### Basic Information

| Washington | [53] | Benton County [006] | Unknown [00000] | 4.9 E JCT SR 240 | 46-38-30.00 = 46.641667 | 119-43-42.00 = -119.728333 |
| Highway agency district | 5 | Owner | State Highway Agency [01] | Maintenance responsibility | State Highway Agency [01] |
| Route | 24 | Toll | On free road [3] | Features intersected | COLUMBIA RIVER |

### Design - main

- **Steel** [3]
- **Truss - Thru** [10]

### Design - approach

- Prestressed concrete continuous [6]
- Stringer/Multi-beam or girder [02]

### Kilometerpoint

- 7015.2 km = 4349.4 mi

### Year built

- 1965

### Year reconstructed

- N/A [0000]

### Skew angle

- 0

### Historical significance

- Bridge is not eligible for the NRHP. [5]

### Total length

- 604.1 m = 1982.1 ft

### Length of maximum span

- 80.5 m = 264.1 ft

### Deck width, out-to-out

- 10.3 m = 33.8 ft

### Bridge roadway width, curb-to-curb

- 8.5 m = 27.9 ft

### Inventory Route, Total Horizontal Clearance

- 8.5 m = 27.9 ft

### Curb or sidewalk width - left

- 0.6 m = 2.0 ft

### Curb or sidewalk width - right

- 0.6 m = 2.0 ft

### Deck structure type

- Concrete Cast-In-Place [1]

### Type of wearing surface

- Monolithic Concrete (concurrently placed with structural deck) [1]

### Deck protection

- 

### Type of membrane/wearing surface

- 

### Weight Limits

| Bypass, detour length | 19.9 km = 12.3 mi |
| Method to determine inventory rating | Load Factor(LF) [1] |
| Inventory rating | 35.1 metric ton = 38.6 tons |
| Method to determine operating rating | Load Factor(LF) [1] |
| Operating rating | 59.4 metric ton = 65.3 tons |
| Bridge posting | Equal to or above legal loads [5] |
| Design Load | MS 18 / HS 20 [5] |
### Functional Details

<table>
<thead>
<tr>
<th>Average Daily Traffic</th>
<th>Average daily truck traffic</th>
<th>22%</th>
<th>Year</th>
<th>2010</th>
<th>Future average daily traffic</th>
<th>5396</th>
<th>Year</th>
<th>2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road classification</td>
<td>Minor Arterial (Rural) [06]</td>
<td></td>
<td></td>
<td></td>
<td>Lanes on structure</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lanes under structure</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td>Approach roadway width</td>
<td>9.8 m = 32.2 ft</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Type of service on bridge</td>
<td>Highway [1]</td>
<td></td>
<td></td>
<td></td>
<td>Type of service under bridge</td>
<td>Waterway [5]</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lanes under structure</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td>Navigation control</td>
<td>Navigation control on waterway (bridge permit required). [1]</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Navigation vertical clearance</td>
<td>3 m = 9.8 ft</td>
<td></td>
<td></td>
<td></td>
<td>Navigation horizontal clearance</td>
<td>76.2 m = 250.0 ft</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimum navigation vertical clearance, vertical lift bridge</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Minimum vertical clearance over bridge roadway</td>
<td>4.95 m = 16.2 ft</td>
<td></td>
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</tr>
<tr>
<td>Minimum lateral underclearance reference feature</td>
<td>Feature not a highway or railroad [N]</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Minimum lateral underclearance on right</td>
<td>0 = N/A</td>
<td>Minimum lateral underclearance on left</td>
<td>0 = N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimum Vertical Underclearance</td>
<td>0 = N/A</td>
<td>Minimum vertical underclearance reference feature</td>
<td>Feature not a highway or railroad [N]</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Appraisal ratings - underclearances</td>
<td>N/A [N]</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Repair and Replacement Plans

<table>
<thead>
<tr>
<th>Type of work to be performed</th>
<th>Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]</th>
<th>Work done by</th>
<th>Work to be done by contract [1]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridge improvement cost</td>
<td>35763000</td>
<td>Roadway improvement cost</td>
<td>7153000</td>
</tr>
<tr>
<td>Length of structure improvement</td>
<td>619.4 m = 2032.3 ft</td>
<td>Total project cost</td>
<td>71526000</td>
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<tr>
<td>Year of improvement cost estimate</td>
<td>2010</td>
<td>Border bridge - state</td>
<td>Border bridge - percent responsibility of other state</td>
</tr>
<tr>
<td>Border bridge - structure number</td>
<td></td>
<td>Border bridge - structure number</td>
<td></td>
</tr>
</tbody>
</table>
### Traffic Safety Features

- **Railings**: Inspected feature meets currently acceptable standards. [1]
- **Transitions**: Inspected feature meets currently acceptable standards. [1]
- **Approach Guardrail**: Inspected feature meets currently acceptable standards. [1]
- **Approach Guardrail Ends**: Inspected feature meets currently acceptable standards. [1]

### Condition Ratings

- **Deck**: Satisfactory [6]
- **Superstructure**: Satisfactory [6]
- **Substructure**: Satisfactory [6]

### Channel and Channel Protection

Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition. [8]

### Appraisal Ratings

- **Structural**: Equal to present minimum criteria [6]
- **Deck Geometry**: Meets minimum tolerable limits to be left in place as is [4]
- **Water Adequacy**: Equal to present desirable criteria [8]
- **Roadway Alignment**: Equal to present minimum criteria [6]

### Inspection and Sufficiency

- **Structure Status**: Open, no restriction [A]
- **Condition Ratings - Superstructure**: Satisfactory [6]
- **Condition Ratings - Substructure**: Satisfactory [6]
- **Condition Ratings - Deck**: Satisfactory [6]
- **Scour**: Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]
- **Navigation Protection**: Navigation protection not required [1]
- **Traffic Safety Features - Railings**: Inspected feature meets currently acceptable standards. [1]
- **Traffic Safety Features - Transitions**: Inspected feature meets currently acceptable standards. [1]
- **Traffic Safety Features - Approach Guardrail**: Inspected feature meets currently acceptable standards. [1]
- **Traffic Safety Features - Approach Guardrail Ends**: Inspected feature meets currently acceptable standards. [1]

### Inspection Schedule

- **Inspection Date**: March 2012 [0312]
- **Designated Inspection Frequency**: Every 24 months [Y24]
- **Underwater Inspection**: Unknown [Y60]
- **Underwater Inspection Date**: September 2012 [0912]
- **Fracture Critical Inspection**: Every two years [Y24]
- **Fracture Critical Inspection Date**: March 2012 [0312]
- **Other Special Inspection**: Not needed [N]
- **Other Special Inspection Date**: Not needed [N]