

HistoricBridges.org - National Bridge Inventory Data Sheet

2017 Inventor

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]	1.1 MI S OF BURNSIDE BR	45-30-27.62 = 45.507672	122-40-09.59 = -122.669331
08328 001 30038	Highway agency district	#Num!	Owner	State Highway Agency [01]	Maintenance responsibility
State Highway Agency [01]					State Highway Agency [01]
Route	5		I-5 (HWY 001)	Toll	On free road [3]
Features intersected	WILLAMETTE RIVER MARQUAM				
Design - main	Steel [3]	Design - approach		Kilometerpoint	48341.5 km = 29971.7 mi
3	Truss - Deck [09]	0	Other [00]	Year built	1966
				Year reconstructed	N/A [0000]
				Skew angle	0
				Structure Flared	
				Historical significance	Historical significance is not determinable at this time. [4]
Total length	318.2 m = 1044.0 ft	Length of maximum span	134.1 m = 440.0 ft	Deck width, out-to-out	51.2 m = 168.0 ft
Bridge roadway width, curb-to-curb	34.7 m = 113.9 ft	Inventory Route, Total Horizontal Clearanc	17.4 m = 57.1 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	Latex Concrete or similar additive [3]				
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 km = 0.6 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	88500	Average daily truck traffi	9	%	Year	2014	Future average daily traffic	107000	Year	2033
Road classification	Principal Arterial - Interstate (Urban) [11]		Lanes on structure	8		Approach roadway width	17.4 m = 57.1 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	21.9 m = 71.9 ft		Navigation horizontal clearance	99.1 m = 325.1 ft						
Minimum navigation vertical clearance, vertical lift bridge			Minimum vertical clearance over bridge roadway	4.7 m = 15.4 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

Bridge improvement cost

Roadway improvement cost

Length of structure improvement

Total project cost

0

Year of improvement cost estimate

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	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Satisfactory [6]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]		
Channel and channel protection	Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. [6]		
Appraisal ratings - water adequacy	Equal to present desirable criteria [8]	Status evaluation	
Pier or abutment protection	None present but re-evaluation suggested [5]	Sufficiency rating	70
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	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - approach guardrail ends	Inspected feature meets currently acceptable standards. [1]		
Inspection date	July 2015 [0715]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y36]	Underwater inspection date	September 2015 [0915]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	July 2015 [0715]
Other special inspection	Not needed [N]	Other special inspection date	