2023
Annual Bridge Report

Prepared by Spokane County Public Works
Bridge Department

March 2024

Spokane County
PUBLIC WORKS

Executive Summary

The 2023 Annual Bridge Report has been completed in compliance with WAC 136-20-060, which requires that each County Engineer furnish a written report of the County's bridge inspection efforts to the county legislative authority. It is also the intention of this report that the information presented herein be incorporated into a comprehensive program strategy to preserve the roadways within the County.

Spokane County owns and maintains 158 bridges connecting the 2,531 miles of county road network. This annual bridge report is an important part of the preparation of the proposed six-year transportation improvement program (TIP) in addition to aiding in the short- and long-term planning tools.

Appendix A includes a complete list of County owned bridges with key information.

Key Highlights in 2023

- A total of 98 Spokane County bridge inspections were completed in 2023 by county staff.
- Spokane County completed safety inspections on 11 railroad bridges.
- The WSDOT underwater dive team completed underwater inspections on 2 County owned bridges.
- The Under Bridge Inspection Truck (UBIT) was utilized for 1 County owned bridge inspection.
- One special inspection was completed by WSDOT to inspect the pins on Nine Mile Road Bridge No. 2602 over Spokane River.
- A timber superstructure and deck replacement was completed for Dunn Road Bridge No. 4403 over California Creek.
- Marshall Road Bridge No. 2401 over Marshall Creek was replaced.
- Antler Road Bridge No. 4814 over Deer Creek was reconstructed.
- Design was completed for Little Spokane Drive Bridge No. 3704 over Little Spokane River.
- Construction of Euclid Road Bridge No. 1508 over BNSF RR was substantially completed and opened to traffic with punch list items to be completed in 2024.
- Replacement of Gordon Road Bridge No. 1506 over Deep Creek and Colbert Road Bridge No. 3703 over Little Spokane River were selected for funding in the 2023 funding cycle.
- 27 culverts 8 feet and greater were identified and inspected as an ongoing effort to identify these short span culverts and add them into the bridge inspection inventory.

Glossary of Bridge Terms

Abutment – a substructure supporting the end of a single span or the extreme end of a multi-span superstructure and, in general, retaining or supporting the approach fill.

ADT – Average Daily Traffic

Approach – the part of the roadway immediately before and after the bridge structure.

Backwall – the topmost portion of an abutment functioning primarily as a retaining wall to contain approach roadway fill.

Bent – a supporting unit of the beams of a span made up of one or more columns or column-like members connected at their topmost ends by a cap, strut, or other horizontal member. A bent is usually made up of multiple columns, as opposed to a pier, which is usually a solid structure.

Bridge – all reportable structures that include bridges, culverts, and tunnels. See also definition of Reportable Structure below.

BridgeWorks – the software application that is used to record, process and report bridge inspections and which updates data in the inventory databases.

Cap – the horizontally oriented, topmost piece or member of a bent serving to support the girders and distribute the girder loads upon the columns.

Compression – a type of stress involving pressing together; tends to shorten a member; opposite of tension.

Deck – the horizontal surface of the bridge that provides direct support for vehicular and pedestrian traffic.

Elastomeric Pads – rectangular pads made of neoprene, found between the sub- and superstructure that bear the entire weight of the superstructure.

Endwall – the wall located directly under each end of a bridge that holds back approach roadway fill. The endwall is part of the abutment.

Girder – the main longitudinal load carrying member of a structure that supports the bridge deck. Girders often have an I-beam cross section for strength, but may also have a rectangular shape or other form.

National Bridge Inventory (NBI) – structure inventory and appraisal data collected nationally to fulfill the requirements of the National Bridge Inspection Standards (NBIS). The state of Washington shall prepare and maintain an inventory of all bridges subject to the NBIS.

National Bridge Inspection Standards (NBIS) - Title 23 Code of Federal Regulations 650 Subpart C defines the NBIS regulations, and establishes requirements for inspection procedures, inspection intervals, qualifications of personnel, inspection reports, and preparation and maintenance of a state bridge inventory. The NBIS apply to all structures defined as bridges located on all public roads.

Pier – a structure comprised of stone, concrete, brick, steel, or wood that supports the ends of the spans of a multi-span superstructure at an intermediate location between abutments. A pier is usually a solid structure, as opposed to a bent, which is usually made up of columns.

Pile – a rod or shaft-like linear member of timber, steel, concrete, or composite materials driven into the earth to carry structure loads into the soil.

Post or column – a member resisting compressive stresses, in a vertical or near-vertical position.

Reportable Structure (NBI Bridge) – The NBIS gives the following definition: "A structure including supports erected over a depression or an obstruction, such as water, highway, or railway, and having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than 20 feet between undercopings of abutments or spring lines of arches, or extreme ends of openings for multiple boxes; it may also include multiple pipes, where the clear distance between openings is less than half of the smaller contiguous opening." Reportable structures also include tunnels reported to the NTI.

Riprap – rock or other material used to armor shorelines, streambeds, bridge abutments, pilings and other shoreline structures against scour, water or ice erosion.

Scour – erosive action of removing streambed material around bridge substructure due to water flow. Scour is of particular concern during high-water events.

Short Span Bridge (Non-NBI Bridge) – structure having a clear span length less than or equal to 20 feet measured along the centerline and meets the short span bridge criteria in the Washington State Bridge Inspection Manual (WSBIM).

Soffit – the underside of the bridge deck or sidewalk.

Spall – a concrete deficiency wherein a portion of the concrete surface is popped off from the main structure due to the expansive forces of corroding steel rebar underneath. This is especially common on older concrete bridges.

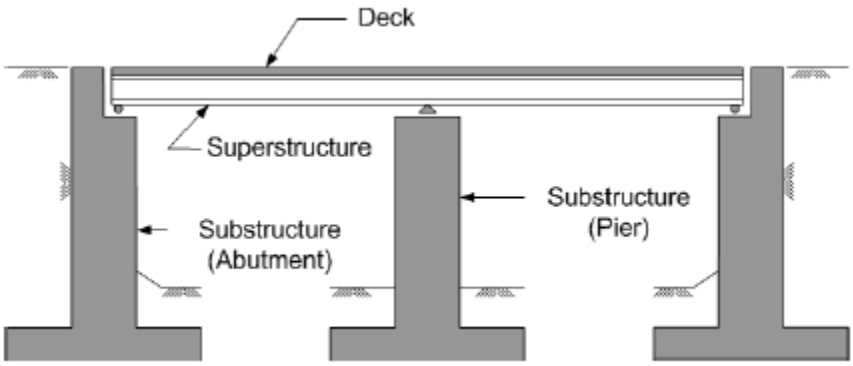
Substructure – the abutment, piers, grillage, or other structure built to support the span or spans of a bridge superstructure. Includes abutments, piers, bents, and bearings.

Superstructure – the entire portion of a bridge structure that primarily receives and supports traffic loads and, in turn, transfers the reactions to the bridge substructure; usually consists of the deck and girders or, in the case of a truss bridge, the entire truss.

Wingwall – walls that slant outward from the corners of the overall bridge that support roadway fill of the approach.

Washington State Bridge Inspection Manual (WSBIM) – the Washington State Bridge Inspection Manual is the primary source of information and guidance for those who inspect bridges subject to the National Bridge Inspection Standards (NBIS), the National Tunnel Inspection Standards (NTIS) and managed by state and local agencies within Washington State.

Washington State Bridge Inventory System (WSBIS) – the structure inventory, and appraisal data collected and used to fulfill the requirements of the NBIS/NTIS and additional data used to manage the state and local bridge inventories.

