

Barker Road Bridge

For those who haven't stopped by the Barker Road Bridge project lately, there has been a lot of progress since our last update in which we shared photos and described placement of the girders.



A bridge worker guides a giant section of the temporary work pier up and away from the newly placed girders.

Like Pick-up Sticks

Once all the girders were in place and the river was once again spanned, temporary work piers that provided access during construction had to be removed from beneath the massive concrete girders.

Like a delicate game of giant pick-up sticks, removal of the work piers required precise maneuvering of 15,000 pound, 70 foot long timbers through a 7-foot span without damaging the girders above or dropping them into the river below. After two weeks of skillful effort, both work piers were successfully removed.



Shown to the left of two wood cross braces, above, a concrete diaphragm helps stabilize the bridge structure.

Bridge Stabilization

After the work piers were removed, concrete stabilization structures, called dia-

phragms, were poured between the 150-foot long girders. The diaphragms help tie the long narrow girders together to stiffen and stabilize the bridge surface.

A total of 63 diaphragms were poured, one approximately every 35 feet, to ensure maximum bridge stabilization.



Concrete forms placed between the girders will provide support during the pouring of the concrete decking (driving surface). Once the concrete has cured, these plywood forms will be removed.

Driving Surface

Upon completion of the diaphragms, additional plywood forms and rebar were placed in preparation for pouring the concrete decking (driving surface) of the bridge.

A total of 274,000 pounds of bright green rebar crisscrosses the span of the bridge, and will reinforce the concrete against fractures. The rebar is specially treated with epoxy to help prevent corrosion from road salts.



Hundreds of pieces of specially treated rebar will provide reinforcement to the concrete decking.

Bridge Completion Schedule Will be Impacted by Weather

Like those who have been watching construction of the new bridge progress, we are looking forward to its completion and the subsequent re-opening of the bridge to traffic.

While timely completion of the bridge is one of our most important concerns, our commitment to ensuring a safe, well-constructed bridge that will provide the community with years of service must be our top priority.

Because pouring the concrete decking of the bridge is the next step, and concrete requires warmer temperatures to cure properly, work has been temporarily suspended until weather conditions are more favorable.

The delay in pouring the concrete in turn impacts the schedule for constructing the traffic barriers, sidewalks, approaches and other completion work.

When weather permits, construction will resume and we can get a better sense of when the bridge can be re-opened to traffic.

We are sensitive to the inconvenience to all those who use the bridge and rely on its traffic to bring them business. We are grateful for the community's patience, understanding and support during this project.

We look forward to sharing news of a re-opening date with you, and to celebrating the completion of the new Barker Road Bridge over the Spokane River.

"America's highways, roads, bridges, are an indispensable part of our lives."

—Christopher Dodd

Get Updates

Sign up now to receive weekly emailed traffic alerts that include Barker Road Bridge project updates when construction season resumes.

Just email cbranch@spokanevalley.org and ask to be added to the Traffic Alerts distribution list.

Barker Road Bridge Project
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Barker Road Bridge Project Update continued...

January 2010

Barker Road Bridge Project—Cross Section at Pier Locations

New Barker Road Bridge Facts

- Construction began Summer 2008
- 454 feet long
- 72 feet wide
- Two piers in river
- One lane in each direction with a center lane dividing traffic
- Two five feet wide bicycle lanes
- Two six feet wide sidewalks
- Parking lane on the northbound side
- Artwork on the traffic barriers
- Cost to build: \$11.2 million (including design, construction and project management)
- Funded by a federal Bridge Replacement Grant and the City of Spokane Valley
- Anticipated completion 2010

