

HistoricBridges.org - National Bridge Inventory Data Sheet

2017 Inventory

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]	Multnomah County [051]	Portland [59000]	FREMONT BRIDGE	45-32-17.30 = 45.538139	122-40-59.15 = -122.683097
02529 061 00332	Highway agency district	#Num!	Owner	State Highway Agency [01]	Maintenance responsibility
State Highway Agency [01]					State Highway Agency [01]
Route	405		I-405 (HWY 061)	Toll	On free road [3]
Features intersected	WILLAMETTE RIVER				
Design - main	Steel continuous [4]	Design - approach		Kilometerpoint	534.3 km = 331.3 mi
3	Arch - Thru [12]	0	Other [00]	Year built	1973
				Year reconstructed	N/A [0000]
				Skew angle	0
				Structure Flared	
				Historical significance	Bridge is possibly eligible for the NRHP. [3]
Total length	656.5 m = 2154.0 ft	Length of maximum span	382.5 m = 1255.0 ft	Deck width, out-to-out	43.6 m = 143.1 ft
Bridge roadway width, curb-to-curb	41.5 m = 136.2 ft	Inventory Route, Total Horizontal Clearance	20.7 m = 67.9 ft	Curb or sidewalk width - left	0 m = 0.0 ft
Curb or sidewalk width - right	0 m = 0.0 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	Method to determine inventory rating	No rating analysis or evaluation perfor	Inventory rating	32.7 metric ton = 36.0 tons
1.9 km = 1.2 mi	Method to determine operating rating	No rating analysis or evaluation perfor	Operating rating	54.4 metric ton = 59.8 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	MS 18 / HS 20 [5]	

Functional Details

Average Daily Traffic	122400	Average daily truck traffi	7	%	Year	2014	Future average daily traffic	132600	Year	2033
Road classification	Principal Arterial - Interstate (Urban) [11]		Lanes on structure	8		Approach roadway width	41.5 m = 136.2 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	Highway-waterway-railroad [8]		Lanes under structure	4		Navigation control	Navigation control on waterway (bridge permit required). [1]			
Navigation vertical clearanc	53.3 m = 174.9 ft		Navigation horizontal clearance	298.7 m = 980.0 ft						
Minimum navigation vertical clearance, vertical lift bridge			Minimum vertical clearance over bridge roadway	5.59 m = 18.3 ft						
Minimum lateral underclearance reference feature	Railroad beneath structure [R]									
Minimum lateral underclearance on right	3 m = 9.8 ft					Minimum lateral underclearance on left	30.5 m = 100.1 ft			
Minimum Vertical Underclearance	5.59 m = 18.3 ft		Minimum vertical underclearance reference feature	Railroad beneath structure [R]						
Appraisal ratings - underclearances	Basically intolerable requiring high priority of corrective action [3]									

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	32056000	Roadway improvement cost	3206000
	Length of structure improvement	657 m = 2155.6 ft	Total project cost	51289000
	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	Equal to present minimum criteria [6]
Condition ratings - superstructure	Satisfactory [6]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Superior to present desirable criteria [9]
Condition ratings - deck	Satisfactory [6]		
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	Navigation protection not required [1]	Sufficiency rating	76
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	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 date	September 2012 [0912]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	September 2012 [0912]
Other special inspection	Not needed [N]	Other special inspection date	