

**Oregon Department of Transportation  
Bridge Inspection Report**

<b>District :</b>	2B	<b>Structure :</b>	Burnside St West Approach over Naito Pkwy	<b>Bridge ID :</b>	00511A
<b>Fac Crossed :</b>	WEST BURNSIDE APPROACH	<b>Owner :</b>	County Hwy Agency	<b>Fac Carried :</b>	BURNSIDE ST
<b>Suff Rating :</b>	33.0	<b>County :</b>	Multnomah	<b>Mile Point :</b>	0.00 mi
<b>AC Depth :</b>	0.00	<b>Record Type :</b>	1	<b>Insp Date :</b>	06/23/2021
<b>Bridge Length :</b>	618.00 ft	<b>Insp Freq :</b>	24	<b>Inspector 1 :</b>	Andrew Packard (C0054)
		<b>Bridge Width :</b>	86.00 ft	<b>Inspector 2 :</b>	Michael Beglin (Fickett)

**Signature:** \_\_\_\_\_

**Element Condition States (New AASHTO report)**

Element	Structure Unit	Environment	Quantity	Units	CS 1	CS 2	CS 3	CS 4	Temp
<b>12-Re Concrete Deck</b>	<b>1</b>	<b>3</b>	<b>53200</b>	<b>(SF)</b>	<b>50923</b>	<b>2267</b>	<b>10</b>	<b>0</b>	
1080-Delamination/Spall/Patched Area	1	3	200	(SF)	0	200	0	0	
1081-Soffit Spalls/Delams/Patches	1	3	130	(SF)	0	130	0	0	
1090-Exposed Rebar	1	3	872	(SF)	0	872	0	0	
1120-Efflorescence/Rust Staining	1	3	535	(SF)	0	525	10	0	
1131-Soffit Cracking (RC, PSC)	1	3	540	(SF)	0	540	0	0	
513-Rigid Wearing Surface	1	3	42024	(SF)	33456	8568	0	0	
<b>110-Re Conc Opn Girder/Beam</b>	<b>1</b>	<b>3</b>	<b>7500</b>	<b>(LF)</b>	<b>6272</b>	<b>1228</b>	<b>0</b>	<b>0</b>	
1080-Delamination/Spall/Patched Area	1	3	49	(LF)	0	49	0	0	
1090-Exposed Rebar	1	3	84	(LF)	0	84	0	0	
1120-Efflorescence/Rust Staining	1	3	345	(LF)	0	345	0	0	
1130-Cracking (RC and Other)	1	3	4500	(LF)	3750	750	0	0	
<b>116-Re Conc Stringer</b>	<b>1</b>	<b>3</b>	<b>1674</b>	<b>(LF)</b>	<b>1624</b>	<b>50</b>	<b>0</b>	<b>0</b>	
1080-Delamination/Spall/Patched Area	1	3	30	(LF)	0	30	0	0	
1090-Exposed Rebar	1	3	20	(LF)	0	20	0	0	
1130-Cracking (RC and Other)	1	3	80	(LF)	80	0	0	0	
<b>155-Re Conc Floor Beam</b>	<b>1</b>	<b>3</b>	<b>1290</b>	<b>(LF)</b>	<b>1119</b>	<b>171</b>	<b>0</b>	<b>0</b>	
1080-Delamination/Spall/Patched Area	1	3	60	(LF)	0	60	0	0	

