

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
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Basic Information

Washington [53]	Spokane County [063]	Spokane [67000]	00.6 N OF I-90	47-39-42.76 = 47.661878	117-25-24.92 = -117.423589
85287000000000	Highway agency district 6	Owner City or Municipal Highway Agency [04]	Maintenance responsibility	City or Municipal Highway Agency [04]	
Route 814	POST STREET	Toll On free road [3]	Features intersected	SPOKANE RIVER	
Design - main 1	Concrete [1] Arch - Deck [11]	Design - approach 2	Concrete [1] Stringer/Multi-beam or girder [02]	Kilometerpoint 53 km = 32.9 mi	Year built 1917 Year reconstructed 1937
				Skew angle 0	Structure Flared Yes, flared [1]
				Historical significance Bridge is not eligible for the NRHP. [5]	
Total length	101.5 m = 333.0 ft	Length of maximum span	78.9 m = 258.9 ft	Deck width, out-to-out	16.5 m = 54.1 ft
Inventory Route, Total Horizontal Clearance	7.3 m = 24.0 ft	Curb or sidewalk width - left	1.4 m = 4.6 ft	Curb or sidewalk width - right	1.4 m = 4.6 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	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	9.9 metric ton = 10.9 tons
0.2 km = 0.1 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	18 metric ton = 19.8 tons
Bridge posting			Design Load	M 13.5 / H 15 [2]

Functional Details

Average Daily Traffic	3576	Average daily truck traffi	0	%	Year	2013	Future average daily traffic	12200	Year	2034
Road classification	Minor Arterial (Urban) [16]	Lanes on structure	2	Approach roadway width	12.2 m = 40.0 ft					
Type of service on bridge	Highway-pedestrian [5]	Direction of traffic	2 - way traffic [2]		Bridge median					
Parallel structure designation	No parallel structure exists. [N]									
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	99.99 m = 328.1 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]								
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	243000	Roadway improvement cost	24000						
	Length of structure improvement	101.8 m = 334.0 ft		Total project cost	365000					
	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	<input type="text" value="Posted for load [P]"/>	Appraisal ratings - structural	<input type="text" value="Basically intolerable requiring high priority of replacement [2]"/>
Condition ratings - superstructure	<input type="text" value="Critical [2]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Basically intolerable requiring high priority of corrective action [3]"/>
Condition ratings - substructure	<input type="text" value="Serious [3]"/>	Appraisal ratings - deck geometry	<input type="text" value="Equal to present minimum criteria [6]"/>
Condition ratings - deck	<input type="text" value="Serious [3]"/>		
Scour	<input type="text" value="Bridge foundations determined to be stable for assessed or calculated scour condition. [5]"/>		
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" value="Structurally deficient [1]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="30.3"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
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="May 2013 [0513]"/>	Designated inspection frequency	<input type="text" value="12"/> 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: 06/12/2014

Agency: SPOKANE

Status: Released

Printed On: 09/30/20

Program Mgr: Roman G. Peralta

Bridge No. 373000814

Page: 1/3

Structure Type CA

Bridge Name POST ST OC SPOKANE RIVER

Route 00814

Location 00.6 N OF I-90

Structure ID 08528700

MilePost 0.33

Intersecting SPOKANE RIVER

Inspector's Signature JEM

IDent# G0608

Co-Inspector's Signature LAM

										Inspections Performed			
#	Item	Code	N	Item	Code	Y	NT	HRS	Date	Rep	Type		
2	Structural Adqcy	(657)	N	Pier/Abut/Protect	(679)	1917			Year Built	(332)			
6	Deck Geometry	(658)	5	Scour	(680)	1937			Year Rebuilt	(336)	Y 12 2.0 05/08/2014 Routine		
9	Underclearance	(659)	5	Retaining Walls	(682)	20	18		Oper Rating	(551)	Fract Crit		
0	Operating Level	(660)	9	Pier Protection	(683)	11			Inv Rating	(554)	Underwater		
3	Alignment Adqcy	(661)	0	Bridge Rails	(684)	P			Open Close	(293)	Special		
8	WaterwayAdqcy	(662)	0	Transition	(685)	9999			Vert Over Deck	(360)	Interim		
3	Deck Overall	(663)	0	Guardrails	(686)	0000			Vert Under	(374)	Equipment		
9	Drains Condition	(664)	0	Terminals	(687)	N			Vert Und Code	(378)	Damage		
2	Superstructure	(671)	N	Revise Rating	(688)	0.00			Asphalt Depth		Safety		
4	Number Utilities	(675)		Photos Flag	(691)				Speed Limit		Short Span		
3	Substructure	(676)		Soundings Flag	(693)								
8	Chan/Protection	(677)		Measure Clearance	(694)								
9	Culvert	(678)											
Total: 2.0													
Suff Rating: 30.32 SD										31.01 SD			