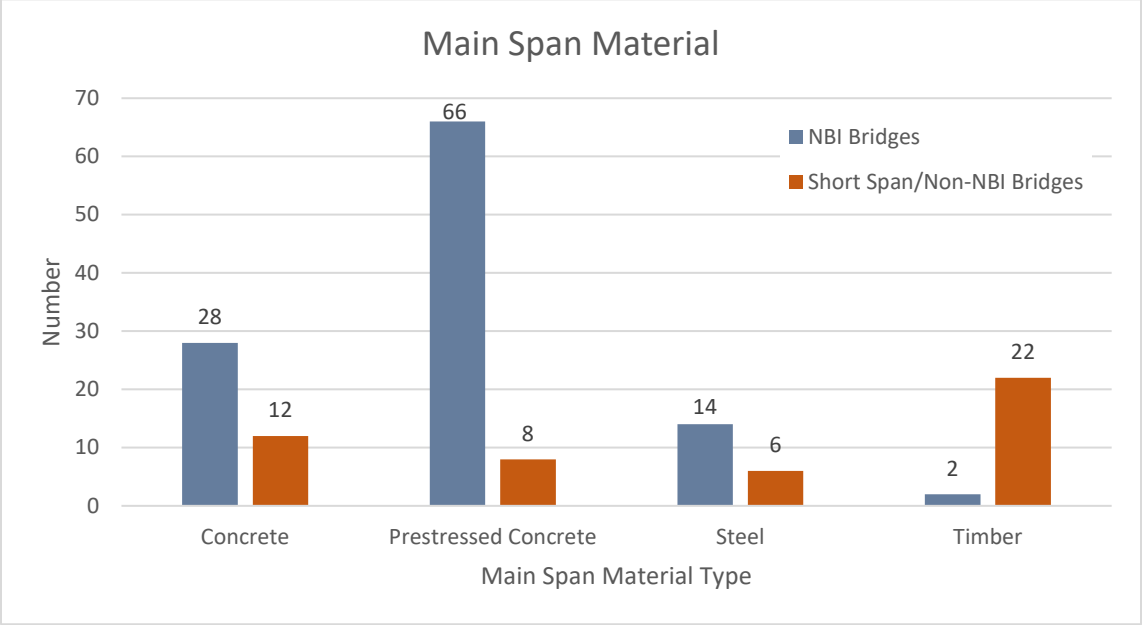


BRIDGE INVENTORY

Spokane County currently has 184 bridges in its bridge inspection inventory, 17 of which are safety inspections on bridges owned by the Railroads, 7 owned by small cities, and 2 owned by Spokane County Parks.

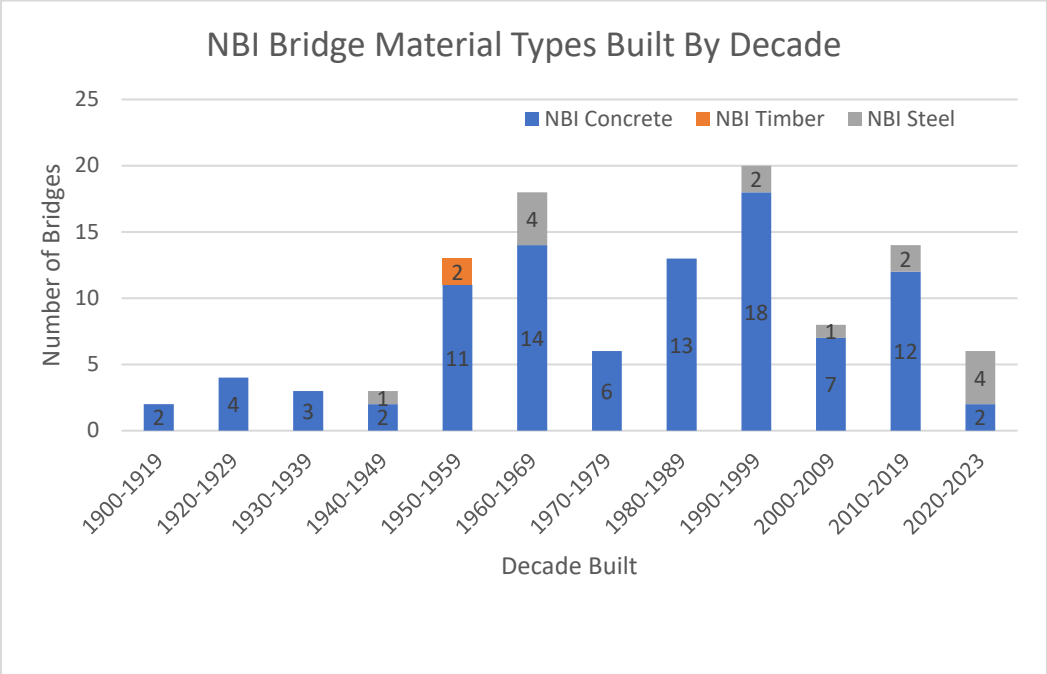
Of the 158 County owned bridges, 110 are NBI bridges, 48 are non-NBI bridges. These bridges are built in a variety of designs with several types of materials. The breakdown by main span material in Figure 1 below shows that concrete is the predominate main span material for NBI bridges while non-NBI bridges primarily consist of timber components.

Figure 1: Main span material breakdown for County owned bridges.



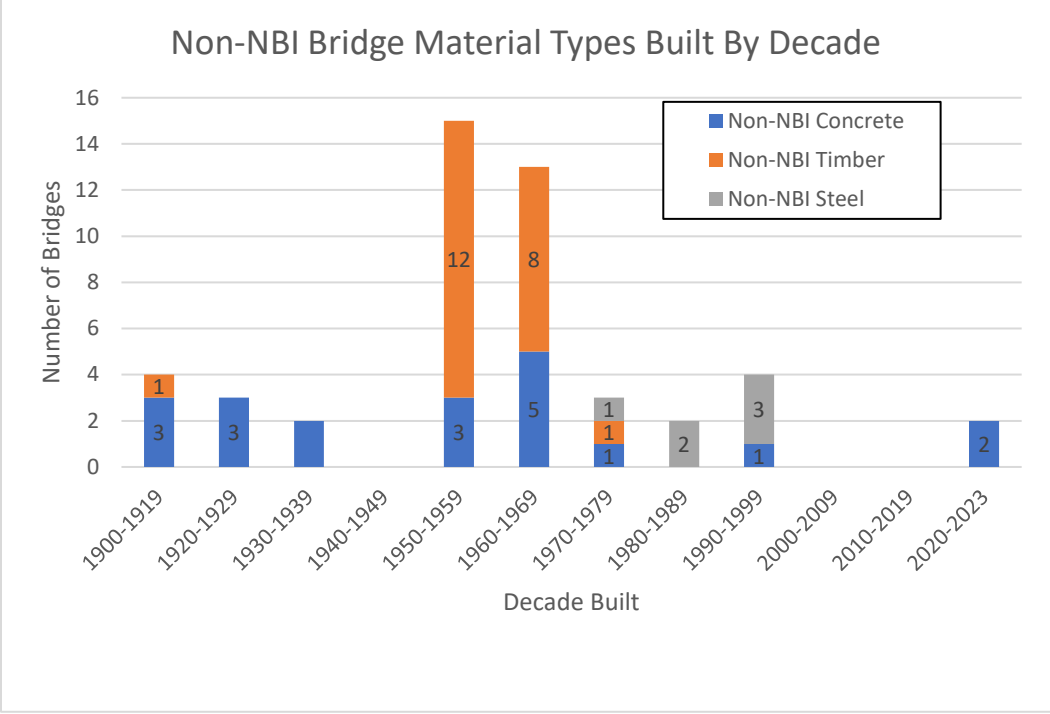
The average age of the NBI bridge inventory is 42.7 years while the non-NBI bridge inventory age is 64.4 years old. The design life of bridges varies by material type with concrete and steel bridges at 75 years while the expected service life of a timber bridge is 50 years. Figures 2 and 3 below illustrate the number of NBI bridges and non-NBI bridges built by decade and main span material, respectively. Concrete and steel bridges constructed prior to 1948 have exceeded their design life while timber bridges built prior to 1973 are well outside their expected useful life.

Figure 2: NBI Bridge Material Types Built by Decade.



Of the 48 non-NBI bridges, 31 are aged beyond their expected useful life. Bridges classified as short span bridges or non-NBI bridges are not eligible for federal funds and major maintenance and replacement are at the County's own expense.

Figure 3: Non-NBI Bridge Material Types Built by Decade.