1090-Exposed Rebar	1	3	13	(LF)	0	13	0	0
1120-Efflorescence/Rust Staining	1	3	35	(LF)	0	35	0	0
1130-Cracking (RC and Other)	1	3	63	(LF)	0	63	0	0
<b>205-Re Conc Column</b>	<b>1</b>	<b>3</b>	<b>74</b>	<b>(EA)</b>	<b>56</b>	<b>16</b>	<b>2</b>	<b>0</b>
1080-Delamination/Spall/Patched Area	1	3	16	(EA)	0	16	0	0
1090-Exposed Rebar	1	3	2	(EA)	0	0	2	0
<b>215-Re Conc Abutment</b>	<b>1</b>	<b>3</b>	<b>86</b>	<b>(LF)</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>234-Re Conc Pier Cap</b>	<b>1</b>	<b>3</b>	<b>1290</b>	<b>(LF)</b>	<b>1139</b>	<b>147</b>	<b>4</b>	<b>0</b>
1080-Delamination/Spall/Patched Area	1	3	43	(LF)	0	41	2	0
1090-Exposed Rebar	1	3	36	(LF)	0	36	0	0
1120-Efflorescence/Rust Staining	1	3	22	(LF)	0	20	2	0
1130-Cracking (RC and Other)	1	3	50	(LF)	0	50	0	0
540-FRP Strengthening	1	3	2000	(SF)	1900	0	100	0
<b>301-Pourable Joint Seal</b>	<b>1</b>	<b>3</b>	<b>80</b>	<b>(LF)</b>	<b>60</b>	<b>10</b>	<b>10</b>	<b>0</b>
2310-Leakage	1	3	20	(LF)	0	10	10	0
<b>302-Compressn Joint Seal</b>	<b>1</b>	<b>3</b>	<b>780</b>	<b>(LF)</b>	<b>626</b>	<b>150</b>	<b>4</b>	<b>0</b>
2360-Adjacent Deck or Header	1	3	154	(LF)	0	150	4	0
<b>306-Other Joint</b>	<b>1</b>	<b>3</b>	<b>172</b>	<b>(LF)</b>	<b>120</b>	<b>2</b>	<b>50</b>	<b>0</b>
2310-Leakage	1	3	50	(LF)	0	0	50	0
2360-Adjacent Deck or Header	1	3	2	(LF)	0	2	0	0
<b>310-Elastomeric Bearing</b>	<b>1</b>	<b>3</b>	<b>12</b>	<b>(EA)</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>311-Moveable Bearing</b>	<b>1</b>	<b>3</b>	<b>88</b>	<b>(EA)</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>321-Re Conc Approach Slab</b>	<b>1</b>	<b>3</b>	<b>1720</b>	<b>(SF)</b>	<b>1720</b>	<b>0</b>	<b>0</b>	<b>0</b>
511-AC Wearing Surface	1	3	1400	(SF)	1260	140	0	0
<b>331-Re Conc Bridge Railing</b>	<b>1</b>	<b>3</b>	<b>972</b>	<b>(LF)</b>	<b>657</b>	<b>313</b>	<b>2</b>	<b>0</b>
1080-Delamination/Spall/Patched Area	1	3	15	(LF)	0	13	2	0
1130-Cracking (RC and Other)	1	3	300	(LF)	0	300	0	0
<b>971-Ladders/Catwalks</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>(LF)</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>980-Approach Roadway Embank</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>(EA)</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>990-Miscellaneous Elements</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>(EA)</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>998-Adv. Warning Sign</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>(EA)</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>999-Roadway Impact</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>(EA)</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>

Appraisal

NBI Category

Appraisal	NBI #	Rating
Scour	113	N Not Over Waterway
Bridge Rail	36A	0 Substandard
Transitions	36B	0 Substandard
Approach Rail	36C	0 Substandard
Rail Ends	36D	0 Substandard
Structural	67	3 Intolerable - Correct
Deck	68	5 Above Tolerable
Clearance	69	3 Intolerable - Correct
Waterway	71	N Not applicable
Approach Alignment	72	8 Equal Desirable Crit

Category	NBI #	Rating
Deck Condition	58	5 Fair
Superstructure	59	5 Fair
Substructure	60	5 Fair
Channel	61	N N/A (NBI)
Culvert/Retaining Walls	62	N N/A (NBI)

### Remarks

#### 12-Re Concrete Deck SU 1 ENV 3

SW DECK DRAIN IS CLOGGED, STANDING WATER SURROUNDING IT (DRY, NO RAIN 2021)... SPANS 5 THROUGH 15: MOST SDWK LOCATIONS WITH HEAVY DELAMINATION HAVE BEEN REPAIRED DURING A RECENT REHABILITATION PROJECT, 2019.

##### 1080-Delamination/Spall/Patched Area

THERE IS HEAVY DELAMINATION IN THE TOP FACE OF THE NORTH SIDEWALK AT SPANS 1 AND 2...

##### 1081-Soffit Spalls/Delams/Patches

SMALL AND SHALLOW RANDOM SPALLING THROUGHOUT SOFFIT.

