

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]	Spokane County [063]	Spokane [67000]	00.60 N OF I-90	47-39-34.77 = 47.659658	117-25-35.66 = -117.426572
85295000000000	Highway agency district 6	Owner City or Municipal Highway Agency [04]	Maintenance responsibility	City or Municipal Highway Agency [04]	
Route 815	MONROE STREET	Toll On free road [3]	Features intersected	SPOKANE RIVER	
Design - main 3	Concrete continuous [2] Arch - Deck [11]	Design - approach 14	Concrete continuous [2] Arch - Deck [11]	Kilometerpoint 35 km = 21.7 mi	Year built 1911 Year reconstructed 2005
				Skew angle 0	Structure Flared
				Historical significance Bridge is on the NRHP. [1]	
Total length	272.2 m = 893.1 ft	Length of maximum span	85.6 m = 280.9 ft	Deck width, out-to-out	21.6 m = 70.9 ft
Inventory Route, Total Horizontal Clearance	15.2 m = 49.9 ft	Curb or sidewalk width - left	2.7 m = 8.9 ft	Curb or sidewalk width - right	2.7 m = 8.9 ft
Deck structure type	Concrete Precast Panels [2]				
Type of wearing surface	Monolithic Concrete (concurrently placed with structural deck) [1]				
Deck protection	Epoxy Coated Reinforcing [1]				
Type of membrane/wearing surface					

Weight Limits

Bypass, detour length	Method to determine inventory rating	Load Factor(LF) [1]	Inventory rating	32.4 metric ton = 35.6 tons
0.3 km = 0.2 mi	Method to determine operating rating	Load Factor(LF) [1]	Operating rating	54 metric ton = 59.4 tons
Bridge posting	Equal to or above legal loads [5]	Design Load	M 18 / H 20 [4]	

Functional Details

Average Daily Traffic	20500	Average daily truck traffi	3	%	Year	2010	Future average daily traffic	40000	Year	2032
Road classification	Other Principal Arterial (Urban) [14]		Lanes on structure	4	Approach roadway width	15.5 m = 50.9 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	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	Work to be done by contract [1]								
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	780000	Roadway improvement cost	78000						
	Length of structure improvement	0 m = 0.0 ft		Total project cost	1170000					
	Year of improvement cost estimate	2013								
	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	Equal to present desirable criteria [8]
Condition ratings - superstructure	Very Good [8]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Very Good [8]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - deck	Very Good [8]		
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	75.3
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - transitions			
Traffic safety features - approach guardrail			
Traffic safety features - approach guardrail ends			
Inspection date	September 2012 [0912]	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: 09/03/2014

Agency: SPOKANE

Status: Work

Printed On: 09/30/20

Program Mgr: Roman G. Peralta

Bridge No. 371000815

Page: 1/3

Structure Type

Bridge Name MONROE ST OC SPOKANE RIV

Route 00815

Location 00.60 N OF I-90

Structure ID 08529500

MilePost 0.22

Intersecting SPOKANE RIVER

Inspector's Signature JEM

IDent# G0608

Co-Inspector's Signature LAM

										Inspections Performed				
8	Structural Adqcy (657)	N	Pier/Abut/Protect (679)	1911	Year Built (332)		IT	NT	HRS	Date	Rep	Type		
3	Deck Geometry (658)	8	Scour (680)	2005	Year Rebuilt (336)		Y	24	0.0	09/03/2014	Routine			
9	Underclearance (659)	8	Retaining Walls (682)	60	Oper Rating (551)						Fract Crit			
5	Operating Level (660)	9	Pier Protection (683)	36	Inv Rating (554)						Underwater			
8	Alignment Adqcy (661)	1	Bridge Rails (684)	A	Open Close (293)						Special			
8	WaterwayAdqcy (662)	0	Transition (685)	9999	Vert Over Deck (360)						Interim			
8	Deck Overall (663)	0	Guardrails (686)	0000	Vert Under (374)	Y	72	13.0	09/10/2010	Equipment				
9	Drains Condition (664)	0	Terminals (687)	N	Vert Und Code (378)	O		10.0	09/12/2007	Damage				
8	Superstructure (671)	Y	Revise Rating (688)	0.00	Asphalt Depth						Safety			
3	Number Utilities (675)		Photos Flag (691)		Speed Limit						Short Span			
8	Substructure (676)	N	Soundings Flag (693)											
8	Chan/Protection (677)		Measure Clearance (694)											
9	Culvert (678)													
										Total: 0.0				
										Suff Rating: 75.29		75.29		

