

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

| | | | | | |
|---|---|--|---|-------------------------------|----------------------------|
| Washington [53] | King County [033] | Unknown [00000] | 1.5 E JCT SR 513 | 47-38-33.00 = 47.642500 | 122-16-24.00 = -122.273333 |
| 0006486A0000000 | Highway agency district 1 | Owner State Highway Agency [01] | Maintenance responsibility | State Highway Agency [01] | |
| Route 520 | SR 520 | Toll On free road [3] | Features intersected LAKE WASHINGTON | | |
| Design - main Concrete [1] | Design - approach | Kilometerpoint 394.2 km = 244.4 mi | Year built 1963 | Year reconstructed N/A [0000] | |
| 2 | Other [00] | 0 | Mixed types [20] | Skew angle 0 | Structure Flared |
| | | Historical significance Bridge is eligible for the NRHP. [2] | | | |
| Total length 2291.5 m = 7518.4 ft | Length of maximum span 2291.5 m = 7518.4 ft | Deck width, out-to-out 18 m = 59.1 ft | Bridge roadway width, curb-to-curb 15.8 m = 51.8 ft | | |
| Inventory Route, Total Horizontal Clearance 7.9 m = 25.9 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 | Bituminous [6] | | | | |
| Deck protection | | | | | |
| Type of membrane/wearing surface | Preformed Fabric [2] | | | | |

Weight Limits

| | | | | |
|---------------------------------------|--------------------------------------|---------------------|-------------------|-----------------------------|
| Bypass, detour length 2.9 km = 1.8 mi | Method to determine inventory rating | Load Factor(LF) [1] | Inventory rating | 17.1 metric ton = 18.8 tons |
| | Method to determine operating rating | Load Factor(LF) [1] | Operating rating | 27.9 metric ton = 30.7 tons |
| Bridge posting | Equal to or above legal loads [5] | Design Load | MS 18 / HS 20 [5] | |

Functional Details

Average Daily Traffic Average daily truck traffi % Year Future average daily traffic Year

Road classification Lanes on structure Approach roadway width

Type of service on bridge Direction of traffic Bridge median

Parallel structure designation

Type of service under bridge Lanes under structure Navigation control

Navigation vertical clearanc Navigation horizontal clearance

Minimum navigation vertical clearance, vertical lift bridge Minimum vertical clearance over bridge roadway

Minimum lateral underclearance reference feature

Minimum lateral underclearance on right Minimum lateral underclearance on left

Minimum Vertical Underclearance Minimum vertical underclearance reference feature

Appraisal ratings - underclearances

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

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 | Basically intolerable requiring high priority of corrective action [3] |
| Condition ratings - superstructure | Satisfactory [6] | Appraisal ratings - roadway alignment | Equal to present desirable criteria [8] |
| Condition ratings - substructure | Serious [3] | 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 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 | Equal to present desirable criteria [8] | Status evaluation | Structurally deficient [1] |
| Pier or abutment protection | In place and functioning [2] | Sufficiency rating | 9 |
| Culverts | Not applicable. Used if structure is not a culvert. [N] | | |
| Traffic safety features - railings | | | |
| 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 2013 [0713] | Designated inspection frequency | 24 Months |
| Underwater inspection | Every two years [Y24] | Underwater inspection date | April 2013 [0413] |
| Fracture critical inspection | Not needed [N] | Fracture critical inspection date | |
| Other special inspection | Every two years [Y24] | Other special inspection date | July 2013 [0713] |