##### 1090-Exposed Rebar

SPALLING AND EXPSD BARS IN THE EXTERIOR SOFFITS, WITH THE HEAVIEST BEING IN SPANS 13 THRU 19. SOME SPALLING AND EXPOSED BARS IN THE INTERIOR SOFFITS: MOST HAVE BEEN CLEANED AND COATED. SEVERAL LOCATIONS WHERE CORROSION IS BLEEDING THROUGH NEW COATING; SPANS 6 AND 8 SOUTH SIDEWALK CANTILEVER EXTERIOR SOFFIT ARE EXAMPLES.

##### 1120-Efflorescence/Rust Staining

RANDOM CRACKING WITH EFFLO IN SOFFIT, SEVERAL WITH RUST STAINING. MOST VISIBLE IN SPANS 14 THROUGH 19.

##### 1131-Soffit Cracking (RC, PSC)

RANDOM HARLINE SOFFIT CRACKING.

##### 513-Rigid Wearing Surface

SOME MAP CRACKING ALONG INSIDE LANES IN SPANS 2, 3, 8, 14, AND 17.

#### 110-Re Conc Opn Girder/Beam SU 1 ENV 3

SPANS 2 THROUGH 9: MOST GIRDER LOCATIONS WITH SPALLING AND EXPOSED REINFORCING HAVE BEEN CLEANED, REPAIRED/PATCHED, AND/OR COATED DURING A RECENT REHABILITATION PROJECT, 2019.

##### 1080-Delamination/Spall/Patched Area

SIDEWALK GIRDERS: SPALLS WITH LONG LENGTHS OF BOTTOM BARS AND STIRRUP BOTTOMS EXPOSED IN SEVERAL SPANS, MOST HAVE BEEN CLEANED AND COATED....SPANS 9, 10, AND 12 : SEVERE SPALLING WITH EXPOSED REBAR IN SIDEWALK GIRDER ENDS - RESULTING IN NEARLY 100% LOSS OF BEARING, HAS BEEN REPAIRED....SPAN 11 GRDR 1 : SPALLING WITH XPSD STIRRUPS AND LONGIT BOTTOM BARS HAS BEEN REPAIRED WITH A SIGNIFICANT CONCRETE PATCH....SPAN 12 GRDRS 13 AND 17: LENGTHS WITH SPALLING AND XPSD STIRRUPS AND LONGIT BOTTOM BARS HAVE BEEN CLEANED AND PATCHED....SPAN 14 GRDRS 1 AND 14, SPAN 15 GRDRS 1, AND 14, SPAN 16 GRDR 1, AND SPAN 17 GIRDER 4: MODERATE LENGTHS OF XPSD LONGIT BTM BARS WITH CORROSION HAVE BEEN CLEANED AND PATCHED.

##### 1090-Exposed Rebar

SPAN 6, GRDR 1: THERE ARE SHORT LENGTHS OF XPSD LONGIT BTM BARS THAT HAVE BEEN CLEANED AND COATED....SPAN 11 GRDR 8 : SPALLING WITH XPSD STIRRUPS AND LONGIT BOTTOM BARS HAS BEEN CLEANED AND COATED. ...

##### 1120-Efflorescence/Rust Staining

HAIRLINE SHEAR AND VERTICAL CRACKING THROUGHOUT, SEVERAL WITH LEACHING LITE EFFLOR.

##### 1130-Cracking (RC and Other)

HAIRLINE SHEAR CRACKING IN MOST SPANS... GRDRS IN SPANS 17 & 18 HAVE BEEN SURVEYED BY CITY

AND CRACKS HAVE BEEN MAPPED, BEFORE & AFTER SUBSURFACE GROUTING.

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**116-Re Conc Stringer SU 1 ENV 3**

STRINGERS EXIST IN SPANS 17 THROUGH 19 ONLY.

**1080-Delamination/Spall/Patched Area**

SEVERAL PATCHES IN PLACE AT STRINGER ENDS.

**1090-Exposed Rebar**

RANDOM SHORT LENGTHS OF EXPOSED REBAR. HAVE BEEN CLEANED AND COATED.

**1130-Cracking (RC and Other)**

MINOR CRACKING AT SEVERAL STRINGER ENDS.

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**155-Re Conc Floor Beam SU 1 ENV 3**

SPANS 14 THROUGH 19 HAVE XTR SDWK FLOOR BEAMS.