BMS Elements

Element	Element Description	Total	Units	State 1	State 2	State 3	State 4
50	Prestressed Concrete Slab	39059	SF	39059	0	0	0
109	Prestressed Concrete Multiple Web Girder Units	595	LF	595	0	0	0
110	Concrete Girder	2486	LF	2486	0	0	0
144	Concrete Arch	2052	LF	2040	12	0	0
150	Concrete Column on Spandrel Arch	92	EA	92	0	0	0
155	Concrete Floor Beam	2650	LF	2650	0	0	0
205	Concrete Pile/Column	30	EA	30	0	0	0
214	Concrete Web Wall between Columns	320	LF	320	0	0	0
215	Concrete Abutment	159	LF	159	0	0	0
266	Concrete Sidewalk & Supports	16520	SF	16520	0	0	0
310	Elastomeric Bearing	162	EA	162	0	0	0
333	Other Bridge Railing	1786	LF	1786	0	0	0

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Bridge No. 371000815	Page: 2/3	Structure Type
Bridge Name MONROE ST OC SPOKANE RIV	Route 00815	Location 00.60 N OF I-90
Structure ID 08529500	MilePost 0.22	Intersecting SPOKANE RIVER

341	Concrete Pedestrian Railing	1786	LF	1786	0	0	0
404	Compression Seal / Concrete Header	639	LF	633	6	0	0
803	Modified Concrete Overlay	44800	SF	44780	20	0	0

Notes

0	The bridge is oriented south to north. The temperature at the time of the inspection was 86 degrees. The main arches on this bridge consist of built-up steel sections encased in concrete.
50	There is a spall on the edge of one of the prestressed deck panels located in Span 8.5.
109	In three of the multi-web girder units of the jump span one of the webs has a broken end with exposed pre-stressing steel. See picture number 9 of the inspection photos.
110	The girders over the spandrel arches have hairline cracks of varying lengths across the bottoms and extending up the sides.
144	There are some minor spalls in the main arches. See the inspection drawing for locations.
150	
155	There are hairline cracks in most of the concrete floor beams extending from the utility knock-outs to the bottoms of the beams.
205	In the pier interiors some of the arches closest to the access manholes have horizontal cracks at the tops of the arches with some delaminations.
214	In Span 8, the web walls between the spandrel columns all have a light crack running from the top of the pass-through radius upwards toward the top of the wall.
215	On the north abutment there are vertical cracks in the face, some of which have been epoxy-injected, and there is a repair at the northeast corner that is breaking up. The cracks have not grown since the last inspection and no new cracks have been found.
266	There are transverse cracks in the sidewalk with light efflorescence across the length of the bridge, and four minor spalls in the soffit at Pier 10.
310	The neoprene bearing pads at Piers 1, 2 and 7 are protruding from the joint. Comparisons with previous inspections show no movement in the pads.

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333	The traffic railing is concrete with a decorative metal railing on top. There are some light, vertical cracks in the concrete portion of the railing.
341	
404	The north expansion joint at Pier 10 was partially filled with concrete during construction.
675	There are three active utilities on the west side of the bridge: a 12" gas main encased in a 16" casing, a bank of six plastic conduits, 4" in diameter, and an 18" welded steel water main. On the east side of the bridge there is an old bank of 12 steel conduits encased in concrete on the south end and block-outs for future installations.
803	The deck surface is badly cracked, especially at the south end of the bridge. The south approach slab is also badly cracked. The cracks continue to grow and become more defined, but the pavement of the approach and the deck remains smooth and level.

Repairs

Repair No	Pr	R	Repair Description	Noted	Maint	Verified
10001	2	B		10/08/10	10/12/12	
10003	2	B		10/08/10	10/08/12	

Inspections Performed and Resources Required

Report Type	Date	IT	Frq	Hrs	Insp	CertNo	Coinsp	Note
Routine	09/03/14		24		JEM	G0608	LAM	Ubit used to get on the arch inspection platforms and into the north and south bent.
Resources		Use Hour		Min	Req	Max	Notes	
Special Equipment		AIRM		2.50			Access manhole in pavilions need 1/2" allen wrench for hold down bolts a tripod with fall arrest and cones for pedestrains.	
Equipment	09/10/10		72	13.0	JEM	G0608	LAM	Ubit 9-10-10-6.5 south bound, 9-17-10 North bound- 6.5
Resources		Use Hour		Min	Req	Max	Notes	
UBIT		50			ANY	ANY	high cost in 2014	
Damage	09/12/07	O		10.0	JEM	G0608	LAM	This damage inspection was caused by Blasting just north, 130' of the bridge. Cracks(#7) not noted in 2006 inspection and a 12"x20" spall in upper northeast corner of abutment were found.
Resources		Use Hour		Min	Req	Max	Notes	