BMS Elements

Element	Element Description	Total	Units	State 1	State 2	State 3	State 4
12	Concrete Deck	13320	SF	8220	2200	2700	200
35	Concrete Deck Soffit	13320	SF	8220	2200	2700	200
110	Concrete Girder	2727	LF	230	2226	231	40
144	Concrete Arch	897	LF	0	852	45	0
205	Concrete Pile/Column	42	EA	4	2	10	26
215	Concrete Abutment	136	LF	0	131	5	0
234	Concrete Pier Cap / Crossbeam	961	LF	0	413	438	110
266	Concrete Sidewalk & Supports	2997	SF	0	1498	1499	0
310	Elastomeric Bearing	60	EA	0	50	10	0
330	Metal Bridge Railing	765	LF	710	50	5	0
331	Concrete Bridge Railing	748	LF	0	648	100	0
418	Asphalt Plug	216	LF	0	186	30	0

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Program Mgr: Roman G. Peralta

Bridge No. 373000814	Page: 2/3	Structure Type CA
Bridge Name POST ST OC SPOKANE RIVER	Route 00814	Location 00.6 N OF I-90
Structure ID 08528700	MilePost 0.33	Intersecting SPOKANE RIVER

800	Asphaltic Concrete (AC) Overlay	13200	SF	10350	2500	350	0
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Notes	
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0	The bridge is oriented from the south to the north. The bridge was restriped to restrict vehicular traffic to one northbound lane in order to provide space for bike lanes. The temperature at the time of the inspection was 54 degrees
12	The bridge deck has an asphalt overlay that has many cracks, many of which have been sealed with tar.
35	The deck soffit has numerous repairs, spalls, leaching rust stained cracks, and heavy, diffuse efflorescence, especially on the east side and near the joints.
110	The girders all have spalls, cracks, rust stains and repairs, predominantly in the areas adjacent to the pier caps at the expansion joints. See the drawing in the File section for locations.
144	Arch A has several light spalls at the south end on the west side, some repairs at the center and several spalls with exposed rebar at the north end on both sides. Arch B has some spalling at the north end on both sides and Arch C has some water staining and a small spall at the north end. The struts between the arches have diagonal cracks and some spalls on the corners where the strut joins the arch.
205	The columns have numerous spalls, cracks and repairs. See the drawing in the File section for spall locations.
215	Abutment 1 has rock pockets that are starting to scale off rocks and large horizontal construction joints. The earth under the front edge has been worn down, apparently by campers. Abutment 19 has rock pockets and some diagonal cracking radiating from the pipe knock-outs.
234	The pier caps have numerous spalls, cracks and repairs. At Caps 7 and 8 there are diagonal cracks at Column B that are offset approximately 1-inch. See the drawing in the File section for spall locations.
266	The sidewalk soffit and supports are leaching heavily in some areas. The supports have numerous patches, cracks and spalls along the edges, some of which are showing rebar. The sidewalk has transverse cracks, patches and some areas that are breaking up.
310	
330	
331	There are several shallow spalls on the inside face of the railing, some exposing rebar. There are areas of crumbling concrete on both the inside and outside faces of the railing. Approximately two feet of the railing cap has spalled off at the northwest corner.
418	The cracks in the asphalt overlay over the expansion joints have been sealed with tar.
680	The bridge foundations are on solid basalt.

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800	Cracks in the asphalt wearing surface have been sealed with tar. Some new cracks and a few potholes have developed in the traffic lane.
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Repairs

Repair No	Pr	R	Repair Description	Noted	Maint	Verified

Inspections Performed and Resources Required

<u>Report Type</u>	<u>Date</u>	<u>IT</u>	<u>Frq</u>	<u>Hrs</u>	<u>Insp</u>	<u>CertNo</u>	<u>Coinsp</u>	<u>Note</u>
Routine	05/08/14		12	2.0	JEM	G0608	LAM	The Bridge is visited every 3 months.
Resources			Use	Hour	Min	Req	Max	Notes
Informational					JEM	G0608	LAM	
Resources			Use	Hour	Min	Req	Max	Notes