**1080-Delamination/Spall/Patched Area**

FLR BMS 14 THRU 19: HEAVY DELAM, SPALLING AND XPSD CORRODING REBARS IN ENDS OF THE FLR BMS, HAS BEEN PATCHED.

**1090-Exposed Rebar**

SCATTERED LOCATIONS WITH MINOR LENGTHS OF EXPOSED REBAR, HAVE BEEN CLEANED AND COATED... SHORT LENGTHS OF COATED REBAR STARTING TO RUST AGAIN AT SEVERAL LOCATIONS.

**1120-Efflorescence/Rust Staining**

A FEW MINOR HAIRLINE CRACKS WITH EFFLORESCENCE SCATTERED THROUGHOUT.

**1130-Cracking (RC and Other)**

SURVEY BY CITY MAPPED CRACKS IN BNT 17 & 18 FLR BMS BEFORE & AFTER SUBSURFACE GROUTING.... BENTS 17-19: THE CRACKING ALONG THE FLOOR BEAMS IN BETWEEN COLUMNS HAS BEEN EPOXY INJECTED

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**205-Re Conc Column SU 1 ENV 3**

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**1080-Delamination/Spall/Patched Area**

TOP CORNER PATCHES AT: BNT 5 COLS 3 AND 4, BNT 6 COLS 1 AND 4, BNT 7 COLS 1 AND 4, BNT 9 COL 1, BNT 10 COLS 1 AND 4, BNT 12 COL 4, BNT 14 COLS 1 AND 4, AND BNT 16 WITH MINOR CRACKING IN TOPS OF COLUMNS AT BNT 16.... BENT 18: EAST SIDE CORBELS SPALLED OFF AT C18A, C18B, C18C, C18D, AND C19C.

**1090-Exposed Rebar**

BENT 8 COL 1: 4" SPALL WITH 2" EXPOSED HORIZONTAL BAR WITH SURFACE CORROSION NEAR MIDHEIGHT... BENT 20 COL 2: STIRRUPS/VERTICAL BARS EXPOSED IN SHALLOW DELAM, WITH MODERATE SURFACE CORROSION.

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**215-Re Conc Abutment SU 1 ENV 3**

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**234-Re Conc Pier Cap SU 1 ENV 3**

BENTS 2 THROUGH 17: SEVERAL PIER CAP LOCATIONS WITH CRACKING, DELAM, SPALLING AND EXPOSED REINFORCING HAVE BEEN EPOXY INJECTED, CLEANED, PATCHED, COATED, AND/OR STRENGTHENED WITH FRP DURING A RECENT REHABILITATION PROJECT, 2019.

**1080-Delamination/Spall/Patched Area**

BENTS 2 THRU 14: THE SOUTH CAP ENDS WITH PREVIOUS DELAMS OR EXPOSED REBAR HAVE BEEN CLEANED, PATCHED, OR SEALED... BENT 5 N END AT INTERFACE OF BUILDING: 6" WIDE BY 2" VERTICAL DELAM.

**1090-Exposed Rebar**

BNT 17: SHORT LENGTHS OF XPSD AND CORRODING REBAR ON BOTTOM FACE BETWEEN COLS 1 AND 2.

**1120-Efflorescence/Rust Staining**

SEVERAL CAPS WITH MINOR VERTICAL CRACKING WITH EFFLO.

**1130-Cracking (RC and Other)**

THERE ARE SHEAR AND OTHER VERTICAL CRACKS IN MOST CAPS, VERTICAL CRACKS APPEAR TO BE OCCURRING ALONG SIDE OF STIRRUP LEGS.... SVRL OF THE "OTHER VERTICAL CRACKS" ARE CRACKS THAT ARE RADIATING OUT OF THE BOTTOM CORNERS OF THE INTERFACE BTWN THE GRDERS AND CAPS.... BENTS 3, 4: NUMEROUS VERTICAL AND SHEAR CRACKS ALONG EACH CAP HAVE BEEN SEALED USING EPOXY INJECTION... BENT 5, FRP REPAIR IN PLACE IN CAP BETWEEN THE COLUMNS.... NO FRP INSTALLED ON CANTILEVERS .... BENTS 6 AND 7: THE ORIGINAL CAP LENGTHS BETWEEN COLUMNS 1 TO 2, AND 3 TO 4 HAVE BEEN STRENGTHENED VIA CONCRETE CAP WIDENING.... BENTS 5, 8, 11, 14, 16: NUMEROUS VERTICAL AND SHEAR CRACKS ALONG EACH CAP HAVE RECEIVED AN FRP STIRRUP WRAP AND THE BOTTOM FLANGE HAS RECEIVED AN FRP POSITIVE MOMENT STRIP APPLICATION... BENT 8: (2) VERTICAL CRACKS NEAR COLUMN 2 ARE STILL LEAKING RUST STAINS ALONG THEIR BOTTOM 1' OF LENGTH.... BENTS 9, 10, 12, 13: THE ORIGINAL CAP LENGTHS BETWEEN COLUMNS 1 TO 4 HAVE BEEN STRENGTHENED VIA A CONCRETE

