGE #	DISTRICT	HWY	MP
17460	08	021	3.17
17461	13	066	30.49
17473	05	069	6.09
17474	05	069	5.72
17477	03	001	248.41
17482	03	153	3.06
17483	03	153	2.89
17487	03	001	257.53
17488	03	081	46.15
17931	07	035	2.8
17937	12	052	47.35
17939	05	229	49.3
17944	14	007	225.53
17945	05	069	4.61
17960	05	069BE	5.63
17961	05	069	5.41
17962	05	C0000	5.62
17967	07	009	273.8
17971	04	016	43.07
17973	04	212	16.78
17986	03	039	22.62
17987	14	048	30.1
17988	14	048	30.45
17995	22	001	283.88
17996	22	001	283.88
18016	03	C0000	8.94
18046	04	033	24.93
18047	04	033	25.07
18048	04	033	25.14
18049	04	033	25.31
18050	04	033	25.6
18051	04	033	26.05
18052	04	033	26.47
18053	04	033	26.69
18054	04	033	26.95
18055	04	033	27.54
18057	04	033	27.75
18066	08	272	13.04
18067	23	002	37.83
18074	13	350	29.34
18083	12	005	90.68
18091	08	025 C	7.1
18096	07	009	306.35
18097	14	493	27.73
18098	12	052	75.35
18100	12	052	62.04

BRIDGE #	DISTRICT	HWY	MP
18141	08	038	18.17
18142	11	270	58.83
18144	04	181	12.37
18153	09	002IE	82.07
18154	09	002IE	82.12
18165	01	103	6.32
18173	10	004	138.34
18175	07	009	210.46
18177	07	009	210.88
18178	23	171	41.48
18181	14	440	4.81
18207	22	047CB	70.64
18208	10	C0000	0
18211	10	004	112.63
18214	08	260	17.43
18240	05	015	25.97
18262	07	045	22.84
18267	03	001	254.74
18268	03	162	1.42
18273	08	260	12.91
18276	11	050	1.57
18277	03	160	18.66
18283	10	015AJ	107.48
18295	04	058	1.56
18308	12	036	18.73
18333	05	015	22.79
18346	04	001	235.71
18347	04	001	238.22
18348	04	001	239.35
18350	04	001	239.85
18351	04	001	240.03
18352	04	001	240.2
18353	04	001	241.7
18355	04	001	242.14
18356	04	001	242.58
18386	05	018	2.29
18408	09	002	71.16
18427	08	022	8.56
18431	09	053	85.25
18432	10	041	75.84
18440	03	150	18.41
18461	13	410	0.3
18463	04	210	12.48
18464	14	007	132.51
18468	14	007	133.75
18472	13	010	65.33

BRIDGE #	DISTRICT	HWY	MP
18478	12	320	35.36
18480	22	001WD	292.25
18518	05	015	22.59
18519	14	453	1.59
18525	08	272	38.26
18534	05	015	23.92
18544	07	009	233.09
18551	10	041	28.18
18552	10	C0000	0
18571	23	C0000	63.8
18596	22	C0000	0
18615	01	102	88.84
18618	01	102	89.69
18628	07	009	244.82
18647	22	047	70.87
18657	13	341	42.52
18658	01	009	28.37
18661	12	067	4.06
18674	22	047CH	71.32
18675	03	091	40.78
18716	10	380	1.37
18717	10	380	0.75
18731	04	016	48.82
18775	01	102	33.59
18787	10	019	109.27
18789	10	019	119.6
18804	12	028	77.38
18816	10	C0000	139.17
18849	03	161	2.63
18857	08	272	25.23
18869	08	270	-6.55
18870	11	020	93.81
18871	11	020	93.92
18872	11	020	94.15
18874	11	020	94.44
18875	11	020	94.7
18876	04	164	6.73
18881	13	350	13.69
18882	13	350	14.41
18893	04	016	3.92
18940	22	092	10
18947	14	005	162.08
18960	04	009	167.51
18965	07	045	19.05
18989	07	009	315.53
18990	07	C0000	125.72

