

OKLAHOMA DEPARTMENT OF TRANSPORTATION -

Bridge Inspection Report

Suff. Rating: 21.1
SD

Health Index :
53.8

NBI No.: 04085

Structure No.: 0902 0000 X

Local ID: -1

IDENTIFICATION
Description:
38-100' PONY TRUSS & 2-36' 1-BM. SPANS(BRIDGEPORT BR.)
1. State: Oklahoma 2. SHD District: Division 4
3. County Code: CANADIAN 4. Place Code: Unknown
Admin. Area: LT Snooper Truss
5. Inventory Route (Route On Structure) : 1 - 2 - 1 - 00281 - 0
6. Feature Intersected: S. CANADIAN RIVER
7. Facility Carried: U.S. 281 U.S. 281
9. Location: CADDO CANADIAN CL 11. Mile Post: 0.000 mi
13. LRS Inv. Route./ Subroute.: 0902 0000 01
16. Latitude: 35 32 25.00 17. Longitude: 098 19 22.00
98. Border Br. Code: Unknown (P) % Resp.: 0 99. Border Br. #: Unknown

STRUCTURE TYPE AND MATERIALS
43. Main Span Material and Design Type
Steel Truss-Thru
44. Approach Span Material and Design Type
Steel Stringer/Girder
45. No. of Spans Main Unit: 38 46. No. of Approach Spans: 2
107. Deck Type: 1 Concrete-Cast-in-Place
108A. Wearing Surface: 6 Bituminous
108B. Membrane: 8 Unknown
108C. Deck Protection: 8 Unknown

AGE AND SERVICE
27. Year Built: 1933 106. Year Reconstructed: Unknown
28A. Lanes on: 2 28B. Lanes Under: 0 19. Detour Length: 11.8 mi
29. ADT: 1100 30. Year of ADT: 2015 109. Truck ADT %: 16
42A. Type of Service on: 1 Highway
42B. Type of Service under: 5 Waterway

GEOMETRIC DATA
10. Inv. Rte. Min. Vert. Clr.: 328.1 ft
32. Approach Roadway Width (W/ Shoulders): 30.0 ft
Deck Area: 102,364.8 sq. ft 33. Median: 0 No median
34. Skew: 0 35. Structure Flared: 0 No flare
47. Inv. Rte. Total Horiz. Clr.: 24.0 ft
48. Length Maximum Span: 100.1 ft 49. Structure Length: 3,937.0 ft
50A. Curb/Sdwk Width L: 1.0 ft 50B. Curb/Sidewalk Width R: 1.0 ft
51. Width Curb to Curb: 24.0 ft 52. Width Out to Out: 26.0 ft
53. Minimum Vertical Clearance Over Bridge: 328.1 ft
54A/54B. Min. Vert. Underclearance : N Feature not hwy or RR 0.0 ft
Meas. -1 -1 -1 -1 -1
Post. DO NOT U DO NOT U DO NOT U DO NOT U B&N -1
55A/55B. Minimum Lateral Underclearance R: N Feature not hwy or RR 327.8 ft
56. Minimum Lateral Underclearance L: 327.8 ft

INSPECTION
Type Insp Req. Insp Done Freq. Insp. Date. Next Insp.:
NBI: N 12 10/15/2016 10/15/2017
FC Freq.: Y N 12 10/15/2016 10/15/2017
UW Freq.: N N NA NA
OS Freq.: Y Y 12 4/14/2017 4/15/2018

CLASSIFICATION
12. Base Hwy Network : On Base Network 20. Toll Facility: 3 On free road
21. Custodian: 01State Highway Agency 22. Owner: 01State Highway Agency
26. Functional Class: 06 Rural Minor Arteri 37. Historical Sig.: 2 Br eligible for NRHP
100. Defense Highway: 0 Not a STRAHNET h 101. Parallel Structure: No || bridge exists
102. Dir. of Traffic: 2 2-way traffic 103. Temp. Structure: Not Applicable (P)
104. Highway System: 0 Not on NHS 105. Fed. Land Hwy 0 N/A (NBI)
110. National Truck Network: 0 Not part of na 112. NBIS Length: Long Enough

CONDITION
58. Deck: 5 Fair 59. Super.: 4 Poor 60. Sub.: 5 Fair
62. Culvert: N N/A (NBI) 61. Channel/Channel Protection: 5 Bank Prot Eroded
Flowline Notes:

OCT-2016: 27.3 TOC at L3, west truss, span 6
[2016] FL to top of curb = 27.3' measured at E L5, span 6
[2015] FL to TOC = 27.7' measured @ L5, east truss.

LOAD RATING AND POSTING
31. Design Load: 2 M 13.5 (H 15) 41. Posting status: P Posted for load
63. Op. Rating Method: 1 LF Load Factor-Ton Alt. Op. Rating Meth.: 1 LF Load Factor-To
64. Operating Rating (H / HS / 3-3) : 16.5 16.5 16.5
66. Inventory Rating (H / HS / 3-3) : 15.0 15.1 37.7
65. Inv. Rating Method: 1 LF Load Factor-Ton Alt. Inv. Rating Meth.: 1 LF Load Factor-To
70. Posting: 2 20.0-29.9% below Date Rated : 3/25/2014

PROPOSED IMPROVEMENTS
94. Bridge Cost: \$6,781,689 75. Type of Work: 31 Repl-Load Capacit
95. Roadway Cost: \$4,500,000 76. Lgth. of Improvement: 3,937.0 ft
96. Total Cost: \$11,920,275 114. Future ADT: 1760
97. Year of Cost Est.: 2015 115. Year of Future ADT: 2035