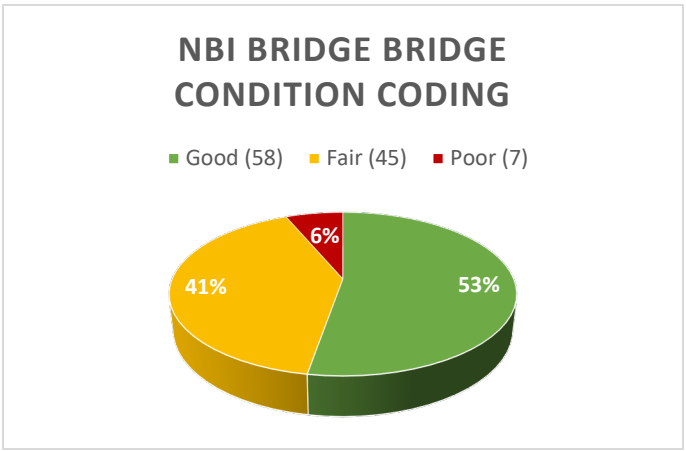
Of the 22 County owned non-NBI timber bridges, 18 are founded on timber pile. Currently, two of the timber bridges supported by timber piling are considered in poor condition as the timber substructure and/or piles are wearing out and beginning to fail. With more expected to be added to this list, funding options and replacement structures will be reviewed.

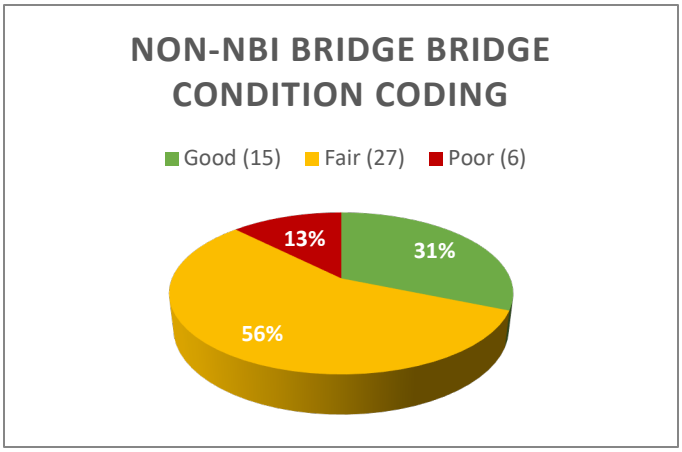
Due to road settlement and/or overtopping, many culverts not on the WSBIS inventory have been brought to the Bridge Department's attention. After further inspection several of these culvert structures have rotted out bottoms or distortion of the corrugated metal structure indicating distress and progression toward failure. This has brought urgency in determining how many structures are located throughout the County and what condition these structures are in. Currently, the direction moving forward is structures eight feet or wider will be inventoried and added as short spans in the bridge inventory, thus requiring inspection with up to 5-year intervals. The Bridge Department has started this inventory process with 27 structures identified fitting these criteria in 2023 and it is expected to be on-going over the next several years. In review of the old bridge files, many of these culverts under the roadway today replaced short span timber bridges in the 1970's and 1980's.

The Federal Highway Administration (FHWA) created a standard condition criteria to rate the bridge inventory for each bridge deck, superstructure, substructure or culvert condition. Each condition state is rated on a 1 to 8 scale with 1 being "imminent" failure and 8 being very good. For the purposes of this report a condition of 7 or higher is classified as "Good", a condition of 5 or 6 is classified as "Fair", and a 4 or below is classified as "Poor".

Bridges classified as being in poor condition have advanced deficiencies such as: advanced section loss, deterioration, spalling, or scour. Often bridges in poor condition have weight restrictions. Figure 4 is snapshot of the bridge condition coding for the Spokane County owned bridges in 2023.

Figure 4: Bridge condition breakdown for the Spokane County owned bridges.





Load and Height Restricted Bridges

All bridges in the bridge inventory have been load rated to determine the legal load carrying capacity that can safely cross each bridge. This is an ongoing effort and the files are updated as the condition of the inventory changes. This work is completed by Bridge Department staff with the assistance of a consultant as needed.

Spokane County performs safety inspections on several railroad bridges that have vertical limitations for over height loads. Any bridge with a vertical obstruction 15 feet or less is posted with height restriction signage of the measured height minus 3 inches (to account to snow and ice). Table 1 below highlights the number of posted Spokane County owned bridges. A complete list of posted bridges can be found in Appendix B.

Table 1: Posted, closed, and reduced lanes for County owned bridges.

Classification	110 NBI Bridges	48 Non-NBI Bridges
Posted for Weight	16	5
Closed	0	1
Reduced Lanes	0	1

BRIDGE INSPECTION

Spokane County follows the National Bridge Inspection Standards (NBIS) in its program as required by the Federal Highway Administration (FHWA) in accordance with the Code of Federal Regulations part 650. The standards mandate that all public agencies with a bridge inventory inspect and report the findings at a minimum of once every 24 months for routine inspections. The inspector documents the current condition of each bridge element and deficiencies are coded to show the degree of deterioration in various elements. The three primary elements are the deck, superstructure, and substructure. As deterioration accelerates, the numerical code value drops.

Routine Inspections and some aspects of Special Inspections are accomplished by Bridge Department staff. To perform Special Inspections, the County utilizes the services of a local company, Commercial Grading, to provide the specialized equipment and operators required to accomplish these inspections. In addition, the WSDOT Bridge Preservation Dive Team performs Underwater Inspections.

For the Parks Department and towns of Spangle, Fairfield, and Rockford, the Bridge Department staff performs routine inspections and other work, such as load rating and scour evaluation. A complete inventory of Parks and small city structures that Spokane County inspects can be found in Appendix C.

In 2023, a total of 65 NBI bridges, 32 non-NBI bridges, and 1 interim inspection (which looks in-depth at a specific element of a bridge rather than every piece of a bridge) were conducted. All deficiencies found from the inspections are documented and scheduled for routine maintenance either with the Spokane County Bridge Maintenance Crew or put on the list for future Small Works Roster projects.

There are currently 6 NBI bridges and 8 non-NBI bridges that require inspections every 12 months or less due to some structure components needing more frequent inspections.

A number of different types of inspections have been developed to address specific needs. Three specific types that Spokane County utilizes contracts for are Special, Underwater and Two-Man UBIT inspections.

- Underwater Inspections: In 2023, the WSDOT dive team completed underwater inspections for:
  - Valley Chapel Road Bridge No. 3303
  - Harvard Road Bridge No. 5502

- Under Bridge Inspection Truck (UBIT): These inspections require the use of a truck that can access the soffits of high bridges which cannot be inspected from the ground. In 2023, one County bridge received an UBIT inspection. This included:
  - Cheney Spokane Road Bridge No. 2401

- Complex Feature: This inspection required the use of special equipment to specifically look at the pins. In 2023, one County bridge received a special inspection with the assistance of WSDOT bridge inspectors. This included:
  - Nine Mile Road Bridge No. 2602

All bridges over water must be evaluated for the stability of their foundations due to the erosion of the stream bed which supports them. For bridges that have foundations classified as scour critical or unknown, a Scour Plan of Action has been prepared which includes monitoring during high flows and is updated as needed. On the Spokane County bridge inventory there are 36 scour critical bridges, consisting of 14 NBI bridges and 22 non-NBI bridges.

FUNDING

The Federal Government provides the main source of funds for bridge rehabilitation and replacement projects which are constructed under contract. Under the Bridge Formula Program (BFP) funds are awarded through an application process via the Federal Local Bridge Program (FLBP). The purpose of the FLBP is to improve the condition of bridges through replacement, rehabilitation, and preventative maintenance. Bridges must be reported to the National Bridge Inventory (NBI) and subject to the National Bridge Inspection Standards (NBIS), greater than 20 feet in length and carry public vehicle traffic. Agencies with eligible bridges can then apply for these funds through a process which awards funds to those bridges with the greatest need. In general, for replacement, eligibility is based on a poor deck, superstructure and/or substructure condition code or have a structural adequacy or waterway adequacy code of 2 or less.

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In most years, Federal funding is provided at an 80% level with the County Road Fund providing a 20% match. However, most recent calls for funding have no local match requirements.

