

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]	Multnomah County [051]	Portland [59000]	FESSENDEN ST. OVER BURLIN	45-35-30.84 = 45.591900	122-43-44.77 = -122.729103
51T104000000000	Highway agency district #Num!	Owner	Railroad [27]	Maintenance responsibility	Railroad [27]
Route 9976	FESSENDEN ST	Toll	On free road [3]	Features intersected	BURLINGTON NORTHERN R&R
Design - main	Steel [3]	Design - approach	Steel [3]	Kilometerpoint	0 km = 0.0 mi
1	Truss - Deck [09]	2	Stringer/Multi-beam or girder [02]	Year built	1909
				Year reconstructed	N/A [0000]
				Skew angle	0
				Structure Flared	
				Historical significance	Bridge is eligible for the NRHP. [2]
Total length	50 m = 164.1 ft	Length of maximum span	27.4 m = 89.9 ft	Deck width, out-to-out	18.3 m = 60.0 ft
Inventory Route, Total Horizontal Clearance	12.2 m = 40.0 ft	Curb or sidewalk width - left	3 m = 9.8 ft	Curb or sidewalk width - right	3 m = 9.8 ft
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Bituminous [6]				
Deck protection					
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	20.9 metric ton = 23.0 tons
0.3 km = 0.2 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	35.4 metric ton = 38.9 tons
	Bridge posting	Equal to or above legal loads [5]	Design Load	M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	4931	Average daily truck traffi	10	%	Year	2010	Future average daily traffic	9173	Year	2030
Road classification	Collector (Urban) [17]	Lanes on structure	2	Approach roadway width	14 m = 45.9 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	Railroad [2]	Lanes under structure	0	Navigation control	Not applicable, no waterway. [N]					
Navigation vertical clearanc	0 = N/A		Navigation horizontal clearance	0 = N/A						
Minimum navigation vertical clearance, vertical lift bridge		Minimum vertical clearance over bridge roadway	30.48 m = 100.0 ft							
Minimum lateral underclearance reference feature	Railroad beneath structure [R]									
Minimum lateral underclearance on right	3.7 m = 12.1 ft			Minimum lateral underclearance on left	0 = N/A					
Minimum Vertical Underclearance	6.55 m = 21.5 ft		Minimum vertical underclearance reference feature	Railroad beneath structure [R]						
Appraisal ratings - underclearances	Somewhat better than minimum adequacy to tolerate being left in place as is [5]									

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	578000	Roadway improvement cost	58000						
	Length of structure improvement	55 m = 180.5 ft		Total project cost	924000					
	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	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructure	Poor [4]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Equal to present minimum criteria [6]
Condition ratings - deck	Poor [4]		
Scour	Bridge not over waterway. [N]		
Channel and channel protection	Not applicable. [N]		
Appraisal ratings - water adequacy	N/A [N]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	49.7
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	July 2016 [0716]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [N00]	Underwater inspection date	
Fracture critical inspection	Unknown [N00]	Fracture critical inspection date	
Other special inspection	Unknown [N00]	Other special inspection date	