CAP WIDENING.... BENT 13, BELOW GRDR 6: THERE ARE (6) H.L. CRACKS ALONG THE BOTTOM FACE OF THE CAP THAT ARE APPROX 1/8" WIDE AND THAT HAVE BEEN PAINTED OVER. (2) VERT CRACKS ON BNT 16 CAP BTWN COLS 2 AND 3...

**540-FRP Strengthening**

BENT 11: MINOR RANDOM BUBBLING IN BOTTOM FACE OF FRP BETWEEN COLS 1 AND 3... SEE CRACKING NOTES FOR MORE FRP NOTES.

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**301-Pourable Joint Seal SU 1 ENV 3**

AT SIDEWALKS

SOUTH: ABUT 1, BENT 5.

NORTH: ABUT 1, BENTS 5, 11, 14, 16 AND 19.

**2310-Leakage**

BENT 5: JOINT BACKER FOAM ROD MATERIAL FALLING THROUGH U.S. SDWK JOINT, WITH POURABLE MATERIAL PEELING AWAY FROM HEADER... MINOR PEELING AWAY FROM HEADER IN ROADWAY, INTERIOR LANES.

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**302-Compressn Joint Seal SU 1 ENV 3**

AT ALL ROADWAY JOINTS AND SOME SIDEWALK JOINTS.

**2360-Adjacent Deck or Header**

JOINTS AT BENT 5, 8 AND 11 HAVE 1' TO 2' LENGTHS OF HEADER DELAM ALONG JOINT LENGTH.

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**306-Other Joint SU 1 ENV 3**

AT APPROACH SLAB END.

**2310-Leakage**

AC CRACKING AND RAVELING ALONG WEST END OF APPROACH SLAB.

**2360-Adjacent Deck or Header**

PREVIOUS 16"X8"X1' DEEP SPALL ALONG HEADER AT ABUTMENT 1 D.S. SDWK HAS BEEN PATCHED, PATCHING IS STARTING TO DELAMINATE.

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**310-Elastomeric Bearing SU 1 ENV 3**

BEARINGS XPSD AT BNTS 18 AND 19 COL 3 DUE TO SPALLED COLUMN CORBELS..

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**311-Moveable Bearing SU 1 ENV 3**

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**331-Re Conc Bridge Railing SU 1 ENV 3**

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**1080-Delamination/Spall/Patched Area**

SOUND PATCHING AT SEVERAL LOCATIONS... UNSOUND PATCHES ON TOPS OF (2) U.S. RAIL POSTS NEAR BENTS 16 & 18.

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**971-Ladders/Catwalks SU 1 ENV 1**

STEEL STAIRS ON BOTH SIDES OF BRIDGE AT BENT 2... WALKWAY DIRECTLY BELOW BRIDGE DIRECTLY WEST OF NAITO PARKWAY: SPALLS W/ EXPOSED REBARS SCATTERED THROUGHOUT HAVE BEEN CLEANED, PATCHED, AND PAINTED.

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**990-Miscellaneous Elements SU 1 ENV 3**

THERE ARE TRANSVERSE SEISMIC GIRDER RESTRAINERS AT BENTS 5, 8, 11, 14. (7) LUMINARIES ARE PRESENT ON THE TOP SIDE.

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**999-Roadway Impact SU 1 ENV 3**

MINOR SETTLEMENT BUMPS AT APPROACH SLAB.