A call for funding opened in February 2023 with approximately $150 million in funds awarded in the Fall of 2023 to local agencies. Three Spokane County bridge replacements were submitted for consideration which included:

- Chattaroy Road Bridge No. 3801 over Little Spokane River
- Colbert Road Bridge No. 3703 over Little Spokane River
- Gordon Road Bridge No. 1506 over Deep Creek

To show that Spokane County was motivated to replace these bridges, topographic survey and preliminary hydraulics were started for Chattaroy Road Bridge No. 3801 and Colbert Road Bridge No. 3703 using Spokane County funds. Both Colbert Road Bridge No. 3703 and Gordon Road Bridge No. 1506 were selected with design work scheduled to start in 2024.

ACTIVE PROJECTS

Table 2 below provides the status of the active projects in 2023. Additional details about each project can be found on the following pages.

Table 2: Status of active projects in 2023.

PROJECT	ESTIMATED CONSTRUCTION COST	PLANNED CONSTRUCTION DATE	FUNDING
Projects Constructed in 2023			
Marshall Road Bridge No. 2401 CRP 3301	$252,000	Constructed in 2023	County
Antler Road Bridge No. 4814 CRP 3265	$106,000	Constructed in 2023	County
Euclid Road Bridge No. 1508	$2,900,000	Constructed in 2023	County
Projects in Design			
Little Spokane Drive Bridge No. 3704 CRP 3267	$2,900,000	Construct in 2024	Federal County
Connor Road Bridge No. 4404 CRP 3302	$500,000	Construct in 2024	County
Antler Road Culvert No. 2821 CRP 3331	$500,000	Construct in 2025	County
Deer Park Milan Road Bridge No. 3915 CRP 3241	$1,000,000	Construct in 2026	County

COMPLETED BRIDGE PROJECTS

During 2023, one short span bridge was replaced and one short span bridge was rebuilt. The following are a few details about the projects.

Marshall Road Bridge No. 2401 over Marshall Creek, CRP 3301 was a short span timber bridge replacement project. It is located approximately 0.1 miles north of Cheney Spokane Road and 2.2 miles southwest of Highway 195. A new 26-foot long by 24-foot wide steel superstructure situated on micropiles replaced the existing structure in summer 2023. The existing 20-foot long by 24-foot wide timber bridge was built in 1960 and had significantly deteriorated piles, was weight restricted for all 4 single unit trucks, and was scour critical. Work was completed using the Spokane County Bridge Crew and small works contract for the micropile installation and steel bridge purchase.

Antler Road Bridge No. 4814 over Deer Creek, CRP 3265 was a short span timber bridge rebuild. At 18 feet in length and 19.2 feet in width it has an ADT of 21 and serves just 2 homes. Built in 1955, it had significantly rotted pile and timber sawn girders. The bridge was scour critical and weight restricted for all 7 legal trucks. The Spokane County Bridge Crew cut the deteriorated timber piles, installed steel pile sleeves on top of the sound timber piles, placed a steel H-pile cap, new corrugated steel backwall, new glue laminated timber girders, and deck planks. Work was completed in November 2023.

BRIDGE DESIGN

County Bridges are designed using the latest edition of the AASHTO LRFD Bridge Design Specification in conjunction with the WSDOT Bridge Design Manual. Below is a short description of the bridges which are currently in design.

Little Spokane Drive Bridge No. 3704 over Little Spokane River, CRP 3267 is a bridge replacement project using federal grant funds awarded in 2019. It is located approximately 1.2 miles west of Highway 2 in north Spokane County. The existing 90-foot long, three span, conventionally reinforced concrete structure is scour critical and weight restricted for all seven legal trucks. The replacement structure will be a single span, prestressed concrete girder bridge with a concrete cast-in-place deck and steel piling and include a roadway realignment. Construction is slated for 2024.

Connor Road Bridge No. 4404 over California Creek, CRP 3302 is another short span timber bridge replacement. Constructed in 1953, the timber sawn girders and timber pier cap have significant rot requiring the bridge to be weight restricted for all 7 legal trucks. A topographic survey was completed by consultants in 2022 with hydraulics and design work started. Replacement is slated for summer 2024.

Antler Road Bridge No. 2821 over Dragoon Creek, CRP 3331 is a 60-foot long by 10.5 feet wide by 7.5 tall multi-plate arch pipe installed in 1982. The arch is buckling at the seam with visible distortion. Design is underway to replace the culvert with an arch pipe founded on footings.

Deer Park Milan Road Bridge No. 3915 over Bear Creek, CRP 3241 is a bridge replacement project. It is located approximately 4 miles east of Deer Park. The existing single span cast-in-place concrete bridge was built in 1921 and widened to the north in 1973. It is scour critical and deteriorating. The replacement structure is in preliminary design and will be built on the existing alignment. The topographic survey was completed in 2018 with design work underway. Additional funding options are being sought.

BRIDGE MAINTENANCE

Routine maintenance and repairs are completed by the Spokane County Bridge Maintenance Crew. This includes but is not limited to:

- Replacing deteriorated timber deck planks or timber girders
- Repairing or replacing bridge rail and guardrail
- Removal of vegetation encroaching or blocking access to the bridge for inspection
- Washing and repairing concrete decks
- Cleaning and replacing expansion joints
- Cleaning caps and bearing pads
- Concrete patching
- Scour repair

In addition to these repairs the Bridge Maintenance Crew also handles emergency repairs and monitoring of the inventory during high water events.

MAJOR BRIDGE MAINTENANCE

In addition to the routine bridge maintenance, the Dunn Road Bridge No. 4403 over California Creek had major bridge maintenance take place in 2023. The 41-foot long by 14’ wide timber bridge is on a closed road but accessible by emergency vehicles. Due to significant deterioration in the timber decking and girders it was unable to safely carry the emergency vehicles. In September 2023, the Bridge Maintenance Crew rebuilt the superstructure and deck with new timber glue laminated girders and deck planks.

As noted above, design work for 3 other bridge replacement projects that will use County funds and the Bridge Maintenance and District Crews to perform the work will continue into 2024.

APPENDIX A
INVENTORY OF STRUCTURES

BRIDGE NUMBER	BRIDGE NAME	YEAR BUILT	LENGTH (feet)	WIDTH (feet)	MAIN MATERIAL	ADT	TRUCK %	FUNCTIONAL CLASS	NBI BRIDGE	POSTED	CONDITION
SPOK-0204	SCROGGIE RD OV UPRR	1997	81	24	PS Concrete	10	20	Rural Minor Collector	Yes	No	Good
SPOK-0406	THORPE RD OV SOUTH FORK DEEP CREEK	1962	19	23.9	Timber	78	45	Rural Minor Collector	No	No	Fair
SPOK-0503	RITCHEY RD OV DEEP CREEK	2017	100	30	PS Concrete	81	17	Rural Local	Yes	No	Good
SPOK-0504	MCFARLANE RD OV DEEP CREEK	1988	112	30.5	PS Concrete	59	31	Rural Local	Yes	No	Good
SPOK-0505	ESPANOLA RD OV DEEP CREEK	1999	100	30	PS Concrete	569	25	Rural Minor Collector	Yes	No	Good
SPOK-0507	LADD RD OV NF DEEP CREEK	1978	25	26.3	PS Concrete	5	60	Rural Local	Yes	No	Good
SPOK-0508	COULEE HITE RD OV SF DEEP CRK	1962	21.5	23	Timber	17	35	Rural Local	No	No	Fair
SPOK-0510	MCFARLANE RD OV DEEP CREEK	1961	48	22	Steel	2	50	Rural Local	Yes	No	Fair
SPOK-0512	COULEE HITE RD OV N FORK DEEP CREEK	1952	21	22.5	Timber	25	28	Rural Local	No	No	Fair
SPOK-0515	STROUP RD OV NORTH FORK DEEP CREEK	1967	21	23.3	Timber	20	45	Rural Local	No	No	Fair
SPOK-0520	DEEP CREEK RD OV DEEP CREEK	2007	88	28	PS Concrete	15	27	Rural Local	Yes	No	Good
SPOK-0524	STROUP RD OV BRANCH DEEP CRK	1950	20	23.5	Timber	20	25	Rural Local	No	No	Fair
SPOK-0603	WOOD ROAD OV COULEE CREEK	1971	30	26.3	PS Concrete	491	17	Rural Minor Collector	Yes	No	Fair
SPOK-0605	COULEE-HITE RD OV COULEE CREEK	1923	50	26.5	Concrete	266	23	Rural Major Collector	Yes	Yes	Fair
SPOK-1102	BADGER LAKE RD OV BADGER LAKE OVERFLOW	1952	21	25.6	Concrete	141	21	Rural Local	No	No	Fair
SPOK-1201	MULLINIX RD OV COLUMBIA PLATEAU TRAIL	1994	17	40	Steel	195	18	Rural Major Collector	No	No	Good
SPOK-1302	CHENEY-PLAZA RD OV COLUMBIA PLATEAU TRAIL	1936	159	24	Concrete	1212	17	Rural Major Collector	Yes	No	Fair

