HistoricBridges.org - National Bridge Inventory Data Sheet

2013 Inventory

The National Bridge Inventory contains data submitted by state transportion 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

Washington [53]	Spokane County [063]	Spokane [67000]	US 2 AT SR195	47-39-01.91 = 47.650531	117-26-41.37 = -117.444825

85429000000000	Highway agency district: 6	Owner: City or Municipal Highway Agency [04]	Maintenance responsibility: City or Municipal Highway Agency [04]		

Route: 832		SUNSET BOULEVARD	Toll: On free road [3]	Features intersected: INLAND EMPIRE WAY	

Design - main: Concrete [1]		Design - approach		Kilometerpoint: 1142 km = 708.0 mi	
1	Stringer/Multi-beam or girder [02]	0	Other [00]	Year built: 1936	Year reconstructed: N/A [0000]
				Skew angle: 41	Structure Flared:
				Historical significance: Bridge is not eligible for the NRHP. [5]	

Total length: 24.1 m = 79.1 ft	Length of maximum span: 24.1 m = 79.1 ft	Deck width, out-to-out: 16.2 m = 53.2 ft	Bridge roadway width, curb-to-curb: 12.2 m = 40.0 ft
Inventory Route, Total Horizontal Clearance: 12.2 m = 40.0 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: Bituminous [6]		
Deck protection:		
Type of membrane/wearing surface:		

Weight Limits

Bypass, detour length: 0.6 km = 0.4 mi	Method to determine inventory rating: Load and Resistance Factor(LRFR) [3]	Inventory rating: 32.4 metric ton = 35.6 tons
	Method to determine operating rating: Load and Resistance Factor(LRFR) [3]	Operating rating: 43.2 metric ton = 47.5 tons
	Bridge posting: Equal to or above legal loads [5]	Design Load: M 18 / H 20 [4]

Functional Details

Average Daily Traffic	7761	Average daily truck traffi	1 %	Year	2013	Future average daily traffic	11250
Year	2034						
Road classification	Other Principal Arterial (Urban) [14]	Lanes on structure	1	Approach roadway width	12.5 m = 41.0 ft		
Type of service on bridge	Highway-pedestrian [5]	Direction of traffic	1 - way traffic [1]	Bridge median			
Parallel structure designation	No parallel structure exists. [N]						
Type of service under bridge	Highway, with or without ped	Lanes under structure	2	Navigation control	Not applicable, no waterway. [N]		
Navigation vertical clearanc	0 = N/A	Navigation horizontal clearance	0 = N/A				
Minimum navigation vertical clearance, vertical lift bridge		Minimum vertical clearance over bridge roadway	99.99 m = 328.1 ft				
Minimum lateral underclearance reference feature	Highway beneath structure [H]						
Minimum lateral underclearance on right	1.7 m = 5.6 ft	Minimum lateral underclearance on left	0 = N/A				
Minimum Vertical Underclearance	4.78 m = 15.7 ft	Minimum vertical underclearance reference feature	Highway beneath structure [H]				
Appraisal ratings - underclearances	Meets minimum tolerable limits to be left in place as is [4]						

Repair and Replacement Plans

Type of work to be performed

Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	30000	Roadway improvement cost	3000
Length of structure improvement	25.6 m = 84.0 ft	Total project cost	45000
Year of improvement cost estimate	2013		
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	Fair [5]	Appraisal ratings - roadway alignment	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - deck	Fair [5]		
Scour	Bridge not over waterway. [N]		
Channel and channel protection	Not applicable. [N]		
Appraisal ratings - water adequacy	N/A [N]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	75.2
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	May 2013 [0513]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Not needed [N]	Fracture critical inspection date	
Other special inspection	Not needed [N]	Other special inspection date	