BRIDGE #	DISTRICT	HWY	MP
19015	07	009	284.78
19019	05	015	31.3
19086	05	009	169.94
19092	12	067	2.16
19093	12	067	2.17
19105	07	001	112.57
19106	07	001	86.52
19107	07	001	86.52
19108	08	C0000	0
19109	08	001WS	27.07
19110	08	001	27.07
19111	08	C0000	0
19114	08	001WZ	27.04
19115	23	026	42.6
19123	12	052	76.63
19124	11	022	95.36
19126	03	001	251.79
19127	03	001	253.52
19129	11	020	88.24
19130	11	020	89.38
19142	07	001	101.54
19143	07	001	101.54
19144	07	001	101.33
19145	07	001	101.33
19152	09	100	20.2
19153	03	151	9.66
19156	09	002	84.78
19178	03	162	75.65
19179	03	162	60.8
19181	03	162	62.78
19183	03	162	66.42
19184	03	016	87.07
19199	22	047	70.83
19217	04	001	242.58
19218	04	001	242.14
19219	04	001	241.7
19220	04	001	240.2
19222	04	001	240.03
19224	04	001	239.85
19226	04	001	239.35
19227	04	001	238.22
19229	13	006	257.24
19230	13	006	257.22
19237	05	001	179.99
19254	12	320	36.19
19255	12	320	36.29

BRIDGE #	DISTRICT	HWY	MP
19265	23	026	42.61
19267	08	025	29.4
19268	08	025	36.67
19270	12	028	12.93
19271	04	039	19.16
19273	08	C0508	30.33
19281	23	026	43.81
19282	08	001	27.09
19283	08	001	27.09
19284	08	001WV	27.26
19286	08	C0000	0
19312	07	001	86.4
19313	07	001	86.4
19592	22	047DH	58.75
19626	08	001	71.72
19627	08	001	71.72
19649	23	026	57.79
19650	12	008	20.3
19660	22	001VK	301.23
19666	01	047	3.99
19667	22	081	1.15
19681	13	006	259.13
19682	13	006	259.13
19683	13	006	258.89
19684	13	006	258.89
19707	01	037	40.87
19708	08	025	34.28
19709	08	025	32.1
19712	13	006	317.46
19713	13	006	317.44
19723	23	026	46.04
19725	22	047	68.55
19727	08	272	34.94
19738	07	001	120.57
19739	07	001	120.57
19740	07	001	120.49
19741	07	001	120.49
19745	09	002	83.67
19769	11	004	243.98
19782	10	019	46.75
19789	11	021	43.67
19820	01	037	13.62
19822	10	293	0.99
19823	11	004	263.11
19824	03	030	15.72
19825	03	091	57.43

BRIDGE #	DISTRICT	HWY	MP
19836	13	012	20.75
19837	10	C0000	4.11
19838	10	C0000	0
19848	05	001	175.4
19849	05	001	175.6
19850	05	001	175.4
19851	05	001	175.6
19865	13	006	256.17
19866	13	006	256.18
19872	01	102	45.45
19873	01	102	45.63
19874	01	102	48.63
19889	10	041	17.97
19893	09	005	17.03
19896	22	140	5.49
19903	14	007	105.62
19904	14	007	106.62
19905	14	007	167.64
19906	14	007	174.57
19907	14	007	185.81
19908	14	007	190.84
19909	14	007	191.97
19910	14	007	195.13
19911	14	007	205.58
19912	14	007	205.83
19914	14	007	208.42
19915	14	007	213.42
19916	14	007	214.46
19917	14	007	216.78
19918	14	007	244.29
19919	14	007	246.61
19927	11	004	265.65
19933	07	138	25.62
19940	11	004	274.73
19941	11	004	275.74
19957	23	026	33.24
19958	23	026	34.09
19959	10	053	116.57
19960	10	004	105.44
19961	10	004	108.99
19962	10	004	113.94
19964	10	004	183.16
19965	10	004	202.09
20004	05	009	174.4
20008	10	004	92.11
20020	08	063	0.37

