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]	2.0 W OF SR 395	47-39-15.90 = 47.654417	117-27-15.65 = -117.454347

85426000000000	Highway agency district: 6	Owner: City or Municipal Highway Agency [04]	Maintenance responsibility: City or Municipal Highway Agency [04]		

Route: 825		RIVERSIDE AVENUE	Toll: On free road [3]	Features intersected: LATAH CREEK	

Design - main: Concrete [1]		Design - approach:		Kilometerpoint: 32 km = 19.8 mi	
1	Culvert [19]	0	Other [00]	Year built: 1920	Year reconstructed: N/A [0000]
				Skew angle: 5	Structure Flared:
				Historical significance: Bridge is not eligible for the NRHP. [5]	

Total length: 33.5 m = 109.9 ft	Length of maximum span: 33.5 m = 109.9 ft	Deck width, out-to-out: 11.6 m = 38.1 ft	Bridge roadway width, curb-to-curb: 10.4 m = 34.1 ft		
Inventory Route, Total Horizontal Clearance: 10.4 m = 34.1 ft	Curb or sidewalk width - left: 0 m = 0.0 ft	Curb or sidewalk width - right: 0 m = 0.0 ft			

Deck structure type	Not applicable [N]
Type of wearing surface	Bituminous [6]
Deck protection	
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length: 0.5 km = 0.3 mi	Method to determine inventory rating: No rating analysis or evaluation perfor	Inventory rating: 32.4 metric ton = 35.6 tons			
	Method to determine operating rating: No rating analysis or evaluation perfor	Operating rating: 43.2 metric ton = 47.5 tons			
	Bridge posting: Equal to or above legal loads [5]	Design Load:			

Functional Details

Average Daily Traffic	2359	Average daily truck traffi	1 %	Year	2013	Future average daily traffic	3780
Year	2034						

Road classification	Minor Arterial (Urban) [16]	Lanes on structure	2	Approach roadway width	10.4 m = 34.1 ft
Type of service on bridge	Highway [1]	Direction of traffic	2 - way traffic [2]	Bridge median	Closed median (no barriers) [2]
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

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	Open, no restriction [A]	Appraisal ratings - structural	Better than present minimum criteria [7]
Condition ratings - superstructure	Not Applicable [N]	Appraisal ratings - roadway alignment	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - substructure	Not Applicable [N]	Appraisal ratings - deck geometry	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - deck	Not Applicable [N]		

Scour	Countermeasures have been installed to mitigate an existing problem with scour. [7]
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	93.4

Culverts	Shrinkage cracks, light scaling and insignificant spalling which does not expose reinforcing steel. Insignificant damage caused by drift with no misalignment and not requiring corrective action. Some minor scouring has occured near curtain walls, wingwa
Traffic safety features - railings	
Traffic safety features - transitions	
Traffic safety features - approach guardrail	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - approach guardrail ends	Inpected feature meets currently acceptable standards. [1]

Inspection date	June 2013 [0613]	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: 06/27/2013 Agency: SPOKANE

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

Bridge No. 288800825 Page: 1/2 **Structure Type**

Bridge Name MARNE BRIDGE **Route** 00825 **Location** 2.0 W OF SR 395

Structure ID 08542600 **MilePost** 0.20 **Intersecting** LATAH CREEK

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

7		Structural Adqcy	(657)	N		Pier/Abut/Protect	(679)	1920	Year Built	(332)	
5		Deck Geometry	(658)	7		Scour	(680)	0	Year Rebuilt	(336)	
9		Underclearance	(659)	6		Retaining Walls	(682)	48		Oper Rating	(551)
5		Operating Level	(660)	9		Pier Protection	(683)	36		Inv Rating	(554)
3		Alignment Adqcy	(661)	0		Bridge Rails	(684)	A		Open Close	(293)
8		WaterwayAdqcy	(662)	0		Transition	(685)	9999		Vert Over Deck	(360)
9		Deck Overall	(663)	1		Guardrails	(686)	0000		Vert Under	(374)
9		Drains Condition	(664)	1		Terminals	(687)	N		Vert Und Code	(378)
9		Superstructure	(671)	N		Revise Rating	(688)	0.00		Asphalt Depth	
0		Number Utilities	(675)			Photos Flag	(691)			Speed Limit	
9		Substructure	(676)			Soundings Flag	(693)				
8		Chan/Protection	(677)			Measure Clearance	(694)				
7		Culvert	(678)								

Inspections Performed

IT	NT	HRS	Date	Rep Type
Y	24	2.5	06/05/2013	Routine
				Fract Crit
				Underwater
				Special
				Interim
				Equipment
				Damage
				Safety
				Short Span

Total: 2.5

Suff Rating: 93.45 FO 93.41 FO

BMS Elements

Element	Element Description	Total	Units	State 1	State 2	State 3	State 4
145	Earth Filled Concrete Arch	110	LF	0	110	0	0
215	Concrete Abutment	75	LF	0	75	0	0
331	Concrete Bridge Railing	220	LF	-20	220	20	0
361	Scour	2	EA	0	2	0	0
800	Asphaltic Concrete (AC) Overlay	3740	SF	0	0	3740	0

Notes

0	The bridge is oriented from the south to the north with wide shoulders on either side that are used by pedestrians. The temperature at the time of the inspection was 79 degrees.
145	There is a longitudinal crack running the length of the arch at the center which has been epoxy injected. There is a small spall on the west side at the south end of the arch near the abutment measuring 4" x 6". There are some vertical cracks on the west side of the arch at the north and south ends next to the abutments. The ornamental edges of the arch are spalling.
215	The north abutment has one vertical, hairline crack and some light, disorganized cracking on the west side. The south abutment has vertical cracks, 2 to 3 feet apart across the face of the abutment. One of these cracks has been epoxy injected and the rest range in size from hairline to 0.16. There is also a horizontal crack about mid-height in the south abutment. There are light cracks in the retaining walls on both ends of the bridge, and some small spalls at the tops of the joints.

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Ver Date: 06/27/2013 Agency: SPOKANE

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

Bridge No. 288800825 **Structure Type**

Bridge Name MARNE BRIDGE **Route** 00825 **Location** 2.0 W OF SR 395

Structure ID 08542600 **MilePost** 0.20 **Intersecting** LATAH CREEK

331	The railing consists of Jersey-type barriers with metal hand rails embedded in the top, placed on a concrete curb along both sides of the bridge. These barriers are held in place by steel retaining plates bolted to the outside of the curb. The railing shows signs of numerous vehicle collisions. The barriers have scrapes, paint marks and chips and many of the retaining plates are bent. In spite of the impacts, the system is in place and remains functional.
361	At the south abutment, there is riprap filled with soil covering the footing with light vegetation growing around and under the bridge. The water's edge was about 7' from the south abutment at the time of the inspection. On the north end, the riprap and fill material reach almost to the spring line and there is brush and vegetation around and under the bridge. The channel is well defined in this area.
800	The asphalt overlay on the bridge has numerous cracks, most of which have been sealed with tar. There is a slightly sunken area at the southeast corner measuring 4' in diameter.

Repairs

Repair No	Pr	R	Repair Description	Noted	Maint	Verified

Inspections Performed and Resources Required

Report Type	Date	IT	Frq	Hrs	Insp	CertNo	Coinsp	Note
Routine	06/05/13		24	2.5	JEM	G0608	LAM	Soundings and wade are done with the routine inspection but not always on the same day.

Resources	Use	Hour	Min	Req	Max	Notes
UBIT	50	3.00				