

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]	Clark County [011]	Unknown [00000]	19.8 N JCT SR 502	45-57-37.11 = 45.960308	122-22-20.79 = -122.372442
000000IU0000000	Highway agency district 4	Owner State Highway Agency [01]	Maintenance responsibility	State Highway Agency [01]	
Route 503	SR 503	Toll On free road [3]	Features intersected LEWIS RIVER		
Design - main 1	Steel [3] Suspension [13]	Design - approach 5	Steel [3] Stringer/Multi-beam or girder [02]	Kilometerpoint 4478.8 km = 2776.9 mi	Year built 1932 Year reconstructed 1957
				Skew angle 0	Structure Flared
				Historical significance Bridge is on the NRHP. [1]	
Total length	139.6 m = 458.0 ft	Length of maximum span	91.4 m = 299.9 ft	Deck width, out-to-out	6.1 m = 20.0 ft
Inventory Route, Total Horizontal Clearance	5.1 m = 16.7 ft	Curb or sidewalk width - left	0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft
Deck structure type	Wood or Timber [8]				
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	10 metric ton = 11.0 tons
10.9 km = 6.8 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	16.3 metric ton = 17.9 tons
Bridge posting		Design Load	M 9 / H 10 [1]	

### Functional Details

Average Daily Traffic	1057	Average daily truck traffi	13	%	Year	2012	Future average daily traffic	1666	Year	2036
Road classification	Minor Arterial (Rural) [06]		Lanes on structure	1		Approach roadway width	6.4 m = 21.0 ft			
Type of service on bridge	Highway [1]		Direction of traffic	One lane bridge for 2 - way traffic [3]		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	4.39 m = 14.4 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	2107000	Roadway improvement cost	421000						
	Length of structure improvement	139.6 m = 458.0 ft		Total project cost	4214000					
	Year of improvement cost estimate	2014								
	Border bridge - state				Border bridge - percent responsibility of other state					
	Border bridge - structure number									

## Inspection and Sufficiency

Structure status	Posted for load [P]	Appraisal ratings - structural	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - superstructure	Satisfactory [6]	Appraisal ratings - roadway alignment	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Good [7]		
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	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	18.5
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	March 2017 [0317]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	July 2013 [0713]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	March 2017 [0317]
Other special inspection	Every two years [Y24]	Other special inspection date	March 2017 [0317]