BRIDGE #	DISTRICT	HWY	MP
20021	08	001	36.09
20022	08	001	36.09
20023	10	015	111.11
20026	03	001	252.13
20032	03	001	252.22
20034	03	001	252.54
20035	03	001	252.57
20038	04	033	13.89
20039	05	C0000	172.24
20040	05	001	174.24
20041	05	001	174.24
20046	14	005	188.62
20047	14	005	188.77
20048	14	005	189.36
20049	11	420	3.66
20051	10	041	65.63
20052	10	041	65.85
20060	05	001WR	195.46
20061	05	001	195.78
20062	05	001	195.78
20080	12	006	188.43
20093	07	001	99.53
20094	07	001	99.53
20103	05	222	14.44
20104	05	222	14.59
20109	03	001	252.84
20120	05	018	8.08
20139	04	033	51.31
20151	08	063AE	0.35
20153	05	062	1.17
20155	05	018	67.95
20156	10	018	73.4
20179	05	001	188.91
20197	04	032	12.53
20198	04	009	133.86
20201	07	045	10.67
20206	10	004	153.05
20207	10	004	153.08
20212	07	001	130.46
20213	07	001	130.46
20214	07	001	131.47
20215	07	001	131.47
20216	07	001	136.52
20231	04	033	14.07
20232	04	033	14.24
20238	04	033	21.01

BRIDGE #	DISTRICT	HWY	MP
20239	07	001	138.71
20240	07	001	138.6
20241	05	001	179.64
20242	05	001	179.99
20252	03	C0000	24.66
20255	13	341	47.01
20298	03	001PN	260.1
20303	07	001	107.52
20316	01	102	81.94
20326	10	041	33.99
20327	10	041	37.44
20333	07	035	76.65
20335	05	001	178.4
20336	05	001	179.64
20337	07	001	132
20338	23	C0000	0
20344	04	058	25.04
20345	04	058	24.06
20359	05	018	37.09
20360	05	018	9.51
20370	05	C0000	0
20376	05	001	177.89
20377	05	001	185.46
20378	14	006	372.18
20379	05	229	48.26
20389	07	001	117.74
20391	08	025	27.78
20394	10	018	86.3
20395	05	018	2.71
20396	04	001	221.13
20397	04	001	221.13
20398	14	455	25.2
20399	04	058	23.38
20400	04	058	26.8
20401	04	009	120.84
20406	01	009	47.52
20413	05	001	180.49
20416	10	C0000	0
20417	10	C0000	0
20418	03	001	282.25
20419	03	001	282.28
20421	05	001	178.4
20422	07	001	117.74
20423	05	C0000	180.55
20426	10	004	78.17
20442	11	022	92.32

BRIDGE #	DISTRICT	HWY	MP
20459	08	001	57.06
20460	08	001	57.06
20463	04	091	102.72
20475	12	402	13.96
20477	07	001	98.28
20482	14	006	342.91
20484	14	006GH	340.59
20485	14	449	3.9
20486	05	001	188.34
20487	05	001	188.34
20518	12	335	0.93
20549	08	001	61.45
20550	08	001	61.45
20551	08	001	55.78
20552	10	004	151.3
20557	08	C0000	0.17
20559	08	001	38.73
20571	07	001HV	129.22
20582	07	045	36.39
20583	07	045	38.76
20584	07	045	39.64
20585	07	045	39.97
20586	07	045	47.5
20597	05	001	197.4
20598	05	001	197.4
20601	05	001	188.91
20611	07	001	105.41
20612	07	001	105.41
20627	07	001FY	106.71
20628	07	001FU	104.05
20641	05	001	171.62
20642	05	001	171.62
20643	05	001	171.56
20644	05	001	171.56
20645	05	001	169.58
20649	10	041	19.4
20651	22	001UE	305.92
20665	03	001XC	251.78
20666	22	160	10.81
20673	08	001	10.34
20674	08	001	14.96
20675	08	001	14.96
20676	08	001	17.29
20677	08	001	17.29
20717	07	001	110.35
20720	13	071	41.19

