

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]	PORTLAND	45-27-51.62 = 45.464339	122-39-54.76 = -122.665211
06879 000 00000	Highway agency district #Num!	Owner County Highway Agency [02]	Maintenance responsibility	County Highway Agency [02]	
Route 9704	TACOMA STREET	Toll On free road [3]	Features intersected	WILLAMETTE RIVER	
Design - main Steel [3]	Design - approach Concrete [1]	Kilometerpoint 0 km = 0.0 mi	Year built 1925	Year reconstructed 1960	
4 Truss - Deck [09]	24 Mixed types [20]	Skew angle 0	Structure Flared		
		Historical significance	Bridge is eligible for the NRHP. [2]		
Total length 601.1 m = 1972.2 ft	Length of maximum span 91.4 m = 299.9 ft	Deck width, out-to-out 9.4 m = 30.8 ft	Bridge roadway width, curb-to-curb	7.3 m = 24.0 ft	
Inventory Route, Total Horizontal Clearance 7.3 m = 24.0 ft	Curb or sidewalk width - left 0 m = 0.0 ft	Curb or sidewalk width - right	1.3 m = 4.3 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 1 km = 0.6 mi	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	0 metric ton = 0.0 tons
	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	0 metric ton = 0.0 tons
Bridge posting	20.0 - 29.9 % below [2]		Design Load	MS 13.5 / HS 15 [3]

Functional Details

Average Daily Traffic	33495	Average daily truck traffi	10	%	Year	2010	Future average daily traffic	46108	Year	2030
Road classification	Minor Arterial (Urban) [16]		Lanes on structure	2		Approach roadway width	8.5 m = 27.9 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	Highway-waterway-railroad [Lanes under structure	2		Navigation control	Navigation control on waterway (bridge permit required). [1]			
Navigation vertical clearanc	22.9 m = 75.1 ft			Navigation horizontal clearance	91.4 m = 299.9 ft					
Minimum navigation vertical clearance, vertical lift bridge				Minimum vertical clearance over bridge roadway	30.48 m = 100.0 ft					
Minimum lateral underclearance reference feature	Highway beneath structure [H]									
Minimum lateral underclearance on right	0.6 m = 2.0 ft				Minimum lateral underclearance on left	0.5 m = 1.6 ft				
Minimum Vertical Underclearance	4.9 m = 16.1 ft			Minimum vertical underclearance reference feature	Highway beneath structure [H]					
Appraisal ratings - underclearances	Basically intolerable requiring high priority of replacement [2]									

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	6946000			Roadway improvement cost	695000				
	Length of structure improvement	661 m = 2168.7 ft			Total project cost	11114000				
	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, temporary structure in place to carry legal loads [E]	Appraisal ratings - structural	Basically intolerable requiring high priority of replacement [2]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Fair [5]		
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	Structurally deficient [1]
Pier or abutment protection	None present but re-evaluation suggested [5]	Sufficiency rating	2
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions			
Traffic safety features - approach guardrail			
Traffic safety features - approach guardrail ends			
Inspection date	January 2013 [0113]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y48]	Underwater inspection date	September 2008 [0908]
Fracture critical inspection	Unknown [N00]	Fracture critical inspection date	
Other special inspection	Unknown [N00]	Other special inspection date	