

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] Spokane County [063] Spokane [67000] 0.85 N OF I-90 47-39-50.21 = 47.663947 117-25-15.28 = -117.420911

8529600000000 Highway agency district 6 Owner City or Municipal Highway Agency [04] Maintenance responsibility Local Park, Forest, or Reservation Agency

Route 813 HOWARD STREET Toll On free road [3] Features intersected NORTH CHANNEL SPOKANE R

Design - main Concrete [1] Design - approach Other [00] Kilometerpoint 113 km = 70.1 mi

2 Culvert [19] 0 Other [00] Year built 1909 Year reconstructed N/A [0000]

Skew angle 0 Structure Flared

Historical significance Bridge is not eligible for the NRHP. [5]

Total length 64.6 m = 212.0 ft Length of maximum span 32.3 m = 106.0 ft Deck width, out-to-out 17.7 m = 58.1 ft Bridge roadway width, curb-to-curb 16.5 m = 54.1 ft

Inventory Route, Total Horizontal Clearance 7.8 m = 25.6 ft Curb or sidewalk width - left 0 m = 0.0 ft Curb or sidewalk width - right 0 m = 0.0 ft

Deck structure type Not applicable [N]

Type of wearing surface Not applicable (applies only to structures with no deck) [N]

Deck protection Not applicable (applies only to structures with no deck) [N]

Type of membrane/wearing surface Not applicable (applies only to structures with no deck) [N]

Weight Limits

Bypass, detour length 0.2 km = 0.1 mi Method to determine inventory rating No rating analysis or evaluation perfor Inventory rating 32.4 metric ton = 35.6 tons

Method to determine operating rating No rating analysis or evaluation perfor Operating rating 43.2 metric ton = 47.5 tons

Bridge posting Equal to or above legal loads [5] Design Load M 9 / H 10 [1]

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	<input type="text" value="Open, no restriction [A]"/>	Appraisal ratings - structural	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>
Condition ratings - superstructure	<input type="text" value="Not Applicable [N]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present desirable criteria [8]"/>
Condition ratings - substructure	<input type="text" value="Not Applicable [N]"/>	Appraisal ratings - deck geometry	<input type="text" value="Superior to present desirable criteria [9]"/>
Condition ratings - deck	<input type="text" value="Not Applicable [N]"/>		
Scour	<input type="text" value="Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]"/>		
Channel and channel protection	<input type="text" value="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	<input type="text" value="Equal to present desirable criteria [8]"/>	Status evaluation	<input type="text"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="86"/>
Culverts	<input type="text" value="Moderate to major deterioration or disintegration, extensive cracking and leaching or spalls on concrete or masonry walls and slabs. Minor settlement or misalignment. Noticeable scouring or erosion at curtain walls, wingwalls or pipes. Metal culverts h"/>		
Traffic safety features - railings	<input type="text"/>		
Traffic safety features - transitions	<input type="text"/>		
Traffic safety features - approach guardrail	<input type="text"/>		
Traffic safety features - approach guardrail ends	<input type="text"/>		
Inspection date	<input type="text" value="June 2013 [0613]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Not needed [N]"/>	Fracture critical inspection date	<input type="text"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>

BRIDGE INSPECTION REPORT

Ver Date: 06/27/2013

Agency: SPOKANE

Status: Released

Printed On: 09/30/20

Program Mgr: Roman G. Peralta

Bridge No. 375000813	Page: 1/2	Structure Type
Bridge Name HOWARD ST NORTH CHANNEL	Route 00813	Location 0.85 N OF I-90
Structure ID 08529600	MilePost 0.70	Intersecting NORTH CHANNEL SPOKANE R

