

Attachment C

Johnson River Bridge page 1

- [Google Maps](#)
- [Bing Maps](#)
- [OpenStreetMap](#)
- [MapQuest.com](#)
- [USGS National Map](#)
- [Geo URI \(Android\)](#)

Coordinates:

+63.70378, -144.64159
63°42'14" N, 144°38'30"
W



[View more info at Bridgehunter.com](#)

Facts

Source: National Bridge Inventory. Information not verified; use at your own risk.

Name:	ALASKA HIGHWAY over JOHNSON RIVER
Structure number:	0518
Location:	MILE POINT 156.1
Purpose:	Carries highway over waterway
Route classification:	Principal Arterial - Interstate (Rural) [01]
Length of largest span:	200.1 ft. [61.0 m]
Total length:	974.5 ft. [297.0 m]

Roadway width between curbs:	24.6 ft. [7.5 m]	page 2
Deck width edge-to-edge:	26.9 ft. [8.2 m]	
Vertical clearance above deck:	15.7 ft. [4.8 m]	
Owner:	State Highway Agency [01]	
Year built:	1944	
Year reconstructed:	1952	
Historic significance:	Bridge is not eligible for the National Register of Historic Places [5]	
Design load:	M 18 / H 20 [4]	
Number of main spans:	5	
Main spans material:	Steel [3]	
Main spans design:	Truss - Thru [10]	
Deck type:	Wood or Timber [8]	
Wearing surface:	Bituminous [6]	

Latest Available Inspection: July 2018

Good/Fair/Poor Condition:	Poor	Poor Condition
Status:	Open, no restriction [4]	
Average daily traffic:	326 [as of 2017]	
Truck traffic:	28% of total traffic	
Deck condition:	Poor [4 out of 9]	
Superstructure condition:	Fair [5 out of 9]	
Substructure condition:	Fair [5 out of 9]	
Structural appraisal:	Somewhat better than minimum adequacy to tolerate being left in place as is [5]	
Deck geometry appraisal:	Somewhat better than minimum adequacy to tolerate being left in place as is [5]	
Water adequacy appraisal:	Equal to present desirable criteria [8]	
Roadway alignment appraisal:	Equal to present minimum criteria [6]	
Channel protection:	Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7]	
Pier/abutment protection:	Navigation protection not required [1]	
Scour condition:	Bridge is scour critical; bridge foundations determined to be unstable. [3]	
Sufficiency rating:	47.7	<u>Bridge Scour Rating</u>

Previous Inspections

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Date	Condition	Deck	Superstructure	Substructure	ADT	Suff. Rating
July 2018	Poor	Poor	Fair	Fair	326	47.7
July 2016	Poor	Poor	Fair	Fair	302	48.1
July 2014	Poor	Poor	Fair	Fair	554	42.7
July 2012	Fair	Fair	Fair	Fair	507	46.0
August 2010	Fair	Fair	Fair	Fair	400	54.5
July 2008	Fair	Fair	Fair	Fair	457	52.6
August 2006	Fair	Fair	Fair	Fair	654	50.3
June 2005	Fair	Fair	Fair	Fair	650	50.4
June 2004	Fair	Fair	Fair	Fair	674	50.0
June 2002	Fair	Fair	Satisfactory	Fair	588	51.3
August 2000	Fair	Fair	Fair	Fair	588	51.2
August 1998	Fair	Fair	Fair	Fair	556	51.7
June 1996	Fair	Good	Good	Satisfactory	839	58.9
August 1994	Fair	Satisfactory	Satisfactory	Satisfactory	743	63.3
August 1992	Fair	Fair	Fair	Fair	425	44.1

Element Data

Source: National Bridge Elements dataset, 2019 edition. This feature is experimental.

Element	Units	Quantity	1-Good	2-Fair	3-Poor	4-Serious
Superstructure						
Steel Stringer	linear ft.	5,820	4,947	873	0	0
Steel Protective Coating	sq. ft.	50,000	45,000	2,500	2,500	0
Steel Truss	linear ft.	1,940	0	1,455	485	0
Steel Protective Coating	sq. ft.	27,500	14,000	4,500	4,500	4,500
Steel Floor Beam	linear ft.	1,564	0	1,245	319	0
Steel Protective Coating	sq. ft.	10,000	2,560	4,650	2,320	470
Steel Gusset Plate	each	106	87	19	0	0
Steel Protective Coating	sq. ft.	2,120	2,100	20	0	0
Substructure						
Reinforced Concrete Pier Wall	linear ft.	102	0	87	15	0
Reinforced Concrete Abutment	linear ft.	70	0	60	10	0
Joints						
Assembly with Seal	each	120	12	63	0	45
Deck						
Timber Deck	sq. ft.	23,875	0	0	23,875	0
Wearing Surfaces	sq. ft.	23,880	0	0	23,730	150

Bearings

Movable Bearing	each	10	0	10	0	0
Steel Protective Coating	sq. ft.	100	0	46	54	0
Fixed Bearing	each	10	0	10	0	0
Steel Protective Coating	sq. ft.	100	0	100	0	0

Bridge Rail

Reinforced Concrete Bridge Rail	linear ft.	1,950	1,825	125	0	0
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BridgeReports.com: National Bridge Inventory data

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Disclaimer: All data is taken from the National Bridge Inventory and has **not** been verified.

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