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**Notes**

**Inspection Notes**

Bent 2 is a store front, there currently is no access to abut 1 or span 1. Bridge is posted at 23T for 4 axle units, 24T for 5 & 6 axle units, and 25T for 7 axle units.

**Bridge Notes**

ORIENTATION IS WEST TO EAST, U.S. RIGHT. Detour map added and length changed by Gary Brittle 09/03/2015.

## Bridge Hydraulics Notes

### Maintenance Recommendations As of: 10/21/2021

Priority	Crew	Wrk Cnd	Notes	Est.cost	Status	Rec Date
Routine/Schedule	Local Agency	12 RC Deck Other	SCHEDULE PERIODIC SOUNDINGS OF DECK SOFFIT TO FIND LOOSE CONCRETE, REMOVE AS FOUND.		Approved	06/03/2013
Routine/Schedule	Local Agency	12 RC Deck Clean Drainage	UNCLOG SW DRAIN.	0	Unknown	06/25/2019
Routine/Schedule	Local Agency	12 RC Deck Strengthen	EPOXY INJECT DECK SOFFIT CRACKING.	0	Unknown	06/25/2019
Routine/Schedule	Local Agency	12 RC Deck Patch Concrete	CLEAN AND PATCH ALL SOFFIT SPALLS AND CRACKS WITH XPSD BARS		Approved	09/28/2006
Routine/Schedule	Local Agency	12 RC Deck Patch Concrete	REPAIR SCALING AND LOOSE PATCHING IN SDWK.		Approved	06/21/2011
Routine/Schedule	Local Agency	110 RC Open Girder/Beam Other	SCHEDULE PERIODIC SOUNDINGS TO FIND LOOSE CONCRETE, REMOVE AS FOUND.		Approved	06/03/2013
Routine/Schedule	Local Agency	116 RC Stringer Other	SCHEDULE PERIODIC SOUNDINGS TO FIND LOOSE CONCRETE, REMOVE AS FOUND.		Approved	06/03/2013
Routine/Schedule	Local Agency	155 RC Floorbeam Patch Concrete	SCHEDULE PERIODIC SOUNDINGS TO FIND LOOSE CONCRETE, REMOVE AS FOUND.		Approved	06/03/2013
Routine/Schedule	Local Agency	205 RC Column Other	SCHEDULE PERIODIC SOUNDINGS TO FIND LOOSE CONCRETE, REMOVE AS FOUND.		Approved	06/03/2013
Routine/Schedule	Local Agency	205 RC Column Patch Concrete	REPAIR CORBELS.	1000	Unknown	10/21/2004
Routine/Schedule	Local Agency	234 RC Cap Other	SCHEDULE PERIODIC SOUNDINGS TO FIND LOOSE CONCRETE, REMOVE AS FOUND.		Approved	06/03/2013
Routine/Schedule	Local Agency	234 RC Cap Patch Concrete	CLEAN AND PAINT EXPSD REBARS.	1000	Approved	09/28/2006
Routine/Schedule	Local Agency	331 RC Bridge Railing Strengthen	REPAIR UNSOUND PATCHES AS NECESSARY.	0	Unknown	06/25/2019

\*Completed items not included on default search

### Load Rating

<b>Rating Date :</b>	08/26/2020	<b>Posting Req :</b>	1 30.0-39.9%below
<b>Design Load :</b>	3 MS 13.5 (HS 15)	<b>Posting Status :</b>	P Posted for load
<b>Operating Load :</b>	15.6 ton	<b>OR Method :</b>	8 LRFR RF HL93
<b>Inventory Rating :</b>	12.1 ton	<b>IR Method :</b>	8 LRFR RF HL93

Truck	Rating Factor	% Below	Posting Required	Controlling Member	Actual Posting	Posting Date
Type 3	1.00	5 At/Above Legal Loads	No	Bent 4, span 2 of 5 +M at 0.4L		
Type 3S-2	1.00	5 At/Above Legal Loads	No	Bent 4, span 2 of 5 +M at 0.4L		
Type 3-3	1.20	5 At/Above Legal Loads	No	Bent 4, span 2 of 5 +M at 0.4L		
SU4	0.85	3 10.0-19.9%below	Yes	Bent 4, span 2 of 5 +M at 0.4L	23.0	05/10/2021
SU5	0.78	2 20.0-29.9%below	Yes	Bent 4, span 2 of 5 +M at 0.4L	24.0	05/10/2021
SU6	0.71	2 20.0-29.9%below	Yes	Bent 11, span 2 of 5 V at 0.87L	24.0	05/10/2021
SU7	0.65	1 30.0-39.9%below	Yes	Bent 11, span 2 of 5 V at 0.87L	25.0	05/10/2021
EV2	1.31	5 At/Above Legal Loads	No	Span 17-19 Inside Track Stringer, span 1 of 4 V at		
EV3	0.77	2 20.0-29.9%below	Yes	Span 17-19 Inside Track Stringer, span 1 of 4 V at		

