

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
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Basic Information

Oregon [41]	Coos County [011]	Unknown [00000]	00.2 MI SW EASTSIDE SCL	43-21-23.42 = 43.356506	124-11-38.39 = -124.193997
01132F241 00051	Highway agency district 7	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 241	HWY 241	Toll On free road [3]	Features intersected	ISTHMUS SLOUGH	
Design - main Steel [3]	Design - approach Steel [3]	Kilometerpoint 67.6 km = 41.9 mi	Year built 1931	Year reconstructed 1960	
1	Movable - Bascule [16]	35	Truss - Deck [09]	Skew angle 0	Structure Flared Yes, flared [1]
		Historical significance Bridge is not eligible for the NRHP. [5]			
Total length 515.4 m = 1691.0 ft	Length of maximum span 42.7 m = 140.1 ft	Deck width, out-to-out 11 m = 36.1 ft	Bridge roadway width, curb-to-curb 8.2 m = 26.9 ft		
Inventory Route, Total Horizontal Clearance 8.2 m = 26.9 ft	Curb or sidewalk width - left 1.1 m = 3.6 ft	Curb or sidewalk width - right 1.1 m = 3.6 ft			
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface					
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length 1.4 km = 0.9 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	15.4 metric ton = 16.9 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	26.3 metric ton = 28.9 tons
Bridge posting	Equal to or above legal loads [5]		Design Load	M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	3000	Average daily truck traffi	16	%	Year	2014	Future average daily traffic	3000	Year	2033
Road classification	Minor Arterial (Urban) [16]		Lanes on structure	2		Approach roadway width	8.2 m = 26.9 ft			
Type of service on bridge	Highway [1]		Direction of traffic	2 - way traffic [2]		Bridge median				
Parallel structure designation	No parallel structure exists. [N]									
Type of service under bridge	Waterway [5]		Lanes under structure	0		Navigation control	Navigation control on waterway (bridge permit required). [1]			
Navigation vertical clearanc	8.5 m = 27.9 ft			Navigation horizontal clearance	18.3 m = 60.0 ft					
Minimum navigation vertical clearance, vertical lift bridge				Minimum vertical clearance over bridge roadway	30.48 m = 100.0 ft					
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]									
Minimum lateral underclearance on right	0 = N/A					Minimum lateral underclearance on left	0 = N/A			
Minimum Vertical Underclearance	0 = N/A			Minimum vertical underclearance reference feature	Feature not a highway or railroad [N]					
Appraisal ratings - underclearances	N/A [N]									

Repair and Replacement Plans

Type of work to be performed	Work done by					Work to be done by contract [1]				
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	5957000			Roadway improvement cost	596000				
	Length of structure improvement	567 m = 1860.3 ft			Total project cost	9531000				
	Year of improvement cost estimate	2011								
	Border bridge - state				Border bridge - percent responsibility of other state					
	Border bridge - structure number									

Inspection and Sufficiency

Structure status	Posted for load [P]	Appraisal ratings - structural	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Satisfactory [6]	Appraisal ratings - roadway alignment	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - deck	Poor [4]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour conditions; field review indicates action is required. [4]		
Channel and 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]		
Appraisal ratings - water adequacy	Superior to present desirable criteria [9]	Status evaluation	Structurally deficient [1]
Pier or abutment protection	In place but in a deteriorated condition [3]	Sufficiency rating	46.6
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions			
Traffic safety features - approach guardrail			
Traffic safety features - approach guardrail ends			
Inspection date	June 2016 [0616]	Designated inspection frequency	24 Months
Underwater inspection	Every two years [Y24]	Underwater inspection date	August 2016 [0816]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	August 2015 [0815]
Other special inspection	Not needed [N]	Other special inspection date	