BRIDGE #	DISTRICT	HWY	MP
20721	13	071	42.31
20724	07	009	316.98
20732	01	046	0.11
20742	23	002	45.01
20743	23	002	45.01
20768	11	019	126.92
20788	22	001	298.24
20798	09	002	70.1
20799	04	091	78.83
20804	01	110	1.25
20848	01	102	43.7
20855	23	002	38.98
20861	07	231	22.1
20867	14	048	42.95
20868	14	442	0.69
20869	12	028	5.77
20870	14	005	155.75
20871	12	028	60.93
20872	12	005	119.45
20873	12	028	63.81
20875	09	002	88.04
20876	04	C0533	15.69
20878	23	002	17.68
20879	23	002	17.68
20945	01	047	46.3
20966	08	138	37.14
21014	10	004	152
21015	10	004	149.55
21016	10	004	149.56
21017	10	004	152
21038	05	001	192.75
21039	05	001	192.75
21041	05	001	192.99
21064	08	270	-7.02
21077	05	001	192.99
21084	05	015	66.7
21085	05	015	68.36
21087	07	001	121.69
21141	04	033	15.2
21152	23	026	73.82
21161	07	001	163.43
21162	07	231	20.95
21163	07	231	21.15
21188	01	047	2.24
21189	01	047	3.26
21206	13	006	270.87

BRIDGE #	DISTRICT	HWY	MP
21218	23	002	64.44
21234	05	062	26.48
21235	05	062	18.47
21238	03	163	13.91
21252	14	449	2.75
21281	03	160	24.2
21292	13	Hwy 10	17.88
21305	07	001	154.54
21306	07	001	156.49
21307	05	069	0.6
21322	22	047	57.84
21323	01	047	54.55
21343	08	025	6.97
21344	23	026	61.7
21345	23	026	65.88
21346	23	026	61.79
21357	01	092	94.69
21358	08	001AJ	19.17
21377	11	020	18.39
21378	08	021	4.26
21383	08	001AV	24.4
21396	11	422Y	4.57
21397	10	041	66.19
21406	05	200	6.6
21417	22	160	0.01
21434	05	200	40.43
21439	08	001 F	40.85
21455	01	092	67.87
21487	09	042	-0.06
21488	09	042	-0.08
21494	22	C0000	57.16
21530	22	047 F	57.16
21567	05	018	55.98
21568	05	018	56.23
21569	05	018	56.29
21570	05	018	56.32
21576	05	069	12.76
21629	22	C0000	1.6
21655	05	069	12.7
21656	05	069	12.92
21657	05	001LS	195.9
21716	12	333	11.86
21735	03	140	37.21
21816	22	002	16.9
21869	22	075	0.52
21870	22	075	0.8

BRIDGE #	DISTRICT	HWY	MP
21871	22	068 Conn	4.09
21928	23	026	61.59
21978	23	026	66.48
21981	23	026	66.99
21983	23	026	67.17
21984	23	026	67.48
22019	10	3rd St	140.87
22021	10	3rd St	0
22057	01	047	16.28
22105	13	066	8.9
22110	11	020	25.35
22248	09	002	86.83
22316	10	004	1.65
22448	14	048	6.23
22449	14	048	11.15
22519	03	030	25.88
22570	23	002	41.24
29C269	08	272	36.44
35C34	11	424	3.5
39C149	05	069	9.92
65C63	09	100	57.28
E6099C	05	015	0.09
H8588A	22	002AF	0.33
M3556	14	028AE	113.07
N8588E	22	001	301.7
N8837B	22	064	10.72
N8958A	22	001	302.99
R2163A	22	002BA	6.09
R7025B	22	002AJ	1.95
R7026A	22	059AA	2.36
R7040A	22	002IQ	-0.22
R8588E	22	001TI	301.81
S8588E	22	001	301.7
S8837A	22	064	10.72
S8958A	22	001	302.99
W1750B	09	002	101.68
W6099C	05	015	0.09



Fremont Bridge Construction: Historic American Engineering Record OR-104, www.bridgestories.com

The back cover photograph is of the Astoria/Megler Bridge which crosses the Columbia River at Astoria. About 25% of the bridge is currently being painted to protect the steel components from the coastal environment. Overall there is more than 2 million square feet of steel surface area requiring painting which in comparison equals the steel surface areas of all the other coastal bridges combined. The current project began in May 2012 and is targeted for completion this year. The construction costs exceed $17.5M.



2016 BRIDGE CONDITION REPORT & TUNNEL DATA

Bridge Section | Oregon Department of Transportation