### Load Rating Notes

This bridge has been posted. Multnomah County sent ODOT an email on 5/10/21. (NB)

### Load Rating Condition Comparison Chart

Category	NBI #	Rating Condition	Current Condition
Traffic Impact		CS2 Condition State 2	CS2
Deck Condition	58	5	5
Superstructure	59	5	5
Substructure	60	5	5
Temporary Repairs	103		
Wearing Surface Thickness		0.00	0.00

### Inspection Schedule

Activity	Conducted On	Frequency	Next Inspection
Routine Inspection	06/23/2021	24	06/01/2023

## Oregon Department of Transportation Structure Inventory and Appraisal Report

Suff Rating: 33.0

Bridge NO: 00511A  
Insp Date: 06/23/2021

(2) Highway District	District 2B	(42A) Type Service On	5	(76) Improvement Length	616.80 ft
(3) County	Multnomah	(42B) Type Service Under	4		
(4) City	59000	(43) Struct Main	1 Concrete 03 Girder-Floorbeam	(90) Inspection Date	06/23/2021
(5) Inventory Route	151093260	(44) Struct Appr	2 Concrete Continuous 04 Tee Beam	(91) Inspection Frequency	24
(6) Feature INT	WEST BURNSIDE APPROACH	(45) Number Main Spans	3	(92) Critical Feat Insp (A) Fracture Critical (B) Underwater Insp	
(7) Facility Carried	BURNSIDE ST	(46) Number Appr Spans	16	(94) Cost of Improvement	5531169
(8) Structure Number	00511A932600000	(47) Horizontal Clearance	68.00 ft	(95) Roadway Improvement	553117
(9) Location	WEST END BURNSIDE BR	(48) Maximum Span Length	63.00 ft	(96) Project Improvement	8849870
(10) Vert Clearance	99.99 ft	(49) Structure Length	618.00 ft	(97) Year of Improvement	2011
(11) Mile Post	0.00 mi	(50A) Sidewalk Width LT	8.00 ft	(98) Border BRST-Code	
(12) Base Highway Network	1	(50B) Sidewalk Width RT	8.00 ft	(100) Defense Highway	0
(13) LRS Inventory Route	0000000000000	(51) Bridge Roadway Width	68.00 ft	(101) Parallel Structure	N
(16) Latitude	45° 31' 23.15"	(52) Deck Width	86.00 ft	(102) Direction of Traffic	2
(17) Longitude	122° 40' 13.01"	(53) Vert Clear Over Deck	99.99 ft	(103) Temporary Structure	
(19) Bypass Detour	1.38 mi	(54) Vert Clear Under Deck	H 21.08 ft	(104) Highway System	1
(20) TOLL	3 On free road	(55) Min Lat Underclear CD	H 0.00 ft	(105) Federal Lands HWY	0
(21) Custodian	County Highway Agency	(56) Min Lat Underclear	L 0.00 ft	(106) Year Reconstructed	
(22) Owner	County Highway Agency	(58) Deck	5	(107) Deck Structure	1
(26) Func Class	14 Urban Other Princ	(59) SuperStructure	5	(108) Wearing Surface	200
(27) Year Built	1927	(60) SubStructure	5	(109) Truck ADT	10%
(28) Lanes	on: 5 / under: 4	(61) Channel	N	(110) Designated National Network	0
(29) Average Daily Traffic	60407	(62) Culvert	N	(111) Pier Protection	
(30) Year of ADT	2020	(63) Oper Rating Method	8	(112) NBIS Bridge Length	Y
(31) Design Load	3 MS 13.5 (HS 15)	(64) Operating Rating	15.60 ton	(113) Scour Critical Bridge	N
(32) Approach Roadway	68.00 ft	(65) Inv Rating Method	8	(114) Future ADT	90674



