

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] Yakima County [077] Unknown [00000] 0.4 E JCT SR 823 46-37-42.00 = 46.628333 120-31-00.00 = -120.516667

0001583A0000000 Highway agency district 5 Owner State Highway Agency [01] Maintenance responsibility State Highway Agency [01]

Route 82 I-82 Toll On free road [3] Features intersected YAKIMA RIVER

Design - main Steel [3] Design - approach Concrete [1] Kilometerpoint 4952.5 km = 3070.6 mi

1 Truss - Thru [10] 2 Tee beam [04] Year built 1932 Year reconstructed N/A [0000]

Skew angle 0 Structure Flared

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

Total length 96.6 m = 316.9 ft Length of maximum span 68 m = 223.1 ft Deck width, out-to-out 11.5 m = 37.7 ft Bridge roadway width, curb-to-curb 11 m = 36.1 ft

Inventory Route, Total Horizontal Clearance 11 m = 36.1 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 Preformed Fabric [2]

Weight Limits

Bypass, detour length 0.2 km = 0.1 mi Method to determine inventory rating Load Factor(LF) [1] Inventory rating 31.5 metric ton = 34.7 tons

Method to determine operating rating Load Factor(LF) [1] Operating rating 52.2 metric ton = 57.4 tons

Bridge posting Equal to or above legal loads [5] Design Load M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	11449	Average daily truck traffi	23	%	Year	2010	Future average daily traffic	16029	Year	2030
Road classification	Principal Arterial - Interstate (Urban) [11]			Lanes on structure	3	Approach roadway width	11.3 m = 37.1 ft			
Type of service on bridge	Highway-pedestrian [5]		Direction of traffic	1 - way traffic [1]		Bridge median				
Parallel structure designation	The left structure of parallel bridges. This structure carries traffic in the opposite direction. [L]									
Type of service under bridge	Waterway [5]		Lanes under structure	0	Navigation control					
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	4.95 m = 16.2 ft				
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]									
Minimum lateral underclearance on right	0 = N/A				Minimum lateral underclearance on left	0 = N/A				
Minimum Vertical Underclearance	0 = N/A			Minimum vertical underclearance reference feature	Feature not a highway or railroad [N]					
Appraisal ratings - underclearances	N/A [N]									

Repair and Replacement Plans

Type of work to be performed	Work done by	Work to be done by contract [1]		
Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]	Bridge improvement cost	8221000	Roadway improvement cost	1644000
	Length of structure improvement	111.9 m = 367.1 ft	Total project cost	16442000
	Year of improvement cost estimate	2010		
	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 desirable criteria [8]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Satisfactory [6]		
Scour	Countermeasures have been installed to mitigate an existing problem with scour. [7]		
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	Better than present minimum criteria [7]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	72.3
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - transitions	Inspected feature meets currently acceptable standards. [1]		
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	June 2013 [0613]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	June 2013 [0613]
Other special inspection	Not needed [N]	Other special inspection date	