BRIDGE NUMBER	BRIDGE NAME	YEAR BUILT	LENGTH (feet)	WIDTH (feet)	MAIN MATERIAL	ADT	TRUCK %	FUNCTIONAL CLASS	NBI BRIDGE	POSTED	CONDITION
SPOK-1407	BROOKS RD OV DRAINAGE	2023	14.8	36.2	Concrete	2586		Rural Major Collector	No	No	Good
SPOK-1502	EUCLID RD OV DEEP CREEK	1987	112	30.5	PS Concrete	54	10	Rural Minor Collector	Yes	No	Fair
SPOK-1504	RAMBO RD ARCH PIPES OV DEEP CREEK	1995	53	0	Steel	1090	17	Rural Minor Collector	Yes	No	Good
SPOK-1506	GORDON RD OV DEEP CREEK	1981	111	26.3	PS Concrete	155	24	Rural Local	Yes	Yes	Fair
SPOK-1507	CHRISTENSEN RD OV DEEP CREEK	2015	98	30	PS Concrete	470	16	Rural Local	Yes	No	Good
SPOK-1508	EUCLID RD OV BNSF RR	2023	80	33.6	PS Concrete	578	9	Rural Local	Yes	No	Good
SPOK-1601	GARFIELD RD OV DEEP CREEK	1987	97	30.5	PS Concrete	77	9	Rural Local	Yes	No	Fair
SPOK-1602	7-MILE OV COULEE CREEK	2016	70	36	PS Concrete	2160	19	Rural Major Collector	Yes	No	Good
SPOK-1605	BROOKS RD OV COULEE CREEK	1981	188	28	PS Concrete	147	19	Rural Local	Yes	No	Fair
SPOK-2101	CHENEY-PLAZA RD OV BUCKEYE CREEK	1921	12	24.3	Concrete	221	17	Rural Major Collector	No	No	Fair
SPOK-2105	PATTERSON RD OV SANDERS CRK	1959	23	22.4	PS Concrete	36	5	Rural Local	Yes	No	Good
SPOK-2108	CHENEY-PLAZA RD OV SANDERS CRK	2013	40	31	PS Concrete	71	31	Rural Major Collector	Yes	No	Good
SPOK-2203	WELLS RD OV SANDERS CREEK	1953	30	26	Concrete	282	22	Rural Major Collector	Yes	Yes	Fair
SPOK-2306	CHENEY-SPANGLE RD OV COLUMBIA PLATEAU TRAIL	1950	95	26	Concrete	1963	16	Rural Major Collector	Yes	No	Good
SPOK-2309	ANDERSON RD OV COLUMBIA PLATEAU TRAIL	1971	76	26	PS Concrete	221	16	Rural Local	Yes	No	Fair
SPOK-2310	ANDERSON RD OV UPRR	1971	63	26	PS Concrete	221	16	Rural Local	Yes	Yes	Fair
SPOK-2401	MARSHALL RD OV MARSHALL CREEK	2023	26	24	Steel	52	24	Urban Local	Yes	No	Good
SPOK-2404	CHENEY-SPOKANE OV UP&BN RR	1949	547	24.2	Concrete	2238	14	Rural Major Collector	Yes	Yes	Poor
SPOK-2601	SEVEN MILE RD OV SPOKANE RIVER	1992	352.6	40	PS Concrete	4341	14	Rural Major Collector	Yes	No	Good

BRIDGE NUMBER	BRIDGE NAME	YEAR BUILT	LENGTH (feet)	WIDTH (feet)	MAIN MATERIAL	ADT	TRUCK %	FUNCTIONAL CLASS	NBI BRIDGE	POSTED	CONDITION
SPOK-2602	NINE MILE RD OV SPOKANE RIVER	1976	327	28	PS Concrete	3191	13	Rural Major Collector	Yes	No	Fair
SPOK-2604	RUTTER PARKWAY OV LITTLE SPOKANE RIVER	1960	157	26	Concrete	2317	8	Rural Minor Collector	Yes	No	Fair
SPOK-2606	WAIKIKI RD OV LITTLE SPOKANE RIVER	1961	168.3	26	PS Concrete	2944	9	Urban Minor Arterial	Yes	No	Good
SPOK-2608	SEVEN MILE RD OV DEEP CREEK	1958	170.7	26	Concrete	2901	19	Rural Major Collector	Yes	No	Fair
SPOK-2609	PINE BLUFF RD OV COULEE CREEK	1990	179	26.3	PS Concrete	123	15	Rural Local	Yes	No	Fair
SPOK-2801	DALTON RD OV DRAGOON CREEK	1996	62	28	PS Concrete	269	20	Rural Local	Yes	No	Good
SPOK-2802	STALEY RD OV DRAGOON CREEK	2000	120	34.4	PS Concrete	1241	23	Rural Major Collector	Yes	No	Good
SPOK-2803	MONROE RD OV WEST BRANCH DRAGOON CRK	2018	76	36	PS Concrete	1092	20	Rural Major Collector	Yes	No	Good
SPOK-2806	CRAWFORD ST OV DRAGOON CREEK	1968	35	30	Concrete	3506	19	Rural Major Collector	Yes	No	Good
SPOK-2808	MONROE RD OV DRAGOON CREEK	1963	20.7	28	Steel	1728	5	Rural Major Collector	Yes	No	Fair
SPOK-2813	DAHL RD OV DRAGOON CREEK	1916	16	27.2	Concrete	972	15	Rural Minor Collector	No	Yes	Fair
SPOK-2815	PARKER RD OV WEST BRANCH DRAGOON CRK	1985	9	24	Steel	210	5	Rural Local	No	No	Fair
SPOK-2816	PARKER RD OV DRAGOON CREEK	1978	15	27	Steel	210	5	Rural Local	No	Yes	Poor
SPOK-2818	DAHL RD OV SPRING CREEK	1916	16	25.6	Concrete	995	15	Rural Local	No	No	Fair
SPOK-2821	ANTLER RD OV DRAGOON CREEK	1982	10.5	22	Steel	689	5	Rural Local	No	No	Fair
SPOK-2909	BRIDGES RD OV DRAGOON CREEK	1972	18	22.4	PS Concrete	40	28	Rural Local	No	No	Poor
SPOK-2911	SPRING CREEK RD OV SPRING CREEK	1964	20.8	26	PS Concrete	49	14	Rural Local	No	No	Fair
SPOK-2913	OREGON RD OV NORTH FORK DRAGOON CRK	2012	21	0	Steel	132	24	Rural Local	Yes	No	Good