BRIDGE INSPECTION REPORT

Ver Date: 06/19/2013 Agency: SPOKANE

Status: Released Printed On: 09/30/20 Program Mgr: Roman G. Peralta

Bridge No. 288000832 **Structure Type**

Bridge Name SUNSET BLVD OC INLAND EM **Route** 00832 **Location** US 2 AT SR195

Structure ID 08542900 **MilePost** 7.10 **Intersecting** INLAND EMPIRE WAY

Inspector's Signature JEM IDent# G0608 Co-Inspector's Signature LAM

5		Structural Adqcy	(657)	N		Pier/Abut/Protect	(679)	1936		Year Built	(332)
5		Deck Geometry	(658)	N		Scour	(680)	0		Year Rebuilt	(336)
4	2	Underclearance	(659)	6		Retaining Walls	(682)	48		Oper Rating	(551)
5		Operating Level	(660)	9		Pier Protection	(683)	36		Inv Rating	(554)
3		Alignment Adqcy	(661)	0		Bridge Rails	(684)	A		Open Close	(293)
9		WaterwayAdqcy	(662)	0		Transition	(685)	9999		Vert Over Deck	(360)
5		Deck Overall	(663)	0		Guardrails	(686)	1508		Vert Under	(374)
9		Drains Condition	(664)	0		Terminals	(687)	H		Vert Und Code	(378)
5		Superstructure	(671)	N		Revise Rating	(688)	0.00		Asphalt Depth	
3		Number Utilities	(675)			Photos Flag	(691)			Speed Limit	
5		Substructure	(676)			Soundings Flag	(693)				
9		Chan/Protection	(677)			Measure Clearance	(694)				
9		Culvert	(678)								

Inspections Performed

IT	NT	HRS	Date	Rep Type
Y	**24**	**5.0**	**05/21/2013**	**Routine**
				Fract Crit
				Underwater
				Special
				Interim
				Equipment
				Damage
				Safety
				Short Span

Total: 5.0

Suff Rating: 75.28 FO 73.10 FO

BMS Elements

Element	Element Description	Total	Units	State 1	State 2	State 3	State 4
12	Concrete Deck	3160	SF	3000	100	60	0
35	Concrete Deck Soffit	3160	SF	3100	60	0	0
110	Concrete Girder	553	LF	403	150	0	0
215	Concrete Abutment	106	LF	76	30	0	0
312	Concealed Bearing or Bearing System	14	EA	14	0	0	0
331	Concrete Bridge Railing	158	LF	0	158	0	0
412	Strip Seal - Anchored	144	LF	144	0	0	0
801	AC Overlay with Waterproofing Membrane	3233	SF	3033	200	0	0

Notes

0	The bridge is oriented from the west to the east. The temperature at time of the inspection was 65 degrees
12	The bridge deck has been overlaid with asphalt and the joints and cracks have been sealed with a sealer.

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35	The deck soffit has numerous areas of efflorescence and scaling. There are transverse, leaching cracks between Girders A and B. There is a longitudinal crack between Girders A and B, mid-span. There are small holes in the soffit at the south west and south east corners of the bridge under the sidewalk. There are small spalls in the deck between Girders A and B near Abutment #2, and between Girders F and G. There is a spall in the deck with exposed rebar between Girders D and E, with one bar showing a section loss of approximately 20%. There is a longitudinal crack between Girders D and E with some rust staining.
110	The girders have efflorescence forming where they join the deck. Girders A, B, F and G have horizontal, leaching cracks. Girders F and G are covered with diffuse efflorescence and stalactites have formed on the bottom surfaces. Girders F, G and, to a lesser extent, A, have surface scaling on the bottom and sides to a depth of three eights of a inch. There are vertical cracks in all of the girders and diaphragms extending from the deck down the sides and across the bottom, ranging in width from hairline to 0.025. Girder A has a small spall at Abutment 2. Slight delaminations were found on Girder F at the west end and Girder G mid-span on the bottom.
215	Both abutments have vertical cracks running from the deck to the ground. Some of these have been epoxy-injected. Abutment #1 has a vertical crack between Girders C D, 0.025 in width near the top of the wall. There is some scaling on the south end and a there is a spall and a leaching crack on the north end. There are horizontal cracks at the construction joint and about 4-feet up from the ground. Abutment #2 has a crack with a spall at the south end and spalls at ground level under Girders A, B, D, E, and F. The abutments have had spalls repaired.
312	
331	The concrete railings on the bridge have been sealed with a concrete coating. The curb at the base of the railing has started to spall.
412	
664	The bridge drains have been removed.
673	The sidewalk joints have been sealed with tar.
675	One steel water main, 18" in diameter. One bundle of nine plastic conduits. One bundle of six metal conduits.
681	The approach roadway is smooth.
801	Cracks in the asphalt overlay have been sealed with tar.

Repairs

Repair No	Pr	R	Repair Description	Noted	Maint	Verified

Inspections Performed and Resources Required

Report Type	Date	IT	Frq	Hrs	Insp	CertNo	Coinsp	Note
Routine	05/21/13		24	5.0	JEM	G0608	LAM	Manlift was used under bridge.

Resources	Use	Hour	Min	Req	Max	Notes
Bucket		4.00				