Inspector's Signature	JEM	IDent# G0608	Co-Inspector's Signature	LAM
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										Inspections Performed			
5	Structural Adqcy (657)	N	Pier/Abut/Protect (679)	1909	Year Built (332)	IT	NT	HRS	Date	Rep Type			
8	Deck Geometry (658)	8	Scour (680)	0	Year Rebuilt (336)	Y	24	5.5	06/05/2013	Routine			
9	Underclearance (659)	6	Retaining Walls (682)	48	Oper Rating (551)					Fract Crit			
5	Operating Level (660)	9	Pier Protection (683)	36	Inv Rating (554)					Underwater			
8	Alignment Adqcy (661)	0	Bridge Rails (684)	A	Open Close (293)					Special			
8	WaterwayAdqcy (662)	0	Transition (685)	9999	Vert Over Deck (360)					Interim			
9	Deck Overall (663)	0	Guardrails (686)	0000	Vert Under (374)					Equipment			
9	Drains Condition (664)	0	Terminals (687)	N	Vert Und Code (378)					Damage			
9	Superstructure (671)	N	Revise Rating (688)	0.00	Asphalt Depth					Safety			
2	Number Utilities (675)		Photos Flag (691)		Speed Limit					Short Span			
9	Substructure (676)		Soundings Flag (693)										
8	Chan/Protection (677)		Measure Clearance (694)										
5	Culvert (678)												
Total: 5.5													
Suff Rating: 96.00										85.99			

BMS Elements

Element	Element Description	Total	Units	State 1	State 2	State 3	State 4
116	Concrete Stringer	848	LF	50	337	461	0
145	Earth Filled Concrete Arch	202	LF	122	50	30	0
212	Concrete Submerged Pier Wall	38	LF	18	20	0	0
215	Concrete Abutment	66	LF	46	10	10	0
266	Concrete Sidewalk & Supports	628	SF	214	264	150	0
331	Concrete Bridge Railing	424	LF	0	424	0	0
800	Asphaltic Concrete (AC) Overlay	11448	SF	10548	900	0	0

Notes

0	The bridge is in Riverfront Park and it is oriented from the south to the north. The temperature at the time of the inspection was 57 degrees.
116	The stringers have been extensively patched with gunite. Stringers B and C are approximately 80% patched with very little of the original edges showing. Most patches have leaching cracks and some have spalled. There is water staining with light moss growing in the cracks of some of the stringers. The previously marked areas of spalling have not grown in size but have stayed the same.

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Structure ID 08529600	MilePost 0.70	Intersecting NORTH CHANNEL SPOKANE R

145	Arch 1: The south face on the west side has a crack with heavy efflorescence at the spring line. There are two spalls on the west edge with rusted rebar showing. There is a crack on the north face, east side with heavy efflorescence. There are rock pockets in the top half of the arch. Arch #2: The south face has a concrete patch and two small, leaching cracks. The surface of the arch has rock pockets, some of which have been repaired with gunite. Rebar is visible in some of the rock pockets which remain open. The north face of the arch has several spalls and a few leaching cracks.
212	The Pier wall has exposed aggregate on the surfaces in which water has worn the top layer of concrete off of the pier wall.
215	Both abutments have shallow rock pockets and have light efflorescence. The rock walls adjacent to south abutment have rocks and retaining blocks that have been loosened by rodent activity and some erosion of the bank.
266	Most of the sidewalk supports have been patched with gunite. Many of the previous repairs have spalls and leaching cracks with efflorescence. Some spalls have exposed rebar, especially at the expansion joints. There are leaching cracks and numerous spots of efflorescence on the soffit of the sidewalk.
331	The railing has been treated with the concrete sealant, "Thoro Seal". The railing has some minor cracking and one post on the east side, mid span, that has spalled at one corner.
682	
800	The asphalt surfacing is heavily cracked, with areas of alligating and some large patches. Most of the larger cracks and the seams of patches 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	06/05/13		24	5.5	JEM	G0608	LAM	City of Spokane Ubit used for inspection.
Resources			Use	Hour	Min	Req	Max	Notes
UBIT			50	4.50				