NAVIGATION DATA
38. Navigation Control: Permit Not Required
39. Vertical Clearance: 0.0 ft 40. Horizontal Clearance: 0.0 ft
111. Pier Protection: 1 Not Required 116. Lift Bridge Vert. Clear.: 0.0 ft

APPRAISAL
36A. Bridge Rail: 0 Substandard 36C. Approach Rail: 0 Substandard
36B. Transition: 0 Substandard 36D. Approach Rail Ends: 0 Substandard
67. Str. Evaluation: 4 Minimum Tolerable 68. Deck Geometry: 4 Tolerable
69. Underclearance, Vertical and Horizontal: N Not applicable (NBI)
71. Waterway Adequacy: 5 Above Tolerable
72. Approach Alignment: 6 Equal Min Criteria
113. Scour Critical: 7 Countermeasures

200c. Temperature: 65
200d. Weather: RAINING/SNOWING
201. Structural Steel ASTM Desig.: -1 -1
202. Waterproof Membrane : -1
Date Installed : 1/1/1901
203. Type Exp. Dev. : Pourable
204. Type of Handrail: Metal Railing (other)
205. Material and Quantity : 10.0
208. Type of Abutment : Pedestal
Type of Foundation : Natural Foundation Matl.
209. Type of Pier / Found.: 2 Piers Yes
No Piling or Drilled Shaft
210. Foundation Elev. -1.0 -1.0
-1.0 -1.0 -1.0
211. Wear. Surf. Prot. System : None
Date Installed : 1/1/1901
213. Utilities Attached : -1
-1 -1 -1
-1 -1 -1

214a. Posted Weight Limit: 151515
b. Posted Speed Limit : -1
c. Narrow/One Lane Bridge sign : -1
d. Vertical Clearance Sign: NO
Advanced Warning Sign : NO
e. Navigation Lights : NO
Working/Not Working : NO
215. Overpass : C - US Highway
221. Substructure Cond. (U/W) : -
222. Fill over RCB: -1
223. Appr. Slab/Rdwy Cond.: Satisfactory
225. Paint Type : Red Lead Ready
Overcoat : Not Applicable
226. Date Painted: 3301
227. Paint Coloring: Silver
233. Deck Forming: -
238. School Bus Rte: Current and Desired Route
240. Appr. Roadway Type: Concrete

243. Girder Spacing/Number : -1.0 / -1
244. Span Lengths :
-1 -1 -1
-1 -1 -1
-1 -1
245. Girder Depth : 48.000
246. Type of Overlay : AC Overlay
246. Overlay Thickness : 3.0
246. Overlay Date : 12/4/2003
246. Overlay Depth Changed > 1"? -
247. Protective Systems : 1: -
2: - 3: -
4: - 5: -
248. No. of Field Splices w/ Corrosion : -1
249. Scour Crit. POA exists?: -
250. Culvert Headwall Dist.: -1.0
256. Chan. Profile Up/Down Stream?: -
257a. OkiePROS Auto. Truck Routing - Yes
258. Plans w/ found. are in file at ODOT:
259. Scour Eval. is in file at ODOT:
263. Interchange at Intersection: No Interchange
264. Interstate Milepoint: -1.00

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Structure No.: 0902 0000 X

Local ID: -1

Suff. Rating: 21.1
SDHealth Index :
53.8

Inspection Date: 4/14/2017

Reported By: DPOORMAN

Invoice No.: -1

Inspected With: -1

Agency :

Structure / Inspection Notes

(38) 100-foot long riveted pony trusses with (2) 36-foot long steel beam approach spans.

OS Inspection Items: See tables in 2017-04-14 OS report appendix for list of the following: Inspect cracks in stringer web copes, stringer connection angles, floor beams web copes, lower chord gusset plates above bearings for growth, stringer connections at end floor beams for additional loss or broken rivets; Pier beams and supplemental pier beams at piers 1 and 39 for distress; Misalignment of WU1U2 sp 37; Stringer 5 section loss at end floor beams; Scour due to movement of stream from span 10 to span 6.

Posted 15 tons, 2/2017

PX – Str 5 at FB 0, span 24 should be strengthened; Reinforce/replace the damaged concrete bridge railing in spans 1 and 40; Seal cracks in wearing surface and approach pavement; Remove debris from along the curbs; Remove loose concrete and patch the joint headers; Reseal the expansion joints; Install elastomeric pads or steel shims at missing locations on the supplemental pier beams over piers 1 and 39; Monitor cracks in stringer and floor beam webs. Drill crack tips that grow significantly; Repair cracks in stringer connection angles; Repair section loss in stringer and floor beam webs where corrosion holes and/or heavy section loss exists; Replace sheared rivets in the vertical connection, upper chord, and end post with bolts near west U1 in spans 31 and 37; Remove pack rust and apply caulking and paint along vertical edges of end gusset plates to arrest/mitigate ongoing edge bowing; Clean and paint steel below deck within 5 feet of the joints; Add rip rap around pier 9 in the main channel to arrest/mitigate the ongoing scour; Install full depth pressure relief joints on both approaches to mitigate ongoing effects of pavement pressure.

FX – Monitor: the beam connections to the original pier beams at piers 1 and 39 for further cracking; notches and cuts in inboard flange; notches and cuts in inboard flange and gusset plate at west U1L2, span 31; packrust and section loss in truss members; spalls and corroding rebar in soffit; lower chord gusset plates over bearings for development of horizontal cracks; cracks at FB copes and stringer connections; fatigue prone stitch welds of angle strengthening at FB 0, span 2; corrosion holes in floor bracing system; bowed members near locations of collision damage; bowed gusset plates near bearings; bullet strike damage to east truss, span 4; cracking/spall at east column capital, pier 3 for condition which would undermine bearing; expansion bearing pins for signs of additional wear or distress.

Additional
Elements