(33) Bridge Median	0 No median	(66) Inventory Rating	12.10 ton	(115) Year of Future ADT	2025
(34) Skew	0°	(67) Structure Condition	3	(116) Vert-Lift Clearance	
(35) Structure Flared	1 Yes, flared	(68) Deck Geometry	5	(117) Est Maint Cost	
<b>(36) Traffic Safety Feature</b>	<b>0000</b>	(69) Underclearance	3	(118) Culvert Length	
(37) Historical Significance	4	<b>(70) Posting</b>	<b>1</b>	(119) Culvert Inside Height	
(38) Navigation Control	N	<b>(71) Waterway Adequacy</b>	<b>N</b>	(120) Inspector	Andrew Packard (C0054)
(39) Navigation Vert Clear	0.00 ft	<b>(72) APPR RDWY Alignment</b>	<b>8</b>	(122) Highway/CO RD	C9326
(40) Navigation Horz Clear	0.00 ft	(75) Type of Work	331	(125) Embankment Erosion	0
<b>(41) Open Status</b>	<b>P</b>				

Quality Assurance:

WS Depth	0.00	(51) Bridge Roadway Width	68.00 ft	(70) Posting	1
(28) Lanes	on: 5 / under: 4	(52) Deck Width	86.00 ft	(71) Waterway Adequacy	N
(32) Approach Roadway	68.00 ft	(53) Vert Clear Over Deck	99.99 ft	(72) APPR RDWY Alignment	8
(36) Traffic Safety Feature	0000	(58) Deck	5		
(41) Open Status	P	(59) SuperStructure	5	(103) Temporary Structure	
(43) Struct Main	1 Concrete 03 Girder-Floorbeam	(60) SubStructure	5	(108) Wearing Surface	200
(44) Struct Appr	2 Concrete Continuous 04 Tee Beam	(61) Channel	N	(113) Scour Critical Bridge	N
(45) Number Main Spans	3	(62) Culvert	N		

Structure Inventory and Underpass Appraisal

Bridge NO: 00511A

(122) Highway/CO RD	091	(28B) Lanes	4
(5) Inventory Route	231000994	(29) Average Daily Traffic	11600
(6) Features INT.	WEST BURNSIDE APPROACH	(30) Year of ADT	2018
(7) Facility Carried	BURNSIDE ST	(47) Horizontal Clearance	68 ft
(8) Structure Number	00511A932600000	(100) Defense Highway	0
(10) Vert Clearance	99.99 ft	(102) Direction of Traffic	2
(11) Milepoint	0 mi	(104) Highway System	1
(19) Bypass Detour	1 mi	(109) Truck ADT	4%
(20) TOLL	3 On free road	(110) Designated National Network	1
(26) Func Class	12 Urban Fwy/Expwy		

**Bridge Clearance Documents: Not Available**

**Bridge Detours Maps:** [00511A.tif](#)

**Bridge Images:** [IM00511A\\_A0.JPG](#) [IM00511A\\_A1.JPG](#) [IM00511A\\_A3.JPG](#) [IM00511A\\_A4.jpg](#) [IM00511A\\_A6.jpg](#)  
[IM00511A\\_A7.jpg](#) [IM00511A\\_A8.jpg](#) [IM00511A\\_A9.jpg](#) [IM00511A\\_B3.jpg](#) [IM00511A\\_B4.jpg](#) [IM00511A\\_B5.jpg](#)  
[IM00511A\\_B6.JPG](#) [IM00511A\\_B7.JPG](#) [IM00511A\\_B8.jpg](#) [IM00511A\\_B9.JPG](#)

**Job Hazard Assessment: Not Available**

**Cross Channel Documents: Not Available**

**Gusset Plate Documents: Not Available**

**Fracture Critical Inspection Documents: Not Available**

**Fatigue Prone Assessment: Not Available**

**Under Water: Not Available**

**Scour Plan Of Action: Not Available**

**Timber Boring: Not Available**

**Pin Hanger: Not Available**

**Deck Surveys: Not Available**

**Draw Bridges: Not Available**

**Supplemental: Not Available**

**Critical Findings: Not Available**

**Tunnel Maps: Not Available**

**Tunnel Access: Not Available**