

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
 Form Interface Design: www.historicbridges.org. Data Conversion Assistance By www.bridgehunter.com. None of the involved parties make any guarantee of accuracy.

Basic Information

| | | | | | |
|--|----------------------------|---------------------------------|----------------------------|---|---|
| Oregon [41] | Coos County [011] | North Bend [53000] | 01.4 MI N HWY 240 JCT | 43-25-37.52 = 43.427089 | 124-13-19.81 = -124.222169 |
| 01823 009 23403 | Highway agency district 7 | Owner State Highway Agency [01] | Maintenance responsibility | State Highway Agency [01] | |
| Route 101 | US101(HWY009) | Toll On free road [3] | Features intersected | COOS BAY (MCCULLOUGH BR) | |
| Design - main 3 | Steel continuous [4] | Design - approach 27 | Concrete continuous [2] | Kilometerpoint 37657 km = 23347.3 mi | Year built 1936 |
| | Truss - Thru [10] | | Arch - Deck [11] | Year reconstructed 1967 | Skew angle 0 |
| | | | | Structure Flared | Historical significance Bridge is on the NRHP. [1] |
| Total length | 1626.8 m = 5337.5 ft | Length of maximum span | 241.7 m = 793.0 ft | Deck width, out-to-out | 10.6 m = 34.8 ft |
| Inventory Route, Total Horizontal Clearanc | 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 | Epoxy Overlay [5] | | | | |
| Deck protection | | | | | |
| Type of membrane/wearing surface | | | | | |

Weight Limits

| | | | | |
|-----------------------|--------------------------------------|---------------------|-------------------|-----------------------------|
| Bypass, detour length | Method to determine inventory rating | Load Factor(LF) [1] | Inventory rating | 23.6 metric ton = 26.0 tons |
| 2.6 km = 1.6 mi | Method to determine operating rating | Load Factor(LF) [1] | Operating rating | 39.9 metric ton = 43.9 tons |
| Bridge posting | Equal to or above legal loads [5] | Design Load | M 13.5 / H 15 [2] | |

Functional Details

| | | | | | | | | | | |
|---|---|----------------------------|-----------------------|---|--|------------------------|--|-------|------|------|
| Average Daily Traffic | 16500 | Average daily truck traffi | 10 | % | Year | 2014 | Future average daily traffic | 18400 | Year | 2033 |
| Road classification | Principal Arterial - Other (Rural) [02] | | 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 designatio | 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 | 37.5 m = 123.0 ft | | | Navigation horizontal clearance | 157 m = 515.1 ft | | | | | |
| Minimum navigation vertical clearance, vertical lift bridge | | | | Minimum vertical clearance over bridge roadway | 5.16 m = 16.9 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] | | | | | | | | |
| Widening of existing bridge or other major structure without deck rehabilitation or replacement [33] | Bridge improvement cost | 16987000 | Roadway improvement cost | 1699000 | | | | | | |
| | Length of structure improvement | 1617 m = 5305.4 ft | | Total project cost | 27179000 | | | | | |
| | 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 | Open, no restriction [A] | Appraisal ratings - structural | Somewhat better than minimum adequacy to tolerate being left in place as is [5] |
| Condition ratings - superstructure | Satisfactory [6] | Appraisal ratings - roadway alignment | Equal to present desirable criteria [8] |
| Condition ratings - substructure | Satisfactory [6] | Appraisal ratings - deck geometry | Basically intolerable requiring high priority of corrective action [3] |
| Condition ratings - deck | Satisfactory [6] | | |
| Scour | Bridge foundations determined to be stable for assessed or calculated scour condition. [5] | | |
| 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 | Functionally obsolete [2] |
| Pier or abutment protection | In place but in a deteriorated condition [3] | Sufficiency rating | 49.5 |
| Culverts | Not applicable. Used if structure is not a culvert. [N] | | |
| Traffic safety features - railings | Inspected feature meets currently acceptable standards. [1] | | |
| Traffic safety features - transitions | | | |
| Traffic safety features - approach guardrail | | | |
| Traffic safety features - approach guardrail ends | | | |
| Inspection date | May 2015 [0515] | Designated inspection frequency | 24 Months |
| Underwater inspection | Every two years [Y24] | Underwater inspection date | July 2016 [0716] |
| Fracture critical inspection | Every two years [Y24] | Fracture critical inspection date | August 2016 [0816] |
| Other special inspection | Unknown [N00] | Other special inspection date | |