

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] 0.6 MI NW PORTLAND CC 45-35-09.67 = 45.586019 122-45-46.01 = -122.762781

06497 123 00091 Highway agency district #Num! Owner State Highway Agency [01] Maintenance responsibility State Highway Agency [01]

Route 30 US 30 (HWY 123) Toll On free road [3] Features intersected WILLAMETTE RV/UPRR & P&W

Design - main Steel [3] Design - approach Steel [3] Kilometerpoint 146.5 km = 90.8 mi

3 Suspension [13] 12 Truss - Deck [09] Year built 1931 Year reconstructed N/A [0000]

Skew angle 0 Structure Flared

Historical significance Bridge is eligible for the NRHP. [2]

Total length 1099.9 m = 3608.8 ft Length of maximum span 367.9 m = 1207.1 ft Deck width, out-to-out 15.5 m = 50.9 ft Bridge roadway width, curb-to-curb 12.2 m = 40.0 ft

Inventory Route, Total Horizontal Clearance 20.7 m = 67.9 ft Curb or sidewalk width - left 1.5 m = 4.9 ft Curb or sidewalk width - right 1.5 m = 4.9 ft

Deck structure type Concrete Cast-in-Place [1]

Type of wearing surface Monolithic Concrete (concurrently placed with structural deck) [1]

Deck protection

Type of membrane/wearing surface

Weight Limits

Bypass, detour length 0.6 km = 0.4 mi Method to determine inventory rating Load Factor(LF) [1] Inventory rating 33.6 metric ton = 37.0 tons

Method to determine operating rating Load Factor(LF) [1] Operating rating 55.3 metric ton = 60.8 tons

Bridge posting Equal to or above legal loads [5] Design Load MS 18 / HS 20 [5]

Functional Details

Average Daily Traffic	20700	Average daily truck traffi	9	%	Year	2010	Future average daily traffic	21700	Year	2030
Road classification	Minor Arterial (Urban) [16]		Lanes on structure	4		Approach roadway width	18 m = 59.1 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 [Lanes under structure	10		Navigation control	Navigation control on waterway (bridge permit required). [1]			
Navigation vertical clearanc	62.5 m = 205.1 ft			Navigation horizontal clearance	344.1 m = 1129.0 ft					
Minimum navigation vertical clearance, vertical lift bridge				Minimum vertical clearance over bridge roadway	5.18 m = 17.0 ft					
Minimum lateral underclearance reference feature	Highway beneath structure [H]									
Minimum lateral underclearance on right	8.8 m = 28.9 ft				Minimum lateral underclearance on left	30.4 m = 99.7 ft				
Minimum Vertical Underclearance	30.46 m = 99.9 ft			Minimum vertical underclearance reference feature	Highway beneath structure [H]					
Appraisal ratings - underclearances	Better than present minimum criteria [7]									

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	19037000	Roadway improvement cost	1904000						
	Length of structure improvement	1100 m = 3609.1 ft		Total project cost	30459000					
	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 minimum criteria [6]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Satisfactory [6]		
Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]		
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	Superior to present desirable criteria [9]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection	Navigation protection not required [1]	Sufficiency rating	65.5
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	June 2011 [0611]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y48]	Underwater inspection date	September 2010 [0910]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	June 2011 [0611]
Other special inspection	Unknown [Y72]	Other special inspection date	September 2007 [0907]