HistoricBridges.org - National Bridge Inventory Data Sheet

2013 Inventory

The National Bridge Inventory contains data submitted by state transportion 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]	Multnomah County [051]	Portland [59000]	WILLAMETTE RIVER MP 12.4	45-31-22.93 = 45.523036	122-40-03.20 = -122.667556

00511 000000000	Highway agency district	#Num!	Owner	County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]

Route	9326	BURNSIDE BRIDGE	Toll	On free road [3]	Features intersected	WILLAMETTE RIVER

Design - main	Steel [3]	Design - approach	Steel [3]	Kilometerpoint	0 km = 0.0 mi
1	Movable - Bascule [16]	2	Truss - Deck [09]	Year built	1926
				Year reconstructed	N/A [0000]
				Skew angle	99
				Structure Flared	
				Historical significance	Bridge is eligible for the NRHP. [2]

Total length	260.9 m = 856.0 ft	Length of maximum span	81.1 m = 266.1 ft	Deck width, out-to-out	26.2 m = 86.0 ft	Bridge roadway width, curb-to-curb	20.7 m = 67.9 ft

Inventory Route, Total Horizontal Clearance	20.7 m = 67.9 ft	Curb or sidewalk width - left	2.4 m = 7.9 ft	Curb or sidewalk width - right	2.4 m = 7.9 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
0.1 km = 0.1 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	39 metric ton = 42.9 tons
	Bridge posting	Equal to or above legal loads [5]	Design Load	Railroad [8]

Functional Details

Average Daily Traffic	56625	Average daily truck traffi	10 %	Year	2010	Future average daily traffic	79555	Year	2030

Road classification	Other Principal Arterial (Urban) [14]	Lanes on structure	6	Approach roadway width	20.7 m = 67.9 ft
Type of service on bridge	Highway-pedestrian [5]	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	19.5 m = 64.0 ft	Navigation horizontal clearance	60 m = 196.9 ft		
Minimum navigation vertical clearance, vertical lift bridge		Minimum vertical clearance over bridge roadway	5.26 m = 17.3 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	5.05 m = 16.6 ft	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

Widening of existing bridge or other major structure without deck rehabilitation or replacement [33]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	2741000	Roadway improvement cost	274000
Length of structure improvement	261 m = 856.3 ft	Total project cost	4386000
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	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Good [7]		

Scour	Bridge is scour critical; bridge foundations determined to be unstable. [3]
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 - water adequacy	Equal to present desirable criteria [8]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection	In place and functioning [2]	Sufficiency rating	49.7

Culverts	Not applicable. Used if structure is not a culvert. [N]

Traffic safety features - railings	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - transitions	
Traffic safety features - approach guardrail	
Traffic safety features - approach guardrail ends	

Inspection date	March 2013 [0313]	Designated inspection frequency	24	Months

Underwater inspection	Unknown [Y48]	Underwater inspection date	August 2012 [0812]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	March 2013 [0313]
Other special inspection	Unknown [N00]	Other special inspection date	