



CITY OF SPOKANE VALLEY BRIDGE REPAIR REPORT

Priority: High Medium Low Critical

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Bridge Number SPOKV-4511	Bridge Name Sullivan Rd Over Spokane River	Structure ID 08139800
Specific Location on Bridge North Expansion Joint		Repair Photos YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
REPAIRS ASSIGNED TO: <input type="checkbox"/> COSV Maintenance <input checked="" type="checkbox"/> Contract / Number Inland Maint. Contract <input type="checkbox"/> Capital Project		ORIGIN OF REPAIRS: Deterioration over insp. cycles. <input checked="" type="checkbox"/> Bridge Manager <input type="checkbox"/> COSV Maintenance <input type="checkbox"/> Site Visit
		<input type="checkbox"/> From Repair List Repair No./ Date Repaired /

Was this an emergency repair? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	Caused by: Vehicle <input type="checkbox"/> High Load Hit <input type="checkbox"/> Weather <input type="checkbox"/> Load restrictions Due to Damage? No
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(Photo 2)

Materials Used for Repairs:

N.A. Degerstrom, under Inland Asphalt COSV Maintenance Contract, rebuilt the north joint. Concrete end wall, polyester polymer concrete header, #5 green bar, new Emseal rubber gland. New asphalt approaches, 6" over 8"+ CSTC.

**REPAIRS MADE
APRIL 22-30, 2025**

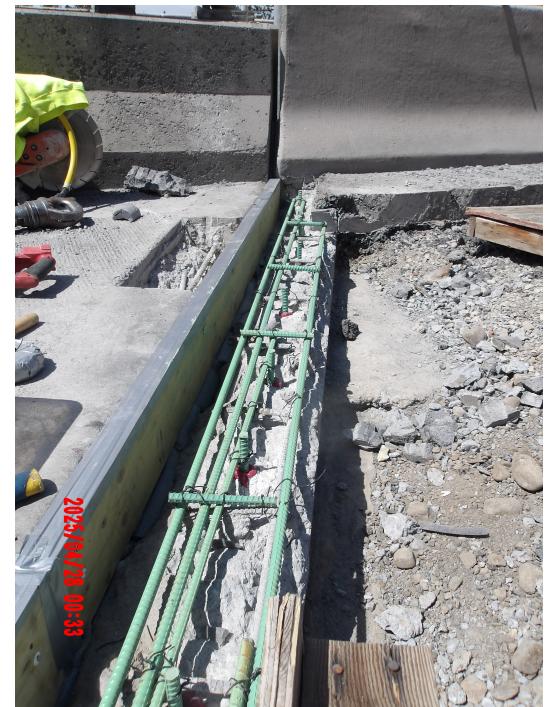
**WSDOT CL5000 3/4 TIII
#34504866**

Repair Remarks & Details:

Crews unearthed the joint & found a decomposed concrete back/end wall. The joint was previously repaired in Sept. 2017 after 4508 (2016) was built. Crews chipped away loose concrete, removed deteriorated rebar, added #5 bar (3 hor. bars, w/ties, doweled into back wall) poured a high-early concrete cap to the back wall, then a 2" Kwik Bond PPC (Polyester Polymer Concrete) 1121 header, added Emseal EMV-0300 seal, with silicon.

Form Completed By: **Pete Fisch**

Date: **May 5, 2025**



As the joint was rebuilt I surmised how it got to this point. In Sept. 2017 the joint was rebuilt by MJK due to the fact that it was damaged when crews installed Modified Concrete Overlay. This happened once 4508 (2016) was complete. Not sure if the steel angle nosings were in place at that time or not. MJK removed the header material, found spalled concrete & rebar with serious section loss. Crews did their due diligence in removing this material, adding some bar, cleaned other rebar, poured a Wabo-Crete material a full 7" deep, 8" wide in places, even welded rebar to existing bar, then installed a DS Brown style 2" compression seal.

Over the last 8 years the joint deteriorated to the point I had to fix it. Joint was open 3". I used the Inland Asphalt maintenance contract & hired N.A. Degerstrom & crew (Jason Desjarlais, John Brueher, Ryan Presho, Peter Nelson+) to repair the joint in two phases due to TC, poured 12" wide, approx. 3"+ of concrete cap w/bar, then 2" of KB PPC 1121. We then paved approach with 6" HMA Cl. 3/8" 64H-28 over existing CSTC (added approx. 2"). The Emseal EMV-0300 seal was added prior to paving. Crews came back the day after to sawcut a 1/2" x 1" joint & fill with Crafco 231 between PPC and HMA.

Pete Fisch- COSV Bridge Manager April 30, 2025

April 30, 2025

A handwritten signature in blue ink that reads "Pete Fisch".