BRIDGE NUMBER	BRIDGE NAME	YEAR BUILT	LENGTH (feet)	WIDTH (feet)	MAIN MATERIAL	ADT	TRUCK %	FUNCTIONAL CLASS	NBI BRIDGE	POSTED	CONDITION
SPOK-3102	BABB RD OV NORTH PINE CREEK	1952	20	23.5	Timber	234	36	Rural Local	No	No	Fair
SPOK-3103	MORROW RD OV PINE CREEK	1997	146	28	PS Concrete	23	39	Rural Local	Yes	No	Fair
SPOK-3104	DIXON ROAD ARCH PIPE	1992	17	30	Steel	5	20	Rural Local	No	No	Good
SPOK-3105	OLD SR-195 OV SPRING VALLEY CREEK	1930	24	24.3	Concrete	506	19	Rural Major Collector	Yes	Yes	Fair
SPOK-3108	GRIFFITH RD ARCH PIPE OV NORTH PINE CREEK	1994	18	40	Steel	3	67	Rural Local	No	No	Good
SPOK-3112	OLD STATE ROUTE 195	1929	195	24	Concrete	888	18	Rural Minor Collector	Yes	Yes	Poor
SPOK-3201	KEEVY RD OV SPANGLE CREEK	1951	21.7	23.3	Timber	30	20	Rural Local	No	No	Poor
SPOK-3202	SPANGLE-WAVERLY RD OV SPANGLE CREEK	1917	20	26	Concrete	854	19	Rural Major Collector	No	No	Fair
SPOK-3203	CEDAR RD OV DRAINAGE	1967	12	22.3	Timber	12	17	Rural Local	No	No	Fair
SPOK-3204	WHITTIER RD OV N PINE CREEK	1954	15.4	18.7	Timber	88	35	Rural Local	No	No	Fair
SPOK-3205	OLD STATE ROUTE 195 OV DRAINAGE	1930	17.5	26	Concrete	302	19	Rural Minor Collector	No	No	Fair
SPOK-3206	OLD STATE ROUTE 195 OV DRAINAGE	1930	18	23.3	Concrete	478	19	Rural Minor Collector	No	No	Fair
SPOK-3301	VALLEY CHAPEL RD OV LATAH CREEK	1957	159	24	Concrete	411	12	Rural Major Collector	Yes	No	Fair
SPOK-3302	VALLEY CHAPEL RD OV SPANGLE CREEK	2008	90	36	PS Concrete	411	12	Rural Major Collector	Yes	No	Good
SPOK-3303	VALLEY CHAPEL RD OV LATAH CREEK	1996	203	40	PS Concrete	192	15	Rural Major Collector	Yes	No	Fair
SPOK-3304	VALLEY CHAPEL RD OV ROCK CREEK	2007	197	30	PS Concrete	192	15	Rural Major Collector	Yes	No	Good
SPOK-3305	STENTZ RD OV SPANGLE CREEK	1997	26	30	Steel	42	29	Rural Local	Yes	No	Good
SPOK-3308	VALLEY CHAPEL RD OV CALIFORNIA CREEK	1923	38	18.7	Concrete	411	12	Rural Major Collector	Yes	No	Fair

BRIDGE NUMBER	BRIDGE NAME	YEAR BUILT	LENGTH (feet)	WIDTH (feet)	MAIN MATERIAL	ADT	TRUCK %	FUNCTIONAL CLASS	NBI BRIDGE	POSTED	CONDITION
SPOK-3313	ELDER RD OV CALIFORNIA CREEK	1984	73	30	PS Concrete	77	19	Rural Minor Collector	Yes	No	Good
SPOK-3601	DARTFORD DR OV LITTLE SPOKANE RIVER	2001	149	32	Steel	1908	22	Rural Minor Collector	Yes	No	Good
SPOK-3602	LITTLE SPOKANE DR OV LITTLE SPOKANE RIVER	2012	104	32	PS Concrete	3691	8	Rural Major Collector	Yes	No	Good
SPOK-3603	WANDERMERE RD OV LITTLE SPOKANE RIVER	1953	478.7	34	Concrete	5394	6	Urban Minor Arterial	Yes	No	Fair
SPOK-3604	BRUCE RD OV PEONE CRK	2014	77	40	PS Concrete	6713	16	Rural Major Collector	Yes	No	Good
SPOK-3619	HOLLAND AVE OV DRAINAGE	1974	13	22.3	Timber	772	6	Urban Major Collector	No	One Lane	Poor
SPOK-3620	JAY AVE OV DRAINAGE	1963	24	40	PS Concrete	159	17	Urban Local	Yes	Yes	Fair
SPOK-3621	IVANHOE RD OV DRAINAGE	1964	20.8	26	PS Concrete	180	11	Urban Local	No	No	Good
SPOK-3622	BARNES RD OV DRAINAGE	1957	20.8	39.8	PS Concrete	272	13	Urban Local	No	Yes	Good
SPOK-3701	LITTLE SPOKANE DR OV LITTLE SPOKANE RIVER	1961	96.7	26	PS Concrete	2456	11	Urban Minor Arterial	Yes	No	Fair
SPOK-3702	LITTLE SPOKANE DR OV LITTLE SPOKANE RIVER	2007	110.5	29	PS Concrete	1726	10	Rural Major Collector	Yes	No	Good
SPOK-3703	COLBERT RD OV LITTLE SPOKANE RIVER	1953	90	26	Concrete	2167	13	Rural Minor Collector	Yes	Yes	Poor
SPOK-3704	LITTLE SPOK DR OV LITTLE SPOK RIVER	1951	90	26.4	Concrete	1109	17	Rural Major Collector	Yes	Yes	Poor
SPOK-3705	SHADY SLOPE RD OV LITTLE DEEP CREEK	1955	20	24.8	Concrete	1641	7	Urban Major Collector	No	Yes	Fair
SPOK-3706	SHADY SLOPE OV PEONE CRK OVERFLOW	1964	21	25.7	PS Concrete	1662	11	Urban Major Collector	No	No	Good
SPOK-3708	COLBERT RD OV LITTLE DEEP CREEK	1984	26	30	Concrete	911	11	Rural Local	Yes	No	Good
SPOK-3709	WOOLARD RD OV LITTLE DEEP CREEK	1958	21.5	23.5	Timber	301	17	Rural Local	No	No	Fair
SPOK-3710	SHADY SLOPE RD OV PEONE CREEK	1964	21	26	PS Concrete	1641	7	Rural Local	No	No	Fair
SPOK-3715	GREENLEAF DR OV LITTLE SPOKANE RIVER	1990	126	40	PS Concrete	1422	14	Urban Local	Yes	No	Fair

BRIDGE NUMBER	BRIDGE NAME	YEAR BUILT	LENGTH (feet)	WIDTH (feet)	MAIN MATERIAL	ADT	TRUCK %	FUNCTIONAL CLASS	NBI BRIDGE	POSTED	CONDITION
SPOK-3720	COLBERT RD PED OV LITTLE SPOKANE RIVER	1994	116	8	Concrete	0	0	Urban Local	No	No	Good
SPOK-3801	CHATTAROY RD OV LITTLE SPOKANE RIVER	1953	45	25.8	Concrete	1387	16	Rural Local	Yes	Yes	Poor
SPOK-3803	CRESCENT RD OV DRAGOON CREEK	1986	78	31.4	PS Concrete	92	16	Rural Local	Yes	No	Fair
SPOK-3804	CHATTAROY RD OV DRAGOON CREEK	2010	85	30	PS Concrete	446	14	Rural Local	Yes	No	Good
SPOK-3806	NORTH RD OV DRAGOON CREEK	1935	24	22.6	Concrete	152	26	Rural Local	Yes	Yes	Fair
SPOK-3807	FINDLEY RD OV BEAR CREEK	1961	26	22.3	PS Concrete	50	22	Rural Local	Yes	No	Good
SPOK-3852	RIVERWAY RD OV LITTLE SPOKANE RIVER	1984	117	30.1	PS Concrete	109	26	Rural Local	Yes	No	Good
SPOK-3901	MILAN RD OV LITTLE SPOKANE RIVER	1964	33	26	Concrete	218	16	Rural Minor Collector	Yes	No	Fair
SPOK-3902	DEER PARK-MILAN RD OV LITTLE SPOKANE RIVER	1954	42	25	Concrete	2046	16	Rural Minor Collector	Yes	Yes	Poor
SPOK-3903	ELOIKA RD OV LITTLE SPOKANE RIVER	1989	88	30.4	PS Concrete	271	16	Rural Local	Yes	No	Fair
SPOK-3906	WEST BRANCH RD OV WB LITTLE SPOKANE RIVER	1915	89	20.8	Concrete	98	15	Rural Local	Yes	Yes	Fair
SPOK-3914	VALLEY RD OV OTTER CREEK	1997	35	23.6	PS Concrete	152	20	Rural Local	Yes	No	Good
SPOK-3915	DEER PARK-MILAN RD OV BEAR CREEK	1921	13	35.5	Concrete	3810	18	Rural Major Collector	No	No	Fair
SPOK-4102	PRAIRIE VIEW RD OV LATAH CREEK	1998	307	36	PS Concrete	383	27	Rural Major Collector	Yes	No	Good
SPOK-4103	ROBERTS RD OV LATAH CREEK	1992	200	30.5	PS Concrete	41	37	Rural Local	Yes	Yes	Good
SPOK-4201	DARKNELL RD OV RATTLERS RUN CRK	1997	75	28	PS Concrete	19	37	Rural Local	Yes	No	Good
SPOK-4202	RATTLERS RUN RD OV RATTLERS RUN CREEK	1964	20.7	26.3	PS Concrete	24	46	Rural Local	No	No	Good
SPOK-4203	JACKSON RD OV RATTLERS RUN	1915	23	23.5	Concrete	85	29	Rural Minor Collector	Yes	No	Good

BRIDGE NUMBER	BRIDGE NAME	YEAR BUILT	LENGTH (feet)	WIDTH (feet)	MAIN MATERIAL	ADT	TRUCK %	FUNCTIONAL CLASS	NBI BRIDGE	POSTED	CONDITION
SPOK-4204	KEEVY RD OV LATAH CREEK	1976	96	16	PS Concrete	15	53	Rural Local	Yes	No	Fair
SPOK-4205	N. KENTUCK TRAILS RD OV LATAH CREEK	1961	107	22	Concrete	143	24	Rural Minor Collector	Yes	No	Fair
SPOK-4211	WEST BRADSHAW RD OV LATAH CREEK	1966	84	26	Steel	10	50	Rural Minor Collector	Yes	No	Good
SPOK-4212	HAYS RD OV LATAH CREEK	1960	81	23	Steel	9	33	Rural Local	Yes	No	Fair
SPOK-4215	CAHILL RD OV DRAINAGE	1955	18	23.5	Timber	22	41	Rural Local	No	No	Fair
SPOK-4217	SPANGLE-WAVERLY RD OV LATAH CREEK	1948	112	24	Concrete	563	20	Rural Major Collector	Yes	No	Fair
SPOK-4307	JACKSON RD OV ROCK CREEK	1960	92	26	PS Concrete	64	34	Rural Minor Collector	Yes	No	Fair
SPOK-4309	JACKSON RD OV OCHLARE CREEK	2014	33	0	Steel	125	17	Rural Minor Collector	Yes	No	Good
SPOK-4403	DUNN RD OV CALIFORNIA CREEK	1963	41	12.7	Timber	0	0	Rural Local	No	Closed	Good
SPOK-4404	CONNOR RD OV CALIFORNIA CREEK	1953	21	20.2	Timber	36	53	Rural Local	No	Yes	Poor
SPOK-4405	SANDS RD OV CALIFORNIA CREEK	1990	58	30.5	PS Concrete	229	21	Rural Local	Yes	No	Fair
SPOK-4408	MADISON RD OV CALIFORNIA CREEK	1952	19	23.5	Timber	797	16	Rural Minor Collector	No	No	Good
SPOK-4410	BELMONT RD OV CALIFORNIA CREEK	1965	19	23	Timber	566	19	Rural Major Collector	No	No	Poor
SPOK-4504	ARGONNE RD OV SPOKANE RIVER	2004	339	59	PS Concrete	32264	25	Urban Principal Arterial	Yes	No	Good
SPOK-4602	PEONE RD OV DEADMAN CREEK	1949	24	24	Steel	567	17	Rural Minor Collector	Yes	No	Fair
SPOK-4604	BIGELOW GULCH RD OV FORKER RD	2018	65	77.8	PS Concrete	7019	13	Rural Minor Arterial	Yes	No	Good
SPOK-4651	HEGLAR RD OV DEADMAN CREEK	1950	26	26	PS Concrete	196	20	Rural Local	Yes	No	Good
SPOK-4704	FORKER RD OV DRAINAGE	2021	35	28	Steel	885	19	Rural Major Collector	Yes	No	Good

BRIDGE NUMBER	BRIDGE NAME	YEAR BUILT	LENGTH (feet)	WIDTH (feet)	MAIN MATERIAL	ADT	TRUCK %	FUNCTIONAL CLASS	NBI BRIDGE	POSTED	CONDITION
SPOK-4705	HOLCOMB RD OV DEADMAN CREEK	2017	45	28.5	PS Concrete	165	19	Rural Local	Yes	No	Good
SPOK-4801	BRUCE RD OV DEER CREEK	1950	19	23.5	Timber	47	23	Rural Local	No	No	Good
SPOK-4814	ANTLER RD OV DEER CREEK	1955	17.7	21.3	Timber	21	29	Rural Local	No	No	Good
SPOK-4901	ELK-CHATTAROY RD OV LITTLE SPOKANE RIVER	1962	77	26	Concrete	944	19	Rural Major Collector	Yes	No	Fair
SPOK-4902	FRIDEGER RD OV LITTLE SPOKANE RIVER	2021	58	28	PS Concrete	321	15	Rural Local	Yes	No	Good
SPOK-4909	MILAN-ELK RD OV DRY CREEK	1968	16	23.5	Timber	1478	10	Rural Major Collector	No	No	Fair
SPOK-5102	SPRING VALLEY RD OV LATAH CREEK	1998	118	36.4	PS Concrete	165	27	Rural Major Collector	Yes	No	Good
SPOK-5104	MARSH RD OV LATAH CREEK	1988	149	30.5	PS Concrete	16	19	Rural Local	Yes	No	Good
SPOK-5107	KNIGHT RD OV COVE CREEK	1962	16	21.7	Timber	26	8	Rural Local	No	No	Fair
SPOK-5201	CHATCOLET RD OV ROCK CREEK	2004	102	30	PS Concrete	48	29	Rural Minor Collector	Yes	No	Good
SPOK-5202	CHATCOLET RD OV ROSE CREEK	1988	101	30.5	PS Concrete	48	21	Rural Minor Collector	Yes	Yes	Good
SPOK-5205	TRUAX RD OV SO FORK ROCK CREEK	1963	44	30.4	Concrete	435	34	Rural Major Collector	Yes	No	Fair
SPOK-5206	SANDERS RD OV SO FORK ROCK CREEK	1993	67	15.5	PS Concrete	19	21	Rural Local	Yes	No	Good
SPOK-5208	STARR RD OV SO FORK ROCK CREEK	1959	42	23.5	Timber	16	25	Rural Local	Yes	No	Poor
SPOK-5210	TRUAX RD OV SO FORK ROCK CREEK	1964	37	30.7	Concrete	343	29	Rural Major Collector	Yes	No	Fair
SPOK-5211	BRADSHAW RD OV SF ROCK CREEK	1993	88	30.7	PS Concrete	140	43	Rural Minor Collector	Yes	No	Good
SPOK-5216	HARVARD RD OV SO FORK ROCK CREEK	1993	72	30.6	PS Concrete	45	47	Rural Local	Yes	No	Good
SPOK-5303	ELDER RD OV UP RR	1961	149	26.3	PS Concrete	2089	18	Rural Major Collector	Yes	No	Fair
SPOK-5305	OLD ELDER RD OV MICA CREEK	1921	21	24.2	Concrete	20	30	Rural Local	No	No	Fair
SPOK-5307	CAMPBELL RD OV UP RR	1927	99	20	PS Concrete	20	35	Rural Local	Yes	No	Fair

BRIDGE NUMBER	BRIDGE NAME	YEAR BUILT	LENGTH (feet)	WIDTH (feet)	MAIN MATERIAL	ADT	TRUCK %	FUNCTIONAL CLASS	NBI BRIDGE	POSTED	CONDITION
SPOK-5319	DUNKLE RD OV N FORK ROCK CREEK	1986	88	31.5	PS Concrete	29	52	Rural Local	Yes	No	Fair
SPOK-5502	HARVARD RD OV SPOKANE RIVER	1997	458	59	PS Concrete	13680	12	Urban Principal Arterial	Yes	No	Good
SPOK-5515	APPLEWAY RD OV SPOKANE RIVER	2011	491	32	PS Concrete	9637	17	Urban Principal Arterial	Yes	No	Good
SPOK-5605	STARR RD OV NEWMAN LAKE OUTLET	1968	42	28	PS Concrete	1781	14	Rural Minor Collector	Yes	No	Fair
SPOK-5701	MUZZY RD OV THOMPSON CREEK	1951	21	28.5	Timber	379	13	Rural Minor Collector	No	No	Good
SPOK-5708	ELLIOTT RD OV DEADMAN CREEK	2015	23	41.3	Concrete	85	27	Rural Local	Yes	No	Good
SPOK-5712	WALLIS RD OV SOUTH FORK DEADMAN CREEK	2021	35	22	Steel	24	17	Rural Minor Collector	Yes	No	Good
SPOK-5905	BLANCHARD CREEK RD OV OVERFLOW	2020	14	33.3	PS Concrete	77	26	Rural Local	No	No	Good
SPOK-6201	IDAHO RD OV ROSE CREEK	1900	18	19.5	Timber	9	67	Rural Local	No	No	Fair
SPOK-6203	IDAHO RD OV ROSE CREEK	1958	40	23.5	Timber	62	35	Rural Local	Yes	No	Fair
SPOK-6206	IDAHO RD OV SO FORK ROCK CREEK	2020	42	24.2	Steel	36	19	Rural Local	Yes	No	Good

APPENDIX B
Weight Restricted Posted Bridges

BRIDGE NUMBER	BRIDGE NAME	YEAR BUILT	LENGTH (feet)	WIDTH (feet)	MAIN MATERIAL	ADT	TRUCK %	FUNCTIONAL CLASS	NBI BRIDGE	POSTED	CONDITION
SPOK-0605	COULEE-HITE RD OV COULEE CREEK	1923	50	26.5	Concrete	266	23	Rural Major Collector	Yes	Yes	Fair
SPOK-1506	GORDON RD OV DEEP CREEK	1981	111	26.3	PS Concrete	155	24	Rural Local	Yes	Yes	Fair
SPOK-2203	WELLS RD OV SANDERS CREEK	1953	30	26	Concrete	282	22	Rural Major Collector	Yes	Yes	Fair
SPOK-2310	ANDERSON RD OV UPRR	1971	63	26	PS Concrete	221	16	Rural Local	Yes	Yes	Fair
SPOK-2404	CHENEY-SPOKANE OV UP&BN RR	1949	547	24.2	Concrete	2238	14	Rural Major Collector	Yes	Yes	Poor
SPOK-2813	DAHL RD OV DRAGOON CREEK	1916	16	27.2	Concrete	972	15	Rural Minor Collector	No	Yes	Fair
SPOK-2816	PARKER RD OV DRAGOON CREEK	1978	15	27	Steel	210	5	Rural Local	No	Yes	Poor
SPOK-3105	OLD SR-195 OV SPRING VALLEY CREEK	1930	24	24.3	Concrete	506	19	Rural Major Collector	Yes	Yes	Fair
SPOK-3112	OLD STATE ROUTE 195	1929	195	24	Concrete	888	18	Rural Minor Collector	Yes	Yes	Poor
SPOK-3619	HOLLAND AVE OV DRAINAGE	1974	13	22.3	Timber	772	6	Urban Major Collector	No	One Lane	Poor
SPOK-3620	JAY AVE OV DRAINAGE	1963	24	40	PS Concrete	159	17	Urban Local	Yes	Yes	Fair
SPOK-3622	BARNES RD OV DRAINAGE	1957	20.8	39.8	PS Concrete	272	13	Urban Local	No	Yes	Good
SPOK-3703	COLBERT RD OV LITTLE SPOKANE RIVER	1953	90	26	Concrete	2167	13	Rural Minor Collector	Yes	Yes	Poor
SPOK-3704	LITTLE SPOK DR OV LITTLE SPOK RIVER	1951	90	26.4	Concrete	1109	17	Rural Major Collector	Yes	Yes	Poor
SPOK-3705	SHADY SLOPE RD OV LITTLE DEEP CREEK	1955	20	24.8	Concrete	1641	7	Urban Major Collector	No	Yes	Fair
SPOK-3801	CHATTAROY RD OV LITTLE SPOKANE RIVER	1953	45	25.8	Concrete	1387	16	Rural Local	Yes	Yes	Poor
SPOK-3806	NORTH RD OV DRAGOON CREEK	1935	24	22.6	Concrete	152	26	Rural Local	Yes	Yes	Fair
SPOK-3902	DEER PARK-MILAN RD OV LITTLE SPOKANE	1954	42	25	Concrete	2046	16	Rural Minor Collector	Yes	Yes	Poor

BRIDGE NUMBER	BRIDGE NAME	YEAR BUILT	LENGTH (feet)	WIDTH (feet)	MAIN MATERIAL	ADT	TRUCK %	FUNCTIONAL CLASS	NBI BRIDGE	POSTED	CONDITION
SPOK-3906	WEST BRANCH RD OV WB LITTLE SPOKANE RIVER	1915	89	20.8	Concrete	98	15	Rural Local	Yes	Yes	Fair
SPOK-4103	ROBERTS RD OV LATAH CREEK	1992	200	30.5	PS Concrete	41	37	Rural Local	Yes	Yes	Good
SPOK-4403	DUNN RD OV CALIFORNIA CREEK	1963	41	12.7	Timber	0	0	Rural Local	No	Closed	Good
SPOK-4404	CONNOR RD OV CALIFORNIA CREEK	1953	21	20.2	Timber	36	53	Rural Local	No	Yes	Poor
SPOK-5202	CHATCOLET RD OV ROSE CREEK	1988	101	30.5	PS Concrete	48	21	Rural Minor Collector	Yes	Yes	Good

APPENDIX C
Parks and Small City Bridge Inspections

Parks Bridges

BRIDGE NUMBER	BRIDGE NAME	YEAR BUILT	LENGTH (feet)	WIDTH (feet)	MAIN MATERIAL	ADT	TRUCK %	FUNCTIONAL CLASS	NBI BRIDGE	POSTED	CONDITION
HANG-GOLF1	LATAH CREEK GOLF COURSE 1	1968	115	13.7	Concrete	10	1	Rural Local	No	Closed	Fair
SPOK-4505	DENNY ASHLOCK PEDESTRIAN OC	1990	304	16	PS Concrete	0	0	Urban Local	No	No	Good

Small City Bridges

BRIDGE NUMBER	BRIDGE NAME	YEAR BUILT	LENGTH (feet)	WIDTH (feet)	MAIN MATERIAL	ADT	TRUCK %	FUNCTIONAL CLASS	NBI BRIDGE	POSTED	CONDITION
FAIRFIELD 1	MAIN ST OV RATTLER RUN CRK	1914	9	35.5	Concrete	112	7	Urban Local	No	To be Posted	Fair
FAIRFIELD 2	TICKNOR ST OV RATTLER RUN CRK	1920	12	26.5	Concrete	596	5	Rural Local	No	To be Posted	Fair
ROCKFORD 2	MICA CREEK-FIRST ST. N.	2003	60	23.9	PS Concrete	71	5	Rural Local	Yes	No	Good
SPANGLE 1	1ST ST OV SPANGLE CREEK	1983	24	28	PS Concrete	384	5	Urban Local	Yes	No	Fair
SPANGLE 2	2ND ST OV SPANGLE CREEK	1983	24	28.5	PS Concrete	266	5	Urban Local	Yes	No	Fair
SPANGLE 3	3RD ST OV SPANGLE CREEK	1977	24	26.2	PS Concrete	175	5	Urban Local	Yes	No	Fair
SPANGLE 4	MAIN ST OV SPANGLE CREEK	1975	25	27.5	Steel	184	5	Rural Major Collector	Yes	No	Good