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]	1.74 W OF US 2	47-38-57.08 = 47.649189	117-26-59.62 = -117.449894

85428000000000	Highway agency district: 6	Owner: City or Municipal Highway Agency [04]	Maintenance responsibility: City or Municipal Highway Agency [04]		

Route: 824		SUNSET BOULEVARD	Toll: On free road [3]	Features intersected: LATAH CREEK	

Design - main: Concrete continuous [2]	Design - approach: Concrete [1]	Kilometerpoint: 1126 km = 698.1 mi			
7	Arch - Deck [11]	2	Girder and floorbeam system [03]	Year built: 1913	Year reconstructed: N/A [0000]
				Skew angle: 0	Structure Flared:
				Historical significance: Bridge is on the NRHP. [1]	

Total length: 326.1 m = 1069.9 ft	Length of maximum span: 45.7 m = 149.9 ft	Deck width, out-to-out: 19.4 m = 63.7 ft	Bridge roadway width, curb-to-curb: 13.7 m = 44.9 ft				
Inventory Route, Total Horizontal Clearance: 13.7 m = 44.9 ft	Curb or sidewalk width - left: 1.7 m = 5.6 ft	Curb or sidewalk width - right: 1.7 m = 5.6 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 and Resistance Factor(LRFR) [3]		Inventory rating: 32.4 metric ton = 35.6 tons		
0.6 km = 0.4 mi	Method to determine operating rating: Load and Resistance Factor(LRFR) [3]		Operating rating: 43.2 metric ton = 47.5 tons		
	Bridge posting: 00.1 - 09.9 % below [4]		Design Load: MS 18 / HS 20 [5]		

Functional Details

Average Daily Traffic	12102	Average daily truck traffi	3 %	Year	2010	Future average daily traffic	23625
Year	2032						
Road classification	Other Principal Arterial (Urban) [14]	Lanes on structure	2	Approach roadway width	13.7 m = 44.9 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	Highway-waterway [6]	Lanes under structure	2	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	Highway beneath structure [H]						
Minimum lateral underclearance on right	13 m = 42.7 ft	Minimum lateral underclearance on left	0 = N/A				
Minimum Vertical Underclearance	24.38 m = 80.0 ft	Minimum vertical underclearance reference feature	Highway beneath structure [H]				
Appraisal ratings - underclearances	Superior to present desirable criteria [9]						

Repair and Replacement Plans

Type of work to be performed

Work done by

Bridge improvement cost	0	Roadway improvement cost	0
Length of structure improvement	0 m = 0.0 ft	Total project cost	0
Year of improvement cost estimate			
Border bridge - state		Border bridge - percent responsibility of other state	
Border bridge - structure number			

Inspection and Sufficiency

Structure status	Posted for other load-capacity restriction [R]	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	Equal to present minimum criteria [6]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Superior to present desirable criteria [9]
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	
Pier or abutment protection		Sufficiency rating	82.1

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	September 2011 [0911]	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: 11/12/2013 Agency: SPOKANE

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

Bridge No. 288000824 **Structure Type**

Bridge Name LATAH BRIDGE (HIGH BR) **Route** 00824 **Location** 1.74 W OF US 2

Structure ID 08542800 **MilePost** 7.00 **Intersecting** LATAH CREEK

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

5		Structural Adqcy	(657)	N		Pier/Abut/Protect	(679)	1913		Year Built	(332)
8		Deck Geometry	(658)	8		Scour	(680)	0		Year Rebuilt	(336)
8		Underclearance	(659)	9		Retaining Walls	(682)	48		Oper Rating	(551)
4	5	Operating Level	(660)	9		Pier Protection	(683)	36		Inv Rating	(554)
6		Alignment Adqcy	(661)	0		Bridge Rails	(684)	R	A	Open Close	(293)
8		WaterwayAdqcy	(662)	0		Transition	(685)	9999		Vert Over Deck	(360)
6		Deck Overall	(663)	0		Guardrails	(686)	8000		Vert Under	(374)
5	4	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)				
8		Chan/Protection	(677)			Measure Clearance	(694)				
9		Culvert	(678)								

Inspections Performed

IT	NT	HRS	Date	Rep Type
Y	**24**	**14.5**	**09/10/2013**	**Routine**
				Fract Crit
				Underwater
				Special
				Interim
				Equipment
				Damage
				Safety
				Short Span

Total: 14.5

Suff Rating: 82.09 81.61

BMS Elements

Element	Element Description	Total	Units	State 1	State 2	State 3	State 4
12	Concrete Deck	48150	SF	38790	9000	360	0
35	Concrete Deck Soffit	48150	SF	38790	9000	360	0
110	Concrete Girder	3335	LF	0	2675	660	0
116	Concrete Stringer	2307	LF	1617	240	240	210
144	Concrete Arch	3160	LF	0	2850	310	0
150	Concrete Column on Spandrel Arch	51	EA	0	39	12	0
155	Concrete Floor Beam	8101	LF	7831	150	120	0
210	Concrete Pier Wall	387	LF	0	387	0	0
215	Concrete Abutment	168	LF	0	130	38	0
331	Concrete Bridge Railing	1880	LF	100	1200	480	100
361	Scour	2	EA	2	0	0	0
801	AC Overlay with Waterproofing Membrane	46859	SF	23000	22800	1059	0

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Notes

0	The bridge is oriented from the west to the east.The outside lanes have been closed to traffic. The temperature on the first day of inspection was 93 degrees.
12	The deck has been overlaid with asphalt. The new overlay has helped slow water seeping through by removing cracks and tighing up the joint areas.
35	The deck soffit in the piers is severely deteriorated in the areas around the drains, around the manholes and along the girders supporting the curbs. Rebar section loss in these localized areas ranges from 50% to 100% of the bottom mat. There are also shallow spalls with exposed rebar along the interior pier walls. In the areas outside the piers the deck is spalled along the pier walls under the joints. Some rebar is exposed, but the section loss in these areas is minimal.
110	
116	In the south piers, the stringers supporting the curbs have deteriorated badly. In the girders where the bottom steel is exposed, the section loss in the longitudinal steel ranges from 40% to 70%. The stirrups have rusted through on the bottom face of the girders in the area adjacent to the drains, and the vertical legs of these stirrups have a section loss of approximately 30%. In the north piers the girders supporting the curbs are also cracked and spalling, although it is difficult to estimate section loss in these girders because not as much of the rebar is exposed.
144	The arches are generally in good condition with some efflorescence at the construction joints and water staining at the juncture with the piers. Arch 6 northeast inside edge there is a eight foot edge spall about two feet wide.
150	The columns on the exterior spandrel arches are spalled at the corners and on the ornamental collars.
155	) The floor beams in the center section of the bridge are generally in good condition, but in the exterior sections of the bridge the floor beams under the joints are badly spalled with section loss up to 45% in the exposed sections of the rebar.
210	The exterior pier faces have numerous shallow spalls under the joints. Inside the piers there are large, diagonal cracks under the sidewalks, running from the curb girder down towards the outside wall of the pier, with heavy efflorescence and water staining. All of the piers are holding water and mud below the elevation of the drains.
215	The abutment faces are water stained with some light spalling along the top under the joints. Above the south arches in pier 8 or east abutment there is heavy spalling in floor beam. Pic ture(101)
331	A jersey-style guardrail has been placed down both sides of the bridge at the curb to provide a traffic barrier and separate the pedestrians from the traffic lanes. The exterior pedestrian railings have numerous cracks, spalls and repairs. There is almost always something on the pedestrian railing in need of repair.
361	The high-water level is clearly defined by grass, chaff and other debris on the sides of channel. There is no evidence of scour at the bridge piers. In the summer months transients live in the trees and brush under bridge mostly down by the water, to hide them. While they live there they move the rip rap to make their areas to stay.
801	The asphalt surface on the bridge deck was ground and overlaid in 2009.

Repairs

Repair No	Pr	R	Repair Description	Noted	Maint	Verified
1	2	B		11/23/05		

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2	2	B	11/23/05

Inspections Performed and Resources Required

Report Type	Date	IT	Frq	Hrs	Insp	CertNo	Coinsp	Note
Routine	09/10/13		24	14.5	JEM	G0608	LAM	The scour soundings and wade inspection are part of the routine inspection but are conducted at a time of low water flow.

Resources	Use	Hour	Min	Req	Max	Notes